

Planning

Growth & Development

Delegated officer report for planning application

Application no. 129162/FO/2021

Date registered valid: 22 September ` 2021

Proposal: Erection of a single storey rear extension to be used in connection with ground floor office use (Class E) and formation of 1 x two bedroom apartment at first floor and 1 x studio apartment, alterations to shopfront in connection with formation of access to apartments and installation of roller shutters to shopfront and rear doorway to extension

Address: 711 Stockport Road, Manchester, M19 3AG

Ward(s): Levenshulme Ward

Applicant: Move Direct Ltd 711 Stockport Road, Manchester, M19 3AG

Agent (if any): Mr David Ormesher Holborow and Ormesher Station House, Adams Hill, WA16 6DN

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 8 November 2021

Application details

Type of application: Full Application Consent

Development type: Minor Office

Date of site visit: 26 February 2021

Standard consultations:

Printed: 5 May 2021 Expired: 12 May 2021

Neighbour notifications

Printed: 5 May 2021 Expired: 12 May 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

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is located the eastern side of Stockport Road close to its junction with Matthews Lane. The property lies within Levenshulme District Centre. The application property comprises of 2 storeys property with the ground floor forming part of a retail parade with residential accommodation above. The property is adjoined at the ground floor by Class E (retail) units. The elevations to the property comprise of red-brick walls and a grey slate pitched roof. The rear elevational originally comprised of a single storey extension and outbuildings in an enclosed yard area.



Fig. 1 – Front and rear views of 711 Stockport Road

Description of development

The development has been substantially implemented with works commencing prior to the submission of the planning application and has continuing subsequently. The development involves:

- i. The demolition of existing outbuildings in the rear yard to allow the form of a very shallow pitched roof single storey extension and with a maximum height of 7.5 metres and spans the full width of the rear yard. The extension has a rear ward projection of 6 metres leaving a retained rear yard with a depth of 3.5 metres, to facilitate bin and cycle storage. The extension would accommodate additional office and ancillary accommodation. The rear doorway would incorporate a roller shutter.
- ii. Also, to the rear a flat roof rear dormer extension has been formed with a maximum height of 7.3 metres and eaves at 5 metres. The extension is set below the ridge line and has projection of 5.2 metres termination 250 mm from the edge of the eaves. The dormer spans the substantive width of the roof but is offset from the boundaries with the adjoining properties. The rear elevation incorporates a pair of windows with elevations composed of vertical hung roof tiles. A roof window has been formed to the Stockport Road roof plane. Alterations to front and rear window openings would be undertaken.
- iii. Alterations to existing shopfront to facilitate the formation of a new access to apartments and installation of perforated, black colour treated roller shutters to shopfront.

Consultations & Notification Responses

Local residents – No comments received.

Environmental Health – Conditions are requested to address the following issues:

- i. Opening hours should be related to those applied for, i.e.,

Monday to Saturday: 9.00aam to 6.00 pm;
Sunday and Bank holidays: 11.00 am to 5.00 pm

- ii. Deliveries, servicing and collections, including waste collections, should not take place outside the following hours: 07:30 to 20:00, Monday to Saturday with no deliveries/waste collections on Sundays/Bank Holidays.
- iii. The submission, approval and implementation of measure to secure acoustic insulation to the proposed residential accommodation against noise from the A6 Stockport Road and any other identified noise source.
- iv. Any externally mounted ancillary plant, equipment and servicing required in support of the development shall be submitted, approved and implemented in accordance with a scheme with a requirement for post commissioning verification relating to the agreed acoustic attenuation criteria. As the development has been substantially completed, the timescale for the implementation of the scheme should be agreed as part of the related condition.
- v. The residential bin stores should be secured from access by the commercial use and the commercial use (extension) should include recycling (more than just food waste).

Highway Services – The following comments have been received:

- i. The addition of 2 flats and additional portion of office are not expected to generate trips that would impact local highway safety or operation.
- ii. Although on site car parking is not proposed as the site is located in the district centre, it is considered that any traffic generation would not significantly affect local circumstances including the generation of additional demand for on-street car parking.
- iii. Detail of proposed cycle storage should be provided, including the provision of secured and weatherproof enclosures.
- iv. The applicant states that waste will be stored at the rear and brought to the highway on collection days by the management company, which is considered to be acceptable.
- v. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).
- vi. The undertaking of works in accordance with a construction management plan is recommended as the footway on Stockport Road is very narrow and construction arrangements should be agreed in advance of any works.

Greater Manchester Ecology Unit – Advise that the only theoretical ecological issues are roosting bats and nesting birds. It is therefore recommended that the following informatives be included to any permission:

- i. Bats - Whilst the building to be converted is low risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.
- ii. Nesting Birds - The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended, it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a bird(s) nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

Greater Manchester Police Design for Security – The following comments have been received and related to the development as an informative:

- i. Monitored alarm system with PIR capacity be installed;
- ii. Entrance doors be compliant to a high security standard and fitted with door viewers;
- iii. As a single storey flat roof is proposed, it is recommended that the first floor living room windows are certified to a high security specification;
- iv. Consideration should be given to the provision of by swipe card or fob access to the main entrance;
- v. Suitable external 'Dusk 'til Dawn' lighting should be installed;
- vi. The proposed cycle store should include stands that allow both wheels and the crossbar to be locked to a stand.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a mechanism through 'which locally-prepared plans for housing and other development can be produced.' It states that 'at the heart of the Framework is a presumption in favour of sustainable development.' However, the Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Furthermore, the statutory status of the development plan remains as the starting point for decision making. In 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 92). The development would be appropriately related to the streetscene thereby securing appropriate natural surveillance. The development is capable of incorporating appropriate security measures and the comments of GM Police Design for Security have been related to the development. As the development would operate in conjunction with the existing use there would be no apparent additional harm to residential amenity. Chapter 8 would thereby be accorded with.

Chapter 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

- i. The potential impact of development on transport networks can be addressed;
- ii. Provide opportunities for walking, cycling and public transport use (Paragraph 104).

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. The site is highly accessible via public transport. The development would thereby be appropriately related to Chapter 9.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource and is relevant to key planning issues of significance to applicants and local authorities. In considering this application the following aspects of the PPG have been appropriately responded to:

- i. Consultation and pre-decision matters;
- ii. Health and well-being;
- iii. Noise.

It is considered that the development would be appropriately related to the above objectives for the reasons set out in the report.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the 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 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 relevant to the proposed development:

Policy SP 1 - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. 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.

The development would make a positive contribution to the commercial offer in the district centre and support the future expansion of the existing use to secure it sustained development and contribution to local employment. The development would draw advantage from its sustainable location and secure a design that would be appropriately related to the character of the existing building. The residential component would also contribute to the quality of residential provision in the district centre. Policy SP1 would thereby be accorded with.

Policy C 2 District centres - States that development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. The development would support and on-going business and thereby appropriately related to the objectives of policy C2.

Policy EN8 Adaptation to Climate Change - States that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In this case, the development would result in a marginal increase in floorspace with a marginal environmental impact.

Policy EN18 Contaminated Land and Ground Stability - States that any proposal for development of contaminated land must be accompanied by a health risk assessment. This application has been assessed by the Environmental Health and no issues have been identified in this case.

Policy EN19 Waste - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;

- ii. The sustainable waste management needs of the end user will be met.

The details submitted as part of the development provide significant certainty that, with some adjustment, suitable waste and recycling arrangements can be provided to improve the existing arrangements. A condition has therefore been included to ensure that appropriate storage enclosures would be provided to accord with Policy EN19 would thereby be accorded with.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case, the development would not generate significant traffic and the site is in a sustainable transport location. Policy T1 would be appropriately responded to.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Relevant considerations in this case are:

- o Appropriate siting, layout, scale, form, massing, materials and detail;
- o Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development with due regard to the character of the surrounding area;
- o Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- o Accessibility - In relation to inclusive access and sustainable transport modes;
- o Community safety and crime prevention;
- o Design for health;
- o Refuse storage and collection.

It is considered that the extension would be an appropriate and proportionate addition to the building with a design that relates satisfactorily to the building and its context. The development will not unduly harm residential amenity and provision can be made to provide appropriate security measures throughout the site. Appropriate waste management would be provided. Policy DM1 would thereby be accorded with.

Unitary Development Plan (UDP) saved policies -The following saved UDP policies are also considered to be relevant:

Policy E3.3 (Upgrade the appearance of radial and orbital routes) - This policy (E3.3) is relevant given the views of the site from Stockport Road, which is a major radial route to the City Centre. It is considered that the new development would satisfactorily contribute to the street scene by improving the appearance of the building and would thereby accord with policy E3.3.

Policy DC26 (Development and noise)

Policy DC26.1 - Has been related to the proposals contribution to the local noise environment, in relation to the operation of the proposed extension and the additional activity it may generate, including customers and traffic movements and the undertaking of servicing and deliveries. In case, it is considered that noise disturbance would be absorbed into the surrounding noise environment. The impact of the surrounding noise environment on the occupation of the apartments, it is considered that appropriate noise attenuation can be addressed through the recommended conditions. The development would thereby be positively related to policy DC26.

Guide to Development in Manchester - States that throughout the City, the Council will encourage development that complements Supplementary Planning Document and Planning Guidance. The Guide aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to

secure satisfactory development in Manchester. It is considered that the development would be satisfactorily related the Guide requirement for design and community, safety and crime prevention.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

In this case, officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Discussions have been undertaken with the applicant to have ensure that the submitted drawings and supporting information accords with the implemented development. The arrangements for waste management have also been satisfactorily clarified. The submitted and supplementary details have facilitated the appropriate assessment of the proposed development.

Principle of the development – It is considered that the overall development represents a proportionate addition to the building, would facilitate a modest expansion of an otherwise permissible residential use. The continued use of the property for a mix of commercial and residential uses would contribute positively to the future viability of Levenshulme District Centre. The development is therefore considered to be acceptable.

Height, scale and massing – The single storey extension would have a limited visual impact due to its height and screening afforded by the existing boundary wall. The height of the extension would be comparable to that of the original outbuildings thereby resulting in a limited change the previously established circumstances. The dormer extension has been set back from the eaves and the ridge line and thereby represents a proportionate addition to roof. The overall height, scale and massing of the development is considered to be proportionate and acceptable.

Siting – The application site originally comprised of outbuildings that required removal to facilitate the development. Neighbouring uses have a variety of rear extensions and the aerial view below demonstrates the single storey rear extension would be appropriately related to its context; including its relationship to neighbouring houses.



Satisfactory space would also be maintained to facilitate bin and cycle storage. The proposed roof extension would be appropriately related to the ridge and eaves line of the roof. Windows in the rear elevation would face towards the gable elevation of 14-16 Horstead Close (Class C3)

and there would not be any undue overlooking of the related front garden areas. This element of the development would also thereby be appropriately related to its context.

Residential amenity – The proposed apartment would improve the quality of the living accommodation and conditions (noise and waste management) would ensure an appropriate relationship to the ground floor use. As discussed, the siting of the ground and roof extension would be appropriately related to residential uses located to the east of the site without undue impact on residential amenity.

Use - A condition has been included to ensure that the authorised extension is not be used or sub-divided to form a separate unit and shall only be used in conjunction with the existing property as identified on the authorised drawings. This condition is considered to be necessary to ensure that the development is appropriately related to the constraints of the site and the related arrangement for waste management.

Design - The appearance of the proposed roof extension would be appropriately related to the existing office in terms of its composition and roof and window design. A condition has been included to ensure that the materials used in the construction of the development are maintained following construction. The works to the shopfront have ensured an relate to the existing Class E office in terms of brickwork and roof materials. The original outbuildings were in poor condition and their removal and replacement with new built form would deliver and improvement to the character of the area. On this basis, the proposed design is considered to be acceptable.

Crime and security - The recommendations of GM Police Design for Security are related to the development through and informative.

Access - The development would not achieve level access due to the need to relate to the extension to the configuration of the existing floor level, which is accessed via a step. The configuration of the site and its relationship to the street would prevent the formation of an access ramp. The formation of a stepped access would be acceptable in this case as there would be no change to the existing circumstances.

Roller shutters – The installed roller shutters to the ground floor Stockport Road elevation incorporate a perforated dark grey colour treated finish and a shutter box that is flush to the external elevation. It is thereby capable of being fully screened by any future fascia signage and is considered to be acceptable. The applicant has not provided details of the rollers shutters referenced on submitted drawing to the rear elevation of the extension. A condition has therefore been included to ensure that the detail of these roller shutters and housing boxes are submitted, approved and implemented as part of the development.

Gates and installed rear roller shutters- The applicant has installed roller shutters to the rear yard and has been advised that these are unacceptable and will need to be replaced by suitable gates. The required amendment would be delivered by condition.

Waste management – Notwithstanding the comments of Environmental Health, it should be emphasised that the development relates to the formation of additional floorspace to and existing Class E use. This use would be maintained as a single operation by condition. The formation of 2 apartments is also permitted and consideration limited to the proposed extensions. In these circumstances, it is considered that the applicant has made satisfactory provision for the respective commercial and residential waste management. However, in response to the comments of Environmental Health, a condition has been included to ensure that appropriate enclosures are provided for the respective bins.

Highways issues - The adjacent section of highway on Stockport Road incorporates double yellow lines. This will help to manage traffic generation. Given the limited magnitude of the development it is not considered that the development would raise significant concern regarding traffic generation, particularly as the office would be condition for use as part of a single operation. Any increase in activity would be absorbed into existing levels of activity in the district centre. The residents would also benefit from the sustainable location of the site.

Opening hours - The development is related to the following requested opening hours that are considered to be acceptable with the context of the district centre and neighbouring residential uses:

Monday to Saturday: 9.00 am to 6.00 pm;
Sunday and Bank holidays: 11.00 am to 5.00 pm.

Servicing hours - A condition has been included to relate deliveries, servicing and collections to the following hours as a safeguard to residential amenity:

Monday to Saturday - 7:30 am to 8:00 pm
No deliveries / waste collections on Sundays and Bank Holidays.

Conclusion - It is considered that the development provides an appropriate and proportionate addition to the property. The future management of the respective uses would be secured through the conditions set out below.

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

In this case, officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Discussions have been undertaken with the applicant to have ensure that the submitted drawings and supporting information accords with the implemented development. The arrangements for waste management have also been satisfactorily clarified. The submitted and supplementary details have facilitated the appropriate assessment of the proposed development.

Condition(s) to be attached to decision for approval

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 stamped as received by the City Council as local planning authority:

Planning application forms (received 20 January 2021 and addendum to section 17 received on 26 January 2021)

Location plan with a red edge (received 21 September 2021)

Proposed floor plans Ref: 2141/20/01 Rev C (received 15 February 2021)

Proposed elevations Ref: 2141/20/02 Rev E (received 4 May 2021)

Existing plans and elevations Ref: 2141/20/03 (received 20 January 2021)

Proposed rear gate Ref: 2141/00/05A (received 4 May 2021)

Waste Management Proforma (received 20 January 2021)

Photograph attached to Holborrow- Ormesher email dated 23 March 2021 detailing the specification of the installed roller shutter and housing boxes with a perforated grey finish installed to the ground floor Stockport Road elevation.

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 for the City of Manchester.

3) The materials to be used in the construction of the authorised development, including bricks and roofing materials, together with the method of coursing and pointing, shall match the existing building, in terms of colour, texture and appearance.

Reason - In the interests of visual amenity and character of the area, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) The planning permission hereby granted relates to the use of the ground floor as single Class E unit and the formation one self-contained apartment (Class C3) related to the respective first and second floors of 711 Stockport Road (2 apartments in total).

Reason – In the interests of residential amenity and to ensure the satisfactory implementation of the development pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

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

Monday to Saturday: 9.00aam to 6.00 pm;

Sunday and Bank holidays: 11.00 am to 5.00 pm

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

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

Monday to Saturday: 7.30 am to 8.00 pm;
Sunday and Bank Holidays: No deliveries/waste collections.

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

7) The authorised ground floor extension shall not be used (or sub-divided) to form a separate unit and shall only be used in conjunction with the existing business at ground floor level, as identified on drawing referenced Proposed floor plans Ref: 2141/20/01 Rev C and Proposed elevations Ref: 2141/20/02 Rev E for purposes permitted under Class E 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.

Reason - To safeguard the amenities of the occupiers of nearby residential properties pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

8) The roller shutters and housing boxes installed to the ground floor Stockport Road elevation of 711 Stockport Road shall be maintained in accordance with the following approved details:

- i. Drawing referenced: Proposed elevations Ref: 2141/20/02 Rev E;
- ii. Photograph attached to Holborrow-Ormesher email dated 23 March 2021 detailing the specification of the installed roller shutter and housing boxes with a perforated grey finish installed to the ground floor Stockport Road elevation.

Reason - To safeguard the amenities of the occupiers of nearby residential properties and the quality of the streetscene, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy E3.3 of the Unitary Development Plan.

9) Before the authorised ground floor extension is brought into use, a drawing detailing the specification, perforation and appearance of roller shutters and housing boxes relation to the rear elevation of the authorised extension as shown on drawings referenced: Proposed elevations Ref: 2141/20/02 Rev E shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be fully implemented in accordance with approved details, to an agreed timescale and maintained in situ at all times thereafter.

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

10) Before the authorised ground floor extension is brought into use, the steel panelled gates as shown on drawing Ref: 2141/00/05A shall be implemented and the installed roller shutters and housing boxes removed. The gates shall be maintained in situ at all times thereafter, and the roller shutters and housing boxes shall not be reinstated.

Reason – In the interest of residential and visual amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

11) Before the apartments hereby approved are occupied, details shall be submitted to and approved in writing by the City Council as local planning authority relating to the siting and appearance of the lockable enclosures for the storage of the segregated waste and recycling bins relating to the respective office (Class E) and apartments (Class C3) and incorporating the bin capacities set out in document referenced Waste Management Proforma (received 20

January 2021). The approved details shall be implemented to and agree timescale and maintained in situ at all times thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

12) Before the apartments hereby approved are occupied , details of the design, and appearance of the cycle store as on drawing referenced: Proposed floor plans Ref: 2141/20/01 Rev C shall be submitted to and approved in writing by the City Council and local planning authority. The approved details shall be fully implemented prior to the occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage of cycles, pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

13) Before the first occupation of the authorised apartments, a scheme for acoustically insulating the residential accommodation against noise from Stockport Road and any other identified noise sources shall be submitted to and approved in writing by the City Council as local planning authority.

Upon completion of the implementation of the approved scheme, 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 non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

The approved noise insulation scheme shall be completed before any of the apartments are occupied and maintained in situ thereafter.

Reason - To secure a reduction in noise from Stockport Road and any other identified noise sources in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester.

14) Before the installation of any required external plant or equipment required in support of the authorised Class E use, details of its design, specification, siting and appearance shall be related to a scheme to 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 equipment. The development shall be implemented in accordance with approved details, to an agreed timescale and maintained in situ thereafter.

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

Informatives

1) It is considered that the development is implemented with reference to the following guidance:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2) It is recommended that the development incorporates satisfactory security measures to reduce the potential risk of crime, including:

- i. The apartments should be fitted with a monitored alarm system with PIR monitors, compliant with:
 - BS EN 50131 and PD 6662 for wired systems
 - BS 6799 for wireless systems
- ii. The apartment entrance doors should be compliant with BS PAS 24 and include door viewers.
- iii. First floor apartment living room windows should be certified to BS PAS 24.
- iv. The access to the main entrance should be operable by swipe card or fob.
- v. Lighting - Dusk 'til dawn lights, operated by photoelectric cell/daylight sensor, should be installed to all external doors. External lighting should also be provided to the side passageway and rear of the building.

3) Bats - Whilst the building to be converted is low risk for bats, it is an offence to disturb, harm or kill bats. If a bat(s) is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

4) Nesting Birds - Under the Wildlife and Countryside Act 1981 (as amended), it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. If a nesting bird(s) is suspected/found work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

5) The planning permission hereby granted does not confer consent for the display of advertisements.

Appendix 1 – List of consultees & neighbours notified

Environmental Health
Highway Services
Greater Manchester Ecology Unit
Greater Manchester Police

721A Stockport Road, Manchester, M19 3AG
2A Jean Close, Manchester, M19 3EB
719 Stockport Road, Manchester, M19 3AG
Ground Floor And First Floor, 711 Stockport Road, Manchester, M19 3AG
Ground Floor Rear, 711 Stockport Road, Manchester, M19 3AG
818 Stockport Road, Manchester, M19 3AW
Ground Floor, 711 Stockport Road, Manchester, M19 3AG
First Floor, 711 Stockport Road, Manchester, M19 3AG
Top Flat, 715 Stockport Road, Manchester, M19 3AG
Top Flat, 713 Stockport Road, Manchester, M19 3AG
Top Flat, 705 Stockport Road, Manchester, M19 3AG
7 Horstead Walk, Manchester, M19 3BE
721 Stockport Road, Manchester, M19 3AG
12 Horstead Walk, Manchester, M19 3BE
713 Stockport Road, Manchester, M19 3AG
5 Horstead Walk, Manchester, M19 3BE
3 Horstead Walk, Manchester, M19 3BE
16 Horstead Walk, Manchester, M19 3BE

14 Horstead Walk, Manchester, M19 3BE
10 Horstead Walk, Manchester, M19 3BE
1 Horstead Walk, Manchester, M19 3BE
816 Stockport Road, Manchester, M19 3AW
9 Horstead Walk, Manchester, M19 3BE
2 - 6 Park Grove, Manchester, M19 3AQ
705 Stockport Road, Manchester, M19 3AG
717 Stockport Road, Manchester, M19 3AG
715 Stockport Road, Manchester, M19 3AG
709 Stockport Road, Manchester, M19 3AG
707 Stockport Road, Manchester, M19 3AG

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
Area Team Boundary - Name: NORTH2