

Application Number	Date of Appln	Committee Date	Ward
142989/VO/2025	19th May 2025	31st Jul 2025	Old Moat Ward

Proposal City Council Development - Installation of a modular-built youth hub and community facility, including associated landscaping (Class F.2)

Location Land Between Residential Roads, Yew Tree Road, Heswall Avenue And Dennison Avenue Accessed Between 306 And 308 Yew Tree Road, Manchester

Applicant Mr Patrick Barber , Manchester City Council

Agent Lorna Clements, Corstorphine and Wright

Executive Summary

The application relates to City Council Development for the erection of single storey, modular building, including associated landscaping and parking to provide a flexible space for youth and community activities (Class F.2) on a former council depot site accessed from Yew Tree Road.

Following notification of the application 12 representations have been received, including 11 objections, and 1 neutral response.

Key issues include the impacts on neighbouring dwellings due to noise and disturbance, security concerns, loss of privacy and adverse impact to their enjoyment of their property, traffic and parking issues, changes to the character of the local neighbourhood, impacts to local wildlife, concerns about the potential for antisocial behaviour, and that the facility would be better located at other existing community venues.

Description

The application site relates to a former council depot site (679 sqm in area) accessed from Yew Tree Road between nos.306 and 308. The site is currently occupied by a number of single storey brick buildings and a portable building. The site is enclosed by a mix of boundary treatment including high brick walls, concrete post and panel fencing with chain link fencing above and close boarded fencing with weldmesh fencing above. It is surrounded by residential properties and lies to the south of Old Moat Park.



Site location



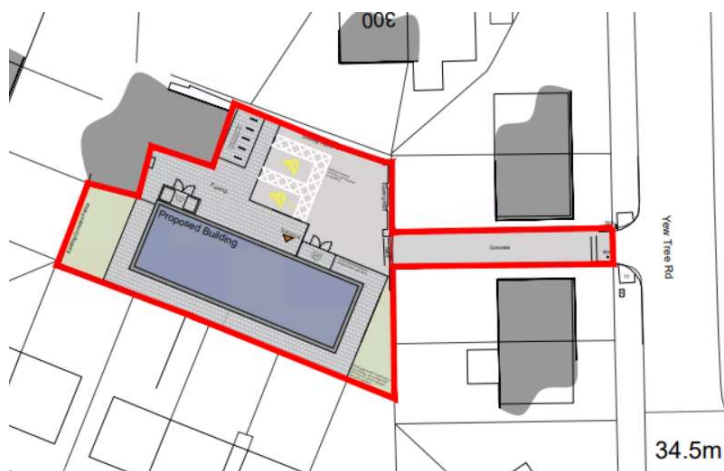
Views within the site from the access



The access from Yew Tree Road

Consent is sought by the City Council for the erection of a single storey, modular building to be used as a youth hub on the former council depot site, together with associated access, parking and boundary treatment. A glazed canopy would be incorporated above the main entrance.

The proposed building would be located on the southern side of the site and features two parking spaces for disabled users, accessed from the existing access point on Yew Tree Road. The development also includes a hard-surfaced area around the building, an enclosed area for external plant to the northern façade of the building, and dedicated spaces for bicycles and waste. For the most part the existing boundary treatment to the perimeter of the site would be retained. 2m high acoustic close boarded fencing is proposed to the southern boundary.



The intention of the proposed facility is to increase the provision of youth services in Old Moat through the provision of a multi-purpose youth centre. It is anticipated that the busiest session would cater for 25 attendees.

The new youth centre's fundamental purpose is to deliver universal, open access youth provision for young people aged 11-19, and up to age 25 for those with special educational needs and disability (SEND).

The delivery of universal, open access youth provision usually takes place outside of formal education times 16:00-21:00 to accommodate both junior and then senior age young people - 11-13 and 14-19 respectively.

Whilst the hours of operation sought are :- Monday to Sundays 10:00 to 21:00 (including Bank Holidays) , the applicant has indicated on a day to day basis that the centre will likely operate from 10:00 to 20:00, and that throughout the day the centre would operate as office spaces for workers, meeting rooms and some targeted youth work such as information, advice and guidance and career support etc.

Therefore, the universal youth provision would be likely to operate for approximately 4 hours a day during the course of the week.

It is expected that 1 full time and 5 part time staff would be based at the facility.

Consultations

Local residents – 13 representations (3 each from 2 individuals) have been received in relation to the proposed development. The main points raised can be summarised as follows:

- traffic and parking congestion would be exacerbated. There is limited parking provision proposed. The 5 staff and an unknown number of users will park on Yew Tree Road, or wherever they can find a space nearby. Parking on this road has become a big problem since the introduction of the Christy Parking Scheme, making the road very congested and dangerous to cross, including for the many users of Old Moat Park.
- Yew Tree Road is already a high-risk thoroughfare, frequently used by speeding vehicles and lacking sufficient infrastructure to support increased pedestrian activity. The addition of a major youth facility will exacerbate these issues, placing both users and local residents at greater risk.
- Access to the site is limited to one narrow route. It will pose problems for any significant use by vehicular traffic.
- The current siting of the gate is going to result in young people congregating on the pathway, which is partially hidden from the road. This should be relocated without the need to remove the existing hedges to each side of the route.
- anti social behaviour
- the location would make neighbouring houses vulnerable
- it is difficult to make fully informed comments, as the documents lack detail, particularly about what the site will be used for - what hours, by how many people, by whom etc
- Will existing buildings remain as depot facilities?
- Noise and disturbance, keeping neighbours awake who start work early in the morning, and the facility would give rise to noise in the late evening.
- Impacts from noise and disturbance for the residents living adjacent to the access to the site.
- There needs to be limited hours of operation to lessen the impact on residents. All activity should cease at 9.00 p.m.
- Would introduce constant noise, including conversational voices, cars, shouting, and general activity, as the clients and staff to and from the Hub access.
- No loud music should be played at any time given the closeness to residential properties (over 60dB) and no music at all after 9.00 p.m
- This site has not been in active use for 12 years
- Loss of privacy to rear gardens – the building is too close to existing housing. This will intrude upon our privacy, contravening our rights under the Human Rights Act 1998, specifically Article 8 – the right to respect for private and family life, home and correspondence. The development threatens to convert a peaceful, residential area into a hub of persistent disruption.
- Increased litter in the locality linked to the increased footfall
- Security concerns and vulnerability to theft. The facility should be adequately lit at all times of use, but in a way to avoid lighting pollution in neighbouring properties. There also needs to be adequate CCTV coverage at all times – without any CCTV coverage of adjacent gardens.

- Adverse impacts to wildlife - if the hedge were replaced with a fence this would affect the movement of the wildlife through this site and adjacent gardens reducing the enjoyment of gardens by residents.
- The site has foraging bats and may have roosting bats, and hedgehogs and badgers use this area
- Limited timeframe to respond to the consultation.
- The location in other existing community buildings should be explored.
- The facility needs to be properly staffed with JNC qualified youth workers, with at least two qualified staff on duty at all times of opening. The funding for staffing costs needs to be committed to in the council budget before any development goes ahead. - Building a facility without the revenue to run it properly will be highly problematic.
- Reassurance is sought about pest control prior to any work, when the existing building is demolished.
- the current plans lack ambition and query the cost of the building work and ongoing cost of the project.

Highway Services – Noted that existing site has an unrestricted depot use, and advise that the proposed development is likely to result in similar, if not less trips. They advise that the site is accessible by public transport and the provision of 2 parking spaces for disabled users is proposed and is acceptable in principle. They note that pedestrian access would be via Yew Tree Road, and that no footways will be present on the access road, but request consideration in regard to the boundary and vegetation at the site access to ensure vehicle and pedestrian visibility.

They confirm the cycle parking and boundary treatment is acceptable in principle, but seek further information regarding the waste collection point and servicing arrangements for waste.

They request that a condition to require the submission of a Construction Management Plan and an Event Management Plan (to include marshalling of large events both on and off-site, appropriate signage, management of parking on adjacent residential streets to mitigate inconsiderate parking, promotion of sustainable travel options) is attached to any approval.

Following receipt of additional information, they have confirmed the swept path analysis and visibility splay are acceptable in principle, but reiterate the need to safeguard vehicle and pedestrian visibility at the site access.

They have noted the limited number of deliveries and that these would be between 10am to 4pm, but have concerns if delivery vehicles were to reverse from the car park to Yew Tree Road.

They have further advised that an acceptable methodology has been used in respect of trip generation.

Arboriculturalist – Has no objection to the proposed development, subject to adequate root protection and adequate tree protection measures being put in place. Any excavation works within any root protection zones must be carried out in accordance with the proposals in the Arboricultural Impact Assessment.

Local Lead Flood Authority – Recommend the attachment of a condition to require the submission of a surface water drainage scheme for the proposed development.

United Utilities - Recommend the attachment of a condition to require the submission of a surface water drainage scheme for the proposed development.

Design for Security – Any comments will be reported to committee

Greater Manchester Ecology Unit- The Preliminary Ecological Appraisal and Day Time Building Inspection found two of the buildings to be impacted on site to have low bat roosting potential. At least one nocturnal bat survey between May and August (inclusive) will therefore be required, however no evidence that this has been undertaken appears to be available on the portal.

It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development is established before the planning permission is granted.

With regard to the submitted Biodiversity Net Gain Assessment, they note that while a gain of over 10% habitat units would be achieved on site, they require some evidence that these can be satisfied either on or off-site in order to be confident that the Biodiversity Gain Condition could be discharged if permission were to be granted. An updated Biodiversity Net Gain Assessment which satisfies trading rules has been forwarded to GMEU, and any further comments will be reported to committee.

Environmental Health recommend conditions related to construction hours, hours of operation, external lighting, acoustic insulation of the proposed building, external plant, waste management, and a watching brief in regard to ground conditions.

Policy

National Planning Policy Framework

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF. Sections 4, 5, 11 and 12 are considered relevant to the consideration of this application.

Places for Everyone Greater Manchester Joint Development Plan (March 2024)

This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The

Plan and its policies must therefore be given significant weight in the planning balance. The relevant policies are set out below:

Policy JP-S1 (Sustainable Development) – This policy states that to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.

Policy JP-P1 (Sustainable Places) - seeks to raise the quality of all places in a way that is sustainable in the long-term, to enhance the wellbeing for residents, as well as making Greater Manchester more attractive to potential visitors and investors.

The following key attributes that all development, wherever appropriate apply:

1. Distinctive, with a clear identity that:

- A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;
- B. Enables a clear understanding of how the place has developed; and
- C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used.

Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) - This policy states that through local planning and associated activities a net enhancement of biodiversity resources will be sought. It states further than in relation to development, proposals would be expected to:

- a) Follow the mitigation hierarchy of: i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then ii. Adequately mitigating any harm to biodiversity, then iii. Adequately compensating for any remaining harm to biodiversity
- b) Avoid fragmenting or severing connectivity between habitats;
- c) Achieve a measurable net gain in biodiversity of no less than 10%;
- d) Make appropriate provision for long-term management of habitats and geological features connected to the development;
- e) Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and
- f) Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base

and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.

In addition, the below guidance and documents are also considered to be important material considerations.

Policy JP-P5 – Education, Skills and Knowledge – sets out that enhancements in education, skills and knowledge to benefit existing and new residents will be promoted, including by enabling the delivery of new and improved accessible facilities.

Policy JP-P6 – Health – sets out strategy to tackle health inequality, including by facilitating greater integration of health and social care and the provision of integrated wellness hubs, including the location of health, community and wellness services.

Policy JP-P7 – Sport and Recreation – sets out how sport and recreational facilities will be protected and enhanced, including by locating and designing recreation facilities in relation to housing so that they are accessible but minimise the potential for complaints.

Policy JP-C8 – Transport Requirements of New Developments – sets out general strategy for transport in new developments, including requirements for design, parking infrastructure and access and servicing.

Manchester Core Strategy (2012)

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principles) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within

supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy EN1 (Design Principles and Strategic Character Areas) - All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the city should be fully realised, particularly on major radial and orbital road and rail routes.

Policy EN4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development) concerns reducing CO₂ emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought

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

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

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

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

Policy T1 – Sustainable Transport – sets out how the council will deliver sustainable transport goals including by supporting proposals that promote regeneration by improving access to jobs and services, particularly for those most in need and for those without a car

Policy T2 – Accessible areas of opportunity and need – sets out strategy for managing the pattern of development to improve accessibility in the city, stating that car parking standards are maximums and cycle and disabled car parking standards are minimums, with account for circumstances at the council's discretion.

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

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

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

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

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the city in relation to key objectives for growth and development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Planning for Sport (June 2019, as updated April 2024) - This SPD was made by Sport England provides guidance on planning applications relevant to formal and informal opportunities for sport and physical activity, as well as guiding Sport England's engagement with the planning system. The document contains twelve planning-for-sport principles to guide planning applications relating to opportunities for sport.

Issues

Principle

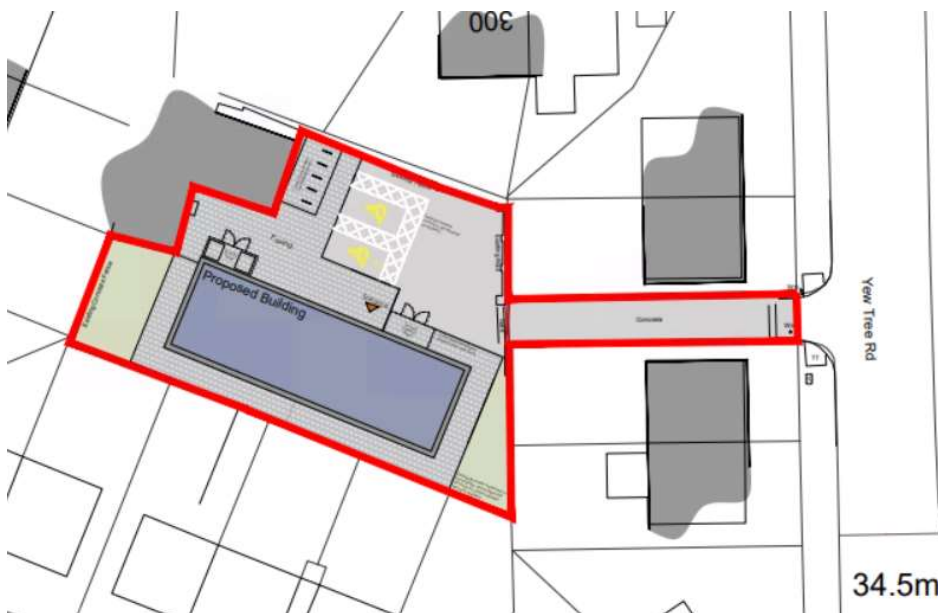
The proposed development seeks to address an identified need for enhanced youth provision in the area. The proposal would lead to the provision of suitable facilities which would lead to substantial improvements for the health and well-being of young people, through the provision of a multi-functional indoor space that would cater for a range of youth activities.

Taking the above into account and when considering the modest scale of the proposed building and the limited impact to both the operation of the highway and biodiversity, it is considered that the proposal is in keeping with the local context and compliant with overarching policy and guidance, particularly in relation to sustainable development, community infrastructure, and youth engagement. Specific planning issues are explored further below.

Site Layout

The proposed development comprises a single, detached, rectangular shaped block (195 sqm) sited towards the southern side of the existing site, in a similar location to some of the existing buildings on the site. The layout utilises the existing vehicular access off Yew Tree Road to serve two parking spaces for disabled users with adjacent sheltered cycle store. Two area of landscaping would lie alongside the side gables of the proposed building.

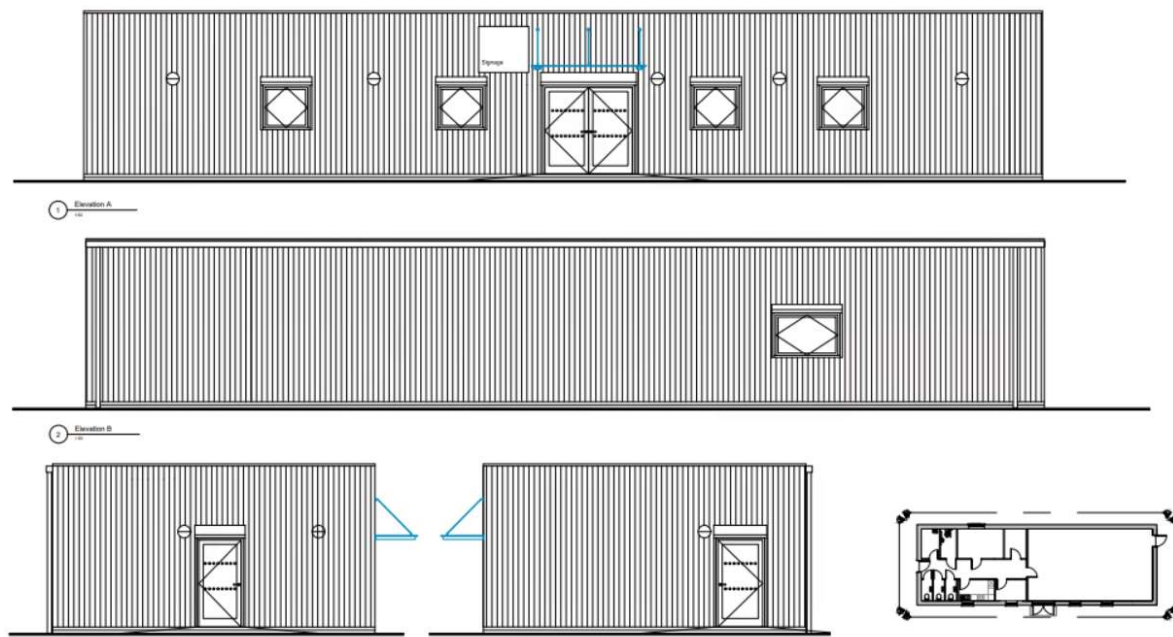
The proposed building comprises a main hall, meeting room, office, store, kitchen, and toilets.



It is considered that the layout would have no significant adverse impact to the character and appearance of the area

Design, Scale and Appearance

The proposed building has been designed to be functional and low key. The building would be single storey with a flat roof, be clad in fire resistant timber effect panels and have contrasting black aluminium window openings. The main entrance, and the majority of the proposed windows overlook the cycle and car parking spaces to the north to promote natural surveillance. With an office window facing the southern boundary.



Proposed building elevations

Image of the proposed building design



The surrounding area is largely comprised of two-storey dwellinghouses. The proposed building on the basis of design, scale and appearance is not considered to give rise to any significant adverse impacts in relation to visual amenity, or massing impacts to adjoining occupiers. The limited palette would ensure the building would not be incongruous or out of character in the local area.

Residential Amenity

As the site has already been used as an unrestricted council depot with varying levels of activity. Whilst it is noted that the site has not been in active use in recent years, the proposed use is not expected to give rise to significantly adverse impacts

in terms of noise and disturbance to that which could potentially arise from the former use if it were to be brought back into use.

Whilst the proposal includes a new building with potential for intensification of use, the building is modest in size and only anticipated to accommodate up to 25 young people plus staff at any one time and not in continuous use. Given the relationship of the building with the nearest residential occupiers, the limited provision and use of accessible parking spaces, controls over the hours of use (10am to 9pm) and on-site management, the proposed scheme is considered on balance not to give rise to significantly adverse impacts to residential amenity. Conditions are included to ensure appropriate acoustic insulation, limits on the use of any external plant equipment, and limits to the hours of use.

Whilst the hours of operation sought are :- Monday to Sundays 10:00 to 21:00 (including Bank Holidays) , the applicant has indicated on a day to day basis that the centre will likely operate from 10:00 to 20:00, and that throughout the day the centre would operate as office spaces for workers, meeting rooms and some targeted youth work such as information, advice and guidance and career support etc. As such, the youth provision would be likely to operate for approximately 4 hours a day during the course of the week.

For the most part the existing boundary treatment to the perimeter of the site would be retained. It is suggested that a 2m acoustic fence would be installed to the southern boundary, in a similar location to the existing boundary treatment (10.5m from the rear facades of houses on Heswall Avenue), but the extent of the proposed fence and the design has not been provided for consideration. It is therefore recommended that a condition to require finalised design and location detail to be submitted for consideration. The height of the proposed fencing and distance from existing houses, and that the fencing would lie to the north of these dwellings would mean that there would not be any significant impacts from overshadowing or loss of light.

There is an existing building on the southern boundary which is single storey (maximum height 2.8m) with a partly shallow sloping roof, and with a further flat roofed element.



Existing building location in green

Proposed location

The proposed building would be located 2m from the boundary of the rear gardens to the houses on Heswall Avenue (which are the closest dwellings to the building). The proposed building would be 4m in height.

In terms of any impact arising from the physical presence of the building, given its single storey nature, window/door positioning and relationship with neighbouring residential properties, it is not considered that there would be harmful impact to the living conditions of neighbouring occupiers in terms of over-dominance, overshadowing, overlooking or loss of privacy. As such, the impact to residential amenity is considered satisfactory.

Impact to the Highway

The proposed youth hub is expected to generate minimal vehicle traffic due to its limited capacity and intermittent use. Many attendees are anticipated to be local residents or individuals, with most expected to arrive on foot, by bicycle, or via public transport. The location is close to bus stops on Yew Tree Road and Mauldeth Road West and Burton Road tram stop is located approx.20 mins walk to the south. Given the target demographic, primarily non-drivers, demand for car parking is expected to be low. To support cyclists, the proposal includes 10 bicycle parking spaces using 5 Sheffield stands.

If visitors are dropped off or picked up by car, these vehicles are likely to stop briefly at the roadside. On-street parking is permitted along Yew Tree Road in the vicinity of the site. Due to the low number of generated car trips, it is considered that existing parking availability in the vicinity of the site would be able to accommodate the short-

term associated demand and not cause adverse impact on the local highway network.

For disabled users, two accessible parking spaces would be provided within the site boundary, adjacent to the building. These spaces include adequate turning areas to allow vehicles to enter and exit in forward gear and would be available on a first-come, first-served basis. Vehicular access to these spaces would be via an existing access point on Yew Tree Road.

For servicing, deliveries and collections are expected to occur only 2–3 times per week, which would occur between 10am to 4pm. Delivery vehicles will be able to pull into the site car park to drop off materials, either reversing up the access lane or turning within the site. These vehicles would be able to briefly enter the site, minimising disruption to traffic on the surrounding roads. However, given the concerns raised if delivery vehicles were to reverse from the car park to Yew Tree Road, it is proposed to attach a condition to require the submission for a servicing strategy, prior to the development being brought into use.

Following receipt of additional information, the swept path analysis and visibility splay are acceptable in principle.

Overall, the proposal is not expected to have any significant impact on the operation of the local highway network.

Waste Management

The proposal incorporates an external bin store with space for segregated waste and recycling. Collections would be managed by occupier. Whilst this arrangement is considered acceptable in principle, further details are required in terms of the capacity of receptacles and frequency of collection. An appropriate condition is included.

Ecology and Biodiversity

No hedgerows or trees are proposed for removal to accommodate the development proposals. The site has a very small area of mixed scrub in poor condition. An updated Biodiversity Impact Assessment based on the inclusion of an area of native scrub, within the proposed soft landscaping to meet the biodiversity trading requirements has been submitted. The Biodiversity Impact Assessment states that based on the current proposals and recommended enhancements would give rise to a biodiversity net gain of +0.02 uplift in habitat area units which equates to 1359.56% increase. Given the characteristics and amount the habitat to be lost, this is considered acceptable.

Observations by local residents in relation to the presence of badgers, hedgehogs and bats have been noted. This may, however, be a reflection of the site not being in use for a prolonged period. The site currently is comprised of hardstanding and buildings, with two small areas of mixed scrub to the northern eastern and southwestern corners of the site. The scheme would re-provide native scrub and grass in the southwestern corner and to offset the loss of the existing planting in the northeastern corner, planting is proposed alongside the eastern gable of the proposed building. This would enable habitat retention at the site.

On this basis, the impact to ecology and biodiversity net gain requirements is considered acceptable.

A nocturnal bat survey has been undertaken, and whilst a formal report is awaited, no bat emergences were seen, but occasional commuting and foraging activity were seen adjacent one of the buildings as well as within neighbouring gardens. In view of this appropriate external lighting arrangements are required, and as such a condition would be attached to any consent.

Trees

The application is accompanied by an Arboricultural Impact Assessment. A survey of the existing trees on site and on adjacent land has been undertaken. The proposed development would not require the removal of any trees; however, the development does have the potential to have an indirect impact on a number of the trees proposed for retention. As the trees lie outside the site, the existing boundary treatment would assist in protecting the trees during the construction phase. Furthermore, the report suggests that due to the presence of existing building, significant root growth is unlikely to be encountered within the proposed hardstanding areas or the proposed building footprint. However, following observations from the Arboricultural officer, it is recommended that a tree protection condition is attached to any approval.

Flood Risk

The site lies in Flood Zone 1, as such the risk of fluvial, tidal and coastal flooding is considered to be low. A condition relating to a surface water drainage layout for the site has been sought, and it is recommended that this is attached to any approval

Environmental Standards

Wherever feasible, natural ventilation is to be prioritised, with limited use of mechanical systems to ensure occupant comfort. The building would operate entirely on electricity, incorporating air source heat pumps for heating and electric water heaters that provide hot water at the point of use, enhancing overall energy efficiency.

Climate Change

It is recognised that during the construction phase of the development there is the potential for an impact to air quality because of vehicle exhaust emissions associated with traffic generated by the construction vehicles. However, in this case the modular design of the building would allow the structure to largely be constructed off site with only minor works necessary on site. Any impact can be effectively controlled via the implementation of a Construction Management Plan.

During the operational phase, the proposal would only result in a modest uplift in vehicular trips and therefore the overall significance of potential impacts is considered to be low.

Crime and Disorder

The proposed development would enhance site security by introducing natural surveillance and a degree of guardianship of the site that is not currently experienced.

In terms of the building itself, to ensure the development incorporates sufficient security measures, a condition is included which require details of security measures to be included, which shall be to 'Secured by Design' standards, particularly door and window openings. Through the implementation of such measures, any impacts arising from crime or anti-social behaviour can be appropriately managed.

It is suggested that external lighting would be included, however the design and locations have not been provided for consideration. It is therefore recommended that a condition to require finalised design and location detail to be submitted for consideration.

Inclusive Access

The proposed development has level access, toilet provision for disabled users and two parking spaces for disabled users.

Boundary treatment

For the most part the existing boundary treatment to the perimeter of the site would be retained. It is suggested that a 2m acoustic fence would be installed to the southern boundary, but the extent of the proposed fence and the design has not been provided for consideration. It is therefore recommended that a condition to require finalised design and location detail to be submitted for consideration. Consideration had been given to retaining part of the existing building wall to form the new boundary, but concerns were raised in relation to logistical challenges and potential stability issues for neighbouring properties.

Construction Management

To ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area or the highway, a condition is included which requires the submission and approval of a construction management plan which would detail amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Other matters raised by residents

The existing single storey building in the northwest of the site lies outside of the application site and does not form part of the proposed development.

Conclusion

The proposed development site comprises an underutilised former council depot site. The proposal responds to an identified and pressing need for enhanced youth service provision within the area and would therefore deliver social value to the local community, including sporting and educational enrichment and a place-based programme of youth activities to the benefit of physical, social and emotional health and well-being of the local young people.

The site is benefits from accessibility which would reduce the need to travel and would only result in a limited uplift in vehicular movements beyond that of the existing use.

The proposed building is of modest scale, and its appearance and position has been designed to complement the location. The development is not anticipated to cause harmful or significant impacts in terms of ecology, flood risk or residential amenity. For these reasons and as outlined within the report and taking into account the planning balance, the proposed development is considered to comply with relevant overarching development plan policy and planning guidance.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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

Recommendation Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

Conditions to be attached to the decision

- 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:

Location plan ref: 23519-0221 rev.P00

Proposed floor plan ref: 23519-0371 rev.P02

Proposed roof plan ref: 23519-3213 rev.P01

Proposed elevations plan ref: 235189- 3711 rev.P01

Design and Access Statement ref :23519-8121-P-00 dated March 2025

Flood Risk and Drainage Impact Assessment ref: : 2024-047-05

Received 19th May 2025

Transport Statement dated May 2025 Version 2

Arboricultural Impact Assessment Ref: P.2065.24 revision A dated 1st May 2025

Received 23rd June 2025

Swept path analysis plan ref: B/CWAYOUTHUBS.1/21-TK01

Swept path analysis delivery vehicle accessing site plan ref:

B/CWAYOUTHUBS.1/22-TK02

Visibility Splays plan ref: B/CWAYOUTHUBS.1/21-01

Received 2nd July 2025

Proposed site plan ref : 23519-0321-P-02

Statutory Biodiversity Metric Calculation Tool

Biodiversity Impact Assessment ref: P.2065. rev.A 3rd July 2025

Received 3rd July 2025

Applicant email 15th July 2025 in relation to usage of the proposed facility.

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 (2012).

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

- o Phasing and quantification / classification of vehicular activity.
- o Routeing of vehicles both within the site and on the adjacent highway - evidenced with appropriate swept-path assessment.
- o Consideration of ongoing construction works and contractor parking in the locality.
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- o A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
- o Identification of measures to reduce noise emissions.

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (2012).

4) Notwithstanding details submitted, no above ground development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed details.

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

5) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the 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 agreed Remediation Strategy and validated. If no contamination is found, then a post-completion report shall be submitted to evidence this prior to occupation of the development.

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 policy EN18 of the Manchester Core Strategy (2012).

6) Any soils imported for use in the landscaped area shall be validated as suitable for use and a minimum of 300mm subsoil and topsoil over a no dig marker layer shall be placed. Prior to occupation a post completion report shall be submitted to and agreed in writing by the City Council as the Local Planning Authority to evidence this.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy(2012).

7) Prior to the commencement of the development hereby approved, a surface water drainage layout for the development site shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the following:

- Evidence of drainage hierarchy adherence.

- Finalised surface water drainage layout including all components, levels and connectivity.
- Evidence of connection approval in principle.
- Maintenance and management plan including responsible party and a schedule of tasks/frequencies for the components.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

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 policy EN14 and EN17 of the Manchester Core Strategy (2012).

8) The accessible car parking spaces indicated on Proposed site plan ref : 23519-0321-P-02, received by the City Council as Local Planning Authority on 03 July 2025 shall be surfaced, demarcated and made available for use prior to the development hereby approved being occupied. The parking spaces shall be available for disabled users at all times whilst the development is occupied.

Reason - To ensure that there is adequate accessible car parking for the development proposed when the building is occupied, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy (2012).

9) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy (2012).

10) A detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the building hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
- (2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

11) The youth hub and community facility hereby approved, shall not be used until details of an event management plan are submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, prior to the proposed youth hub and community facility being brought into use.

Reason - In the interests of highway safety, pursuant to policies SP1, DM1 and T1 of the Manchester Core Strategy (2012).

12) The youth hub and community facility hereby approved, shall not be used until details of a servicing strategy are submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, prior to the proposed youth hub and community facility being brought into use.

Reason - In the interests of highway safety, pursuant to policies SP1, DM1 and T1 of the Manchester Core Strategy (2012).

13) The development hereby approved including the building and outside areas shall not be open outside the following hours:- Monday to Sundays 10:00 to 21:00 including Bank Holidays

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

14) The development hereby approved shall include a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of the development, full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of the building and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Manchester Core Strategy (2012).

15) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

16) a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to occupation of the development to ensure compliance with the internal noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

17a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to operation of the scheme to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

18) Notwithstanding details submitted, the development hereby approved shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. No bins shall be stored outside the curtilage of the site other than on the day of collection.

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

19) Notwithstanding details submitted, no above ground development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment/gates (including fencing internal to the site). The boundary treatment/gates shall be completed before the building hereby approved is occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

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

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

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

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

22) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained in the Arboricultural Impact Assessment rev.A dated 1st May 2025 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 (2012).

23) a) No above ground development shall commence until finalised details of the hard and soft landscaping treatment scheme (including species) has been submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented not later than 12 months from the date the buildings is first occupied.

b) If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

24) Prior to first occupation of the development hereby approved and in addition to biodiversity net gain requirements, a scheme for the enhancement of the site for ecological purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. Details should include bat and bird boxes. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote biodiversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

25) Prior to above ground works (and excluding demolition), a written 30-year Habitat Management and Maintenance Plan (HMMP) for the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved HMMP shall relate to all 'significant' biodiversity gains on site and shall be strictly adhered to and implemented in full for its duration and shall contain:

- A) Aims, objectives and targets for management, including habitat target conditions matching the associated Biodiversity Metric submitted with the application.
- B) Descriptions of the management operations necessary to achieving aims and objectives.
- C) Preparation of a works schedule, including timescales for habitat clearance and habitat creation and/or enhancement.
- D) Details of monitoring needed to measure the effectiveness of management.
- E) Details of the persons responsible for the implementation and monitoring.
- F) Mechanisms of adaptive management and remedial measures to account for changes in the work schedule to achieve required targets.
- G) Reporting on years 1, 2, 5, 10, 20 and 30'.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to Policy EN15 of the Manchester Core Strategy, Policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

26) a) The development shall be implemented in accordance with Statutory Biodiversity Impact Assessment ref: P.2065. rev.A and Biodiversity Metric Calculation Tool received 3rd July 2025 (as updated by finalised species in condition no.22 part(a)).

b) The measures within the Statutory Biodiversity Impact Assessment ref: P.2065. rev.A; and details in and Biodiversity Metric Calculation Tool received 3rd July 2025 (as updated by finalised species in condition no.22 part(a)), shall be managed and monitored in accordance with the approved Habitat Management and Monitoring Plan.

Reason - To ensure that biodiversity measures, and the on-going management and monitoring of those measures are in place to comply with the with policy EN15 of the Manchester Core Strategy (2012).

27) Prior to the use hereby approved becoming operational, a community use agreement shall be submitted to and approved in writing by the Local Planning Authority. The agreement shall apply to all facilities forming part of the development and include details of pricing policy (if necessary), hours of use, management responsibilities and a mechanism for review. The development shall not be used at any time other than in strict compliance with the approved agreement.

Reason - To secure well managed safe community access to sports facilities, to ensure benefit to the development of sport pursuant to policy EN10 of the Manchester Core Strategy.

Informatives

1. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email - highwaylicences@manchester.gov.uk.

2. Construction/demolition works shall be confined to the following hours:

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm
- Sunday / Bank holidays: No work

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 142989/VO/2025 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

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

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Relevant Contact Officer : Sue Wills
Telephone number : 0161 234 4524
Email : sue.wills@manchester.gov.uk

