

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130379/JO/2021

Date registered valid: 2 June 2021

Proposal: Variation of conditions 2, 11, 12 and 14 attached to planning permission ref: 127110/FO/2020 to allow elevational changes including increase in roof height

Address: 123 Clarence Road, Manchester, M13 0ZL

Ward(s): Rusholme Ward

Applicant: Mr James Litherland Clarence Road SPV Ltd 6th Floor Imperial Court, 2 Exchange Quay , Salford , M5 3EB

Agent (if any):

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 21 July 2021

Application details

Type of application: Variation or Removal of Condition

Development type: Minor Dwellings

Date of site visit:

Standard consultations:

Printed: 10 June 2021 Expired: 1 July 2021

Neighbour notifications

Printed: 10 June 2021 Expired: 1 July 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:

Tree Preservation Order:

This application relates to a large 3 storey building with a floorspace of approximately 32,000 square feet. The property is currently vacant, having been last used as a job centre. The building is largely of a brick construction and is located in a mostly residential area, on Clarence Road, at the junction with Dickenson Road, where a number of commercial uses are present. To the side of the building is a vehicular access gate, which leads to a car parking and servicing area, at the rear of the building. This area is enclosed by boundary walls/fencing and landscaping.

An application was made on the site (126109/P3OPA/2020) seeking Prior Approval to change the use of the premises from Class B1 (offices) to 46 self-contained apartments, comprising:

36 x one bedroom apartments

6 x two bedroom apartments

4 x studio apartments.

This application was approved on 7 April 2020

In association with those works, a further application was submitted to carry out external alterations to the Clarence Road elevation of the building (126178/FO/2020 - Approved 15 April 2020). The alterations comprise 12 individual frontages, to 12 ground floor flats, and a central entrance point to the upper floor flats. Each of the individual entrance points would include a door and window with and off-white render and clad surround.

An application was then submitted (127110/FO/2020) for the erection of a single storey rooftop extension to form 8 additional self-contained residential apartments to supplement the existing development. This would comprise 7 x two bedroom apartments and 1 x three bedroom apartment. In addition, the agent indicated that one of the allowed apartments, in the existing building, has been converted into a plant room, so this proposal would mean that there would be 53 apartments on site (45 out of 46 already allowed, plus 8 new apartments) meaning an overall increase of 7 apartments on site. The new mix of apartments would be:

35 x one bedroom apartments
13 x two bedroom apartments
1 x three bedroom apartment
4 x studio apartments.

The rooftop extension was proposed to be set-back from the edges of the building (approximately 1.75 metres from the front of the building, 0.9 metres from the sides and 0.3 metres from the rear. The extension would be constructed largely in a grey cladding to match elements on the existing elevation, which comprises both brickwork and cladding.

In addition the proposed site layout plan was amended to indicate 42 car parking spaces, an amenity area and 32 covered cycle spaces. This also shows an EV charging point.

This application was approved, on 14 October 2020, subject to the following conditions:

(2) - Specified plans

(11) The proposed electric vehicle charging points indicated on drawing number 0622-3PA-XX-XX-DR-A-SK022 rev P11, stamped as received by the City Council, as Local Planning Authority on 13 October 2020., shall be fully implemented prior to the first occupation of the development, and the facilities retained on a permanent basis.

(12) The development hereby approved shall be completed in accordance with the scheme for the provision of space and facilities for bicycle parking as shown on drawing number 0622-P3A-XX-XX-DR-A-SK041 rev P1, stamped as received by the City Council, as Local Planning Authority on 8 June 2020 and drawing number 0622-3PA-XX-XX-DR-A-SK022 rev P11, stamped as received by the City Council, as Local Planning Authority on 13 October 2020. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

(14) The boundary treatment hereby approved shall be carried out in accordance with the details indicated on drawing number 0622-P3A-XX-XX-DR-A-SK039 rev P01, stamped as received by the City Council, as Local Planning Authority on 11 June 2020 and drawing number 0622-3PA-XX-XX-DR-A-SK022 rev P11, stamped as received by the City Council, as Local Planning Authority on 13 October 2020. The boundary treatment shall be completed before the approved residential units are occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

It is now proposed to vary these 4 conditions to allow elevational changes to the building including an increase in roof height. The proposed revisions, indicated by the applicant, are as follows:

Parapet height

The original planning application set the third floor level in line with the existing roof slab. However, a structural survey identified an existing layer of screed laid to falls on top of the roof slab. It also established that the existing roof slab was not capable of carrying the new load. A new steel structure, essentially forming a raised floor, has therefore been designed to transfer the new loads to the existing columns. The steel level was set to clear the existing screed ridge. The new steel structure has raised the third floor level and subsequently the parapet height, which has been increased by approximately 520mm. The proposed window head and ceiling heights have been reduced to keep the parapet height as low as possible.

Other changes

- The third floor window heads have been reduced to keep the parapet height down. The window sills have been raised. The fenestration pattern has been amended to provide sufficient free area / openable lights for purge ventilation.
- Window head heights in the existing ribbon window openings have been reduced to suit new ceiling heights.
- Window and door heights on the ground floor along Clarence Road have been reduced and window sills raised following manufacturer recommendations.
- The plant room has been split into a separate meter and plant room. The louvred window has been omitted, to be filled in with reclaimed bricks, and the previously louvred door is now solid.
- Electric vehicle charging points have been positioned away from the building for fire safety reasons. Disabled parking spaces have subsequently been rearranged to improve access.
- The dry riser inlet has been repositioned to accommodate it within the wall build-up.
- Meter inlets have been omitted from ground floor apartments.
- 5 no. small gable windows have been omitted for buildability reasons.
- Windows to the rear stair core have been amended to include a solid look-a-like panel for fire safety.

The proposed changes would not result in any changes to the number of units on site, which remains at 53.

Consultations & Notification Responses

Local residents - No comments received.

Highway Services - Makes the following comments:

The revised car park layout incorporating the provision of three disabled parking places and four electric vehicle charging bays as shown on the revised site plan is acceptable to Highways.

Strategic Area and Citywide Support Manager - Has no objection to the proposed changes, providing all the criteria on the initial planning application and subsequent condition discharge applications are implemented and MCC criteria is met.

Neighbourhood Officer (trees) - No objections subject to the previous tree related conditions being attached to any new permission.

Greater Manchester Police - No objections.

Issues

National Planning Policy Framework (February 2019) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and communities' health, social and cultural well-being; and

An environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It 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 visibly 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.

There should be a presumption in favour of sustainable development and planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 124).

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 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.

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City 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 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, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

Policy H1 goes on to state 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 H5 relates to new housing in Central Manchester and states that 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 EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Policy EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy DM 1 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:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- 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.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.

- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

Guide to Development in Manchester Supplementary Planning Guidance - Recognises the importance of an area's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

The guidance advises that high quality design is a vital attribute of successful neighbourhoods, the design of streets should promote neighbourliness and design should respect and be informed by location. The guidance also advises that buildings should relate well to each other and building heights should be carefully considered. In terms of ease of movement, cul-de-sacs are discouraged, the street network should contribute to the character of the area, safe routes for cyclists and pedestrians will be promoted, and public transport should be easy to use. Places with attractive and successful public areas are encouraged with open spaces reflecting and accommodating future uses with children and young people being considered in the design and location of open spaces. Neighbourhoods should contain a mix of housing, safety and security are vital elements of the urban area, the impact of parking areas should be minimised and new developments should maximise access for disabled people.

Point 10.9 relates to external space and states that all residents should enjoy useable private amenity space wherever they choose to live in the City. All new developments should be designed to provide on-site amenity space which is fit for purpose and which is informed by, and relates to, the character of the area. Simply this means the provision of gardens that perform well as multi-functional space. Gardens are valuable within any development by contributing the following:

- A safe play area for children
- Additional storage outside the house
- The provision of outside drying area for clothes which additionally assists the environmental sustainability of a development
- Space in which to relax which helps the overall sense of well-being
- An increased amount of planting which enhances the quality of the natural environment
- The space to provide home grown food which benefits the health of the local community.

Manchester Residential Quality Guidance 2016 -Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016). The guidance has been produced with the ambition, spirit and

delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

Changes to approved scheme (appearance) – There are a number of elevational alterations proposed, as detailed above, much of which represent minor cosmetic changes that would not significantly affect the visual appearance of the building and there are no new windows proposed that would have any adverse impacts for any local residents in terms of any increased risks of loss of outlook or privacy. The chief change is that the height of the proposed third floor is being increased by approximately 0.5 metres due to some structural issues. The approved scheme indicated an upper floor extension that is set-back from the roof edges, particularly at the front of the building where the set-back is 1.75 metres. This was negotiated to reduce the visual impact of the structure, particularly at ground level in front of and opposite the building. It is considered that the height increase proposed would not make the resulting building significantly more imposing, than the approved development, and would not be visually intrusive in the street scene.

In design terms it remains the case that the Clarence Road elevation, of the third floor extension, is broken up by a series of small set-backs along various points in the elevation, and a lightweight material is proposed, rather than brickwork, which is nevertheless in keeping with materials used elsewhere on the existing elevation. Overall in terms of scale and design the proposal is therefore considered to be appropriate to the building/location and it is not considered that the proposed changes would have a detrimental visual impact upon the surrounding environment.

Changes to approved scheme (site layout) – The applicant has positioned the 4 proposed Electric vehicle charging points away from the building for fire safety reasons. This has involved some other changes to the car parking layout, with 3 disabled persons parking spaces being rearranged. It remains the case that 42 car parking spaces are provided with 4 EV charging spaces, 3 disabled persons parking spaces and 32 cycle spaces, as is the case with the existing approval. Also routes through the parking area, and access to the site, have not changed, and Highways Services have no issues with the proposed arrangements. These proposed changes are therefore considered to be acceptable.

Other changes – There are also some minor internal changes proposed, which do not significantly impact on the overall development or alter the proposed number of units, which remains at 43.

Landscaping/trees - Some trees are to be lost on the frontage of the site, although these are not considered to be of great quality, by the Council's arboriculturalist, who is satisfied that the higher quality trees on site are being retained. The addition of 8 new trees, in the site frontage, is considered to be adequate mitigation, subject to these trees being heavy standards. These arrangements are as previously approved.

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 proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this development where early discussions took place regarding the changes to the approved permission. The proposal is considered to be acceptable and therefore determined within a timely manner.

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 14 October 2023.

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:

Drawings numbered 0622-P3A-XX-XX-DR-A-SK006 rev P2, 0622-P3A-XX-XX-DR-A-SK007 rev P2 , 0622-P3A-XX-XX-DR-A-SK008 rev P2, 0622-P3A-XX-XX-DR-A-SK009 rev P2, 0622-P3A-XX-XX-DR-A-SK010 rev P2, 0622-P3A-XX-XX-DR-A-SK026 rev P02, 0622-P3A-XX-XX-DR-A-SK040 rev P1, 0622-P3A-XX-XX-DR-A-SK041 rev P1 and 0622-P3A-XX-XX-DR-A-SK042 rev P2

Design and Access Statement rev P01 dated 5 June 2020

Air Quality Assessment dated 14 May 2020 (ref:3669r1)

Arboricultural Statement dated 15 May 2020 (ref:CW/9915-AS-2)

The Axis Technical Note 04 dated June 2020 (ref:2802-01-TN04)

All stamped as received by the City Council, as Local Planning Authority, on 8 June 2020.

Drawing numbered 0622-P3A-XX-XX-DR-A-SK039 rev P01, stamped as received by the City Council, as Local Planning Authority, on 11 June 2020.

Drawing numbered 0622-3PA-XX-XX-DR-A-SK044 rev P07, stamped as received by the City Council, as Local Planning Authority, on 29 September 2020.

Drawings numbered 0622-3PA-XX-XX-DR-A-SK022 rev P13, 0622-P3A-XX-XX-DR-A-SK025 rev P06, 0622-P3A-XX-XX-DR-A-SK026 rev P02, 0622-P3A-XX-XX-DR-A-SK043 rev P09 and 0622-P3A-XX-XX-DR-A-SK046 rev P10, stamped as received by the City Council, as Local Planning Authority on 13 May 2021.

Drawings numbered 0622-P3A-XX-XX-DR-A-SK017 rev P10 and 0622-P3A-XX-XX-DR-A-SK018 rev P09, stamped as received by the City Council, as Local Planning Authority on 21 July 2021.

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

3) The development shall only be constructed in accordance with the approved materials schedule indicated in the document titled 'Condition 3 - Materials Palette' dated 1 November 2020 and stamped as received by the City Council, as Local Planning Authority on 18 November 2020.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1, EN1 and DM1 of the Manchester Core Strategy.

4) When the development commences, the development shall be carried out in accordance with the Tier 1 Contaminated Land Assessment dated 10 November 2020 (ref: 13-826-L3-1) and stamped as received by the City Council, as Local Planning Authority on 18 November 2020 and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. No occupation of the development shall take place until the completion/verification report is submitted to and approved by the City Council as local planning authority.

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy

5) The development shall only be carried out in accordance with the approved construction management plan, as indicated on drawing numbered 0622-P3A-XX-XX-DR-A-00310 rev T02, stamped as received by the City Council, as Local Planning Authority on 15 January 2021 and the Construction Method Statement stamped as received by the City Council, as Local Planning Authority on 29 January 2021.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy.

6) The development shall only be carried out in accordance with the details contained in the Environmental Standards Statement, dated 11 November 2020 and Sustainability Statement, dated 10 November 2020, stamped as received by the City Council, as Local Planning Authority on 18 November 2020 and the email from James Litherland dated 15 January 2021 and Energy Statement dated November 2020, stamped as received by the City Council, as Local Planning Authority on 15 January 2021. Prior to occupation of any of the residential units, a post construction review certificate/statement being submitted and approved by the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of Manchester's Core Strategy, policy DP3 of Regional Spatial Strategy for the North West (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

7) The premises shall be acoustically insulated in accordance with the details contained within the following documents:

Hann Tucker Associates Stage 2 Acoustic Report dated 8 April 2020 and stamped as received by the City Council, as Local Planning Authority on 18 November 2020.

Email from James Litherland, dated 29 January 2021 and Noise Impact Report dated 29 January 2021 (ref:27807/NIA1), stamped as received by the City Council, as Local Planning Authority on 29 January 2021.

Email from Jake Howarth, and associated acoustic calculations, dated 16 February 2021.

Thermal Comfort Analysis - TM59, dated 3 March 2021 (ref CSS 4410), stamped as received by the City Council, as Local Planning Authority on 4 March 2021

Addendum to report CSS 4410 TM59, dated 9 March 2012, stamped as received by the City Council, as Local Planning Authority on 9 March 2021

Email from Ray Liu, dated 10 March 2021, with associated acoustic consultations.

Hann Tucker Associates Overheating and Noise Assessment dated 12 March 2021 (ref:27807), stamped as received by the City Council, as Local Planning Authority on 12 March 2021

Upon completion of the development and before first occupation of the residential units, a verification report will be required to validate that the work undertaken throughout the development conforms to these approved specifications. The report shall also undertake post completion testing to confirm that the internal 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

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

8) The development hereby permitted shall only be carried out only in accordance with the approved drainage scheme as indicated in the following drawings and documents:

Email from James Litherland dated 29 January 2021 and the Roscoe Drainage Maintenance Manual dated January 2021 Revision 3, stamped as received by the City Council, as Local Planning Authority on 29 January 2021

Email from James Litherland, dated 4 February 2021 and drawing numbered 992-ROS-00-00-GA-C-09121 rev P1, the Roscoe Foul and Surface Water and Flood Risk Assessment, dated February 2021 Revision 2 and the Topographical Survey dated July 2019, stamped as received by the City Council, as Local Planning Authority on 4 February 2021

Email from James Stockdale, dated 12 February 2021, and drawings numbered 992-ROS- 00-00-GA-C-09101 rev C7, 992-ROS-00-00-SD-C-09201 rev C1, the Polypine Underground Drain document and the Existing Manhole Photographic Survey, stamped as received by the City Council, as Local Planning Authority on 12 February 2021.

Reason- To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14.

9) .The development shall be maintained and managed in accordance with the drainage management and maintenance plan, for the lifetime of the development, as indicated in the following drawing and documents:

Email from James Litherland dated 29 January 2021 and the Roscoe Drainage Maintenance Manual dated January 2021 Revision 3, stamped as received by the City Council, as Local Planning Authority on 29 January 2021

Email from James Litherland, dated 4 February 2021 and drawing numbered 992-ROS-00-00-GA-C-09121 rev P1, the Roscoe Foul and Surface Water and Flood Risk Assessment, dated February 2021 Revision 2 and the Topographical Survey dated July 2019, stamped as received by the City Council, as Local Planning Authority on 4 February 2021

Email from James Stockdale, dated 12 February 2021, and drawings numbered 992-ROS- 00-00-GA-C-09101 rev C7, 992-ROS-00-00-SD-C-09201 rev C1, the Polypine Underground Drain document and the Existing Manhole Photographic Survey, stamped as received by the City Council, as Local Planning Authority on 12 February 2021.

Reason- To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development, pursuant to policies within the NPPF and NPPG and policies EN08 and EN14 of the Manchester Core Strategy.

10) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the new dwelling units hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to Policies T2, SP1 and DM1 of the Manchester Core Strategy.

11) The proposed electric vehicle charging points indicated on drawing number 0622-3PA-XX-XX-DR-A-SK022 rev P13, stamped as received by the City Council, as Local Planning Authority on 13 May 2021., shall be fully implemented prior to the first occupation of the development, and the facilities retained on a permanent basis.

Reason - In the interest of the residential amenity of the occupants of the development due to the air quality surrounding the development and to secure a reduction in air pollution from traffic or other sources in order to safeguard the amenity of nearby residents from air pollution,

pursuant to policies SP1, EN16 and DM1 of the Manchester Core Strategy and Greater Manchester Air Quality action plan 2016

12) The development hereby approved shall be completed in accordance with the scheme for the provision of space and facilities for bicycle parking as shown on drawing number 0622-P3A-XX-XX-DR-A-SK041 rev P1, stamped as received by the City Council, as Local Planning Authority on 8 June 2020 and drawing number 0622-3PA-XX-XX-DR-A-SK022 rev P13, stamped as received by the City Council, as Local Planning Authority on 13 May 2021. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

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

13) The development hereby approved shall only be carried out in accordance with the submitted security measures identified in the Design and Access Statement rev P01 dated 5 June 2020, stamped as received by the City Council, as Local Planning Authority, on 8 June 2020, which shall be to be secured by design standards.

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

14) The boundary treatment hereby approved shall be carried out in accordance with the details indicated on drawing number 0622-P3A-XX-XX-DR-A-SK039 rev P01, stamped as received by the City Council, as Local Planning Authority on 11 June 2020 and drawing number 0622-3PA-XX-XX-DR-A-SK022 rev P13, stamped as received by the City Council, as Local Planning Authority on 13 May 2021. The boundary treatment shall be completed before the approved residential units are occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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

15) Prior to the first occupation of any of the residential units, a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. This shall include details of refuse storage space for segregated waste collection and recycling and details of internal and external storage areas. 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 residential and visual amenity and public health pursuant to policy DM1 of the Manchester Core Strategy Development Plan Document.

16) Notwithstanding the submitted landscaping scheme, prior to the first occupation of any of the residential units, a detailed hard and soft landscaping treatment scheme (including details/species of new tree planting) shall be 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 apartments 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 and DM1 of the Manchester Core Strategy.

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

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

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

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

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

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

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

19) 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) no part of any resulting residential unit shall be used for any other purpose than 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 2010, 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.

Reason - In the exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and 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 policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Manchester Core Strategy.

20) 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 2010 (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 2010, 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 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.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Police

50, Manchester, M130ZW
50 Ashfield Road, Manchester, M13 0ZW
119 Clarence Road, Manchester, M13 0YJ
Marvic Court, Birch Hall Lane, Manchester, M13 0XE
24 Birch Court, 102 Birch Lane, Manchester, M13 0WN
69 Bankfield Avenue, Manchester, M13 0YQ
112 Clarence Road, Manchester, M13 0ZJ
Flat B, 117 Clarence Road, Manchester, M13 0YJ
Flat A, 117 Clarence Road, Manchester, M13 0YJ
23 Birch Court, 102 Birch Lane, Manchester, M13 0WN
20 Birch Court, 102 Birch Lane, Manchester, M13 0WN
Flat 11, Marvic Court, Birch Hall Lane, Manchester, M13 0XE
17 Birch Court, 102 Birch Lane, Manchester, M13 0WN
Flat 2, 286 Dickenson Road, Manchester, M13 0YL
Flat 12, Draycote House, Birch Hall Lane, Manchester, M13 0XE
Flat 9, Marvic Court, Birch Hall Lane, Manchester, M13 0XE
Flat 6, Marvic Court, Birch Hall Lane, Manchester, M13 0XE
22 Birch Court, 102 Birch Lane, Manchester, M13 0WN
19 Birch Court, 102 Birch Lane, Manchester, M13 0WN
12 Birch Court, 102 Birch Lane, Manchester, M13 0WN
2 Birch Court, 102 Birch Lane, Manchester, M13 0WN
Flat 10, Marvic Court, Birch Hall Lane, Manchester, M13 0XE
Flat 3, Marvic Court, Birch Hall Lane, Manchester, M13 0XE
118 Clarence Road, Manchester, M13 0ZJ
102 Clarence Road, Manchester, M13 0ZJ
Flat 2, 104 Clarence Road, Manchester, M13 0ZJ
Apartment 4, 122 - 124 Clarence Road, Manchester, M13 0ZJ
Apartment 9, 122 - 124 Clarence Road, Manchester, M13 0ZJ
8 Birch Court, 102 Birch Lane, Manchester, M13 0WN
21 Birch Court, 102 Birch Lane, Manchester, M13 0WN
Flat 11, Draycote House, Birch Hall Lane, Manchester, M13 0XE
Flat 5, Marvic Court, Birch Hall Lane, Manchester, M13 0XE
48 Ashfield Road, Manchester, M13 0ZW
65 Ashfield Road, Manchester, M13 0YP
Oakland House Nursing Home, 290 - 292 Dickenson Road, Manchester, M13 0YL
115 Clarence Road, Manchester, M13 0YJ
Flat 1, 104 Clarence Road, Manchester, M13 0ZJ
106 Clarence Road, Manchester, M13 0ZJ
76 Greville Street, Manchester, M13 0YG
Flat 7, 286 Dickenson Road, Manchester, M13 0YL
Ground Floor Rear, 76 Greville Street, Manchester, M13 0YG
Flat 4, 286 Dickenson Road, Manchester, M13 0YL
116 Clarence Road, Manchester, M13 0ZJ
121 Clarence Road, Manchester, M13 0YJ
108 Birch Lane, Manchester, M13 0WN
114 Clarence Road, Manchester, M13 0ZJ
Ground Floor To Second Floor, 123 Clarence Road, Manchester, M13 0YT

Flat C, 117 Clarence Road, Manchester, M13 0YJ
Flat 2A, 288 Dickenson Road, Manchester, M13 0YL
Flat 6, 288 Dickenson Road, Manchester, M13 0YL
Flat 4, 288 Dickenson Road, Manchester, M13 0YL
288A Dickenson Road, Manchester, M13 0YL
Draycote House, Birch Hall Lane, Manchester, M13 0XE
Flat 3, 288 Dickenson Road, Manchester, M13 0YL
Flat 5, 288 Dickenson Road, Manchester, M13 0YL
Flat 15, Marvic Court, Birch Hall Lane, Manchester, M13 0XE
Flat 14, Marvic Court, Birch Hall Lane, Manchester, M13 0XE
Flat 9, Draycote House, Birch Hall Lane, Manchester, M13 0XE
Flat 8, Draycote House, Birch Hall Lane, Manchester, M13 0XE
108 Clarence Road, Manchester, M13 0ZJ
100 Clarence Road, Manchester, M13 0ZJ
120 Clarence Road, Manchester, M13 0ZJ
110 Clarence Road, Manchester, M13 0ZJ
Apartment 1, 122 - 124 Clarence Road, Manchester, M13 0ZJ
Apartment 2, 122 - 124 Clarence Road, Manchester, M13 0ZJ
Apartment 8, 122 - 124 Clarence Road, Manchester, M13 0ZJ
Apartment 7, 122 - 124 Clarence Road, Manchester, M13 0ZJ
Apartment 6, 122 - 124 Clarence Road, Manchester, M13 0ZJ
Apartment 5, 122 - 124 Clarence Road, Manchester, M13 0ZJ
Apartment 10, 122 - 124 Clarence Road, Manchester, M13 0ZJ
Apartment 3, 122 - 124 Clarence Road, Manchester, M13 0ZJ
98 - 100 Birch Lane, Manchester, M13 0WN
11 Birch Court, 102 Birch Lane, Manchester, M13 0WN
5 Birch Court, 102 Birch Lane, Manchester, M13 0WN
3 Birch Court, 102 Birch Lane, Manchester, M13 0WN
15 Birch Court, 102 Birch Lane, Manchester, M13 0WN
Flat 5, Draycote House, Birch Hall Lane, Manchester, M13 0XE
Flat 3, Draycote House, Birch Hall Lane, Manchester, M13 0XE
Flat 1, Marvic Court, Birch Hall Lane, Manchester, M13 0XE
Flat 10, Draycote House, Birch Hall Lane, Manchester, M13 0XE
Flat 4, Marvic Court, Birch Hall Lane, Manchester, M13 0XE
Flat 7, Draycote House, Birch Hall Lane, Manchester, M13 0XE
Roby United Reform Church, 307 Dickenson Road, Manchester, M13 0YW
Flat 3, 104 Clarence Road, Manchester, M13 0ZJ
14 Birch Court, 102 Birch Lane, Manchester, M13 0WN
Flat 4, Draycote House, Birch Hall Lane, Manchester, M13 0XE
Flat 5, 286 Dickenson Road, Manchester, M13 0YL
Flat 12, Marvic Court, Birch Hall Lane, Manchester, M13 0XE
Flat 1, 286 Dickenson Road, Manchester, M13 0YL
Flat 2, Draycote House, Birch Hall Lane, Manchester, M13 0XE
Flat 7, Marvic Court, Birch Hall Lane, Manchester, M13 0XE
Flat 2, Marvic Court, Birch Hall Lane, Manchester, M13 0XE
Flat 6, Draycote House, Birch Hall Lane, Manchester, M13 0XE
6 Birch Court, 102 Birch Lane, Manchester, M13 0WN
7 Birch Court, 102 Birch Lane, Manchester, M13 0WN
Flat 6, 286 Dickenson Road, Manchester, M13 0YL
Flat 8, Marvic Court, Birch Hall Lane, Manchester, M13 0XE
18 Birch Court, 102 Birch Lane, Manchester, M13 0WN
16 Birch Court, 102 Birch Lane, Manchester, M13 0WN
Flat 2, 288 Dickenson Road, Manchester, M13 0YL
10 Birch Court, 102 Birch Lane, Manchester, M13 0WN

9 Birch Court, 102 Birch Lane, Manchester, M13 0WN
4 Birch Court, 102 Birch Lane, Manchester, M13 0WN
1 Birch Court, 102 Birch Lane, Manchester, M13 0WN
Flat 3, 286 Dickenson Road, Manchester, M13 0YL
Flat 1, Draycote House, Birch Hall Lane, Manchester, M13 0XE

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) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH2