

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143615/FO/2025

Date registered valid: 13 August 2025

Proposal: Conversion of building to provide 8 self-contained flats (within use Class C2) with an auxiliary office for care providers, including external landscaping, external alterations, roof mounted solar panels, re-roofing and provision of new bin stores

Address: 1 Cornish Close, Manchester, M22 0GJ

Ward(s): Woodhouse Park Ward

Applicant: Mr Tom Stott, Great Places Housing Group

Agent (if any): Mr Kevin Ma, TADW Architects

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 1 October 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 26 September 2025

Standard consultations:

Printed: 17 September 2025 Expired: 8 October 2025

Neighbour notifications

Printed: 26 August 2025 Expired: 16 September 2025

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 and surroundings

The application site comprises a detached, two-storey building that forms part of a wider development, which includes two detached residential blocks and a pair of semi-detached houses.



View of application site

To the east of the site are bungalows, also owned by the applicant (Great Places). These properties provide supported accommodation for individuals with learning and/or physical disabilities, with staff available on-site 24 hours a day.

Access to the buildings is via Cornish Close, a residential cul-de-sac located off Staithes Road. The buildings are served by a gated driveway.

The host building is centrally positioned within the site and was previously used as shared supported respite housing but has remained vacant since April 2021. It features six bedrooms, shared bathroom, shower and toilet facilities, a communal lounge, kitchen, and office space.

Communal parking is available at the western end of the site, accommodating up to 11 vehicles, with an additional smaller parking area for two vehicles located at the southern edge of the site.



Aerial view of application site. Relevant building indicated by arrow

The immediate area surrounding the site is predominantly residential in character and is bounded by two-storey terraced and semi-detached dwellinghouses. Manchester Airport is situated a short distance to the south and south-west of the site.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of development

Planning permission is sought for internal reconfiguration and external changes to the existing building.

The proposal seeks to internally refurbish the existing two-storey building to create eight self-contained one-bedroom apartments and an auxiliary office for care staff, replacing the current communal layout. The building's use would remain within Use Class C2 (Residential Institution), continuing to offer accommodation and care for individuals in need.

The intended occupants are females with forensic mental health needs, and the development aims to support their transition back into the community by enabling independent living with shared background support.

Additional proposed works include alterations to window openings, re-roofing, installation of new roof vents above existing staircases, and the addition of roof-mounted solar panels. External

improvements comprise new boundary treatments, landscaping, a dedicated bin storage area, and the reconfiguration and formalisation of the car park.

Consultations & Notification Responses

Local Residents/Occupiers – 22 representations have been received from neighbouring residential occupiers objecting to the proposal. Comments are summarised as follows:

- The proposed use would increase crime, safety and anti-social behaviour in the area and put residents at risk.
- The proposed occupiers are a danger to the public and should not be housed in a residential area.
- There are fears for community safety.
- There are not enough resources in the local community to support vulnerable people who may pose a risk to their neighbours. Woodhouse Park already has Etrop Grange, who's residents are having a huge negative impact on the local community including increased drugs use and antisocial behaviour. A lot of this is concentrated around Cornishway and the Black paths between the local primary schools.
- The introduction of this type of accommodation has the potential to significantly alter the character of the neighbourhood and create anxiety among residents who have chosen to live in what is currently a peaceful and family area.
- The proposal would lead to overlooking and increased noise and disturbance.

Local Ward Members – Councillor Nunney raises a number of questions. Namely:

- What guarantees are there that the residents will not pose a threat to the local community?
- How does this proposal compare to other supported living accommodation for women with forensic mental health?
- Will it be used for women who are being stepped down from secure accommodation?
- The rest of the site at Cornish Close is supported accommodation for vulnerable adults with mental and physical health issues. Is there evidence that this has been taken into account?

Highway Services

No objection. The access lane into the site is approximately 20 metres long with a width that can only serve one way vehicle movements at a time. Visibility to both ends of the access lane is available. It is considered that its length is sufficiently short to continue two-way traffic movements on a 'give and take' basis. Staithes Road is expected to be able to accommodate the occasional delay that may happen as a result of a vehicle waiting on the street whilst another vehicle exits the site.

There may be an increase in traffic trips as a result of this development. However it is not expected to have any material impact on the highway network. The proposed parking ratio is considered acceptable.

In terms of waste management, it is apparent that a refuse vehicle has been and can continue to enter and leave the site safely.

Further conditions are advised in relation to electric vehicle charging provision, cycle storage for staff and the requirement for a construction management/fit-out plan.

Environmental Health

Aerodrome Safeguarding

No objection. Various 'informatives' and conditions are recommended in relation protecting overhead aircraft and air traffic control from unwanted glare, light, the use of tall equipment and protective bird measures, due to the proximity of the airport.

Policy

Local Development Framework

The Development Plan consists of:

- The Manchester Core Strategy (2012);
- Saved policies of the Unitary Development Plan for the City of Manchester (1995); and
- Places for Everyone Joint Development Plan.

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

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

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

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial 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 EC1 (Employment and Economic Growth in Manchester) - looks to ensure priorities for economic growth, the Council will support significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

Policy H10 (Housing for people with additional support needs) - Identifies a number of supported housing needs, including the needs of people experiencing issues with mental health and well-being. It also states that proposals for accommodation for people with additional needs will be supported where: i. There is not a high concentration of similar uses in the area already; ii. The development would contribute to the vitality and viability of the neighbourhood; iii. There would not be a disproportionate stress on local infrastructure, such as health facilities.

Policy T2 (Accessible areas of opportunity and need) - states that the Council will actively manage the pattern of development to ensure that new development is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities. The policy also requires that appropriate car parking and cycle storage is provided.

Policy EN6 (Target framework for CO 2 reductions from low or zero carbon energy supplies) - states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

Policy EN8 (Adaptation to Climate Change) - All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:

- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rainwater permeability;

- Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways;

- The need to control overheating of buildings through passive design;

- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation;

- Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.

Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

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

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

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

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

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

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

The below saved 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.

Places for Everyone Greater Manchester Joint Development Plan

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-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

Manchester City Council Item No.

C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used.

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.

National Planning Policy Framework (NPPF)

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, 6, 7, 11 and 12 are considered relevant to the consideration of this application.

Issues

Principle

The proposed development is considered acceptable in principle and presents an opportunity to bring back into use an established care facility that has remained vacant since April 2021.

Previously operating as shared supported housing for respite care, the site would continue to provide essential care services, albeit for a different client group and within self-contained units rather than the existing communal arrangement.

The building is located within a small cluster of care-related accommodation, which includes two detached residential blocks and a more recent pair of semi-detached dwellings. All properties are owned by the applicant (Great Places) and currently offers supported living for individuals with learning and/or physical disabilities, with 24-hour staff support. The proposed development would benefit from shared security and parking arrangements and involves only minor external alterations.

Whilst objections received focus primarily on concerns around community safety and a perceived increase in crime or anti-social behaviour due to the care needs of future residents, it is important to note that the building already falls within Class C2 (Residential Institution) use. As such, the fallback position must be acknowledged by which the existing facility could lawfully accommodate the proposed client group without requiring planning permission.

The baseline position would permit continued Class C2 use in its current communal format. Therefore, the key considerations relate not to the principle of use, which is already established, but to the modest increase in occupancy from six to eight residents and the proposed physical

changes, including elevational alterations, boundary treatments, car parking arrangements, bin storage, and landscaping enhancements.

In this context, any potential impacts arising from the slight intensification of use are considered negligible. The proposed external works are minor in scale and are not anticipated to adversely affect the residential amenity of neighbouring properties, the safe and efficient operation of the highway network, or the overall character and appearance of the area.

Accordingly, the proposal is considered to be in accordance with the relevant policies of the Development Plan and associated planning guidance. Specific planning issues are outlined below.

Site Layout

The existing site layout includes areas of communal car parking and lawned areas adjacent to the site entrance and to the south-eastern corner of the site.



The proposed layout comprises a series of modest alterations to the site. These include the introduction of soft landscaping to the existing lawned areas, designed to provide effective screening for newly designated bin storage zones. Additionally, one supplementary parking space is proposed along the southern boundary, alongside the reconfiguration of an existing bay to deliver a fully accessible parking space. Complementary paving works are also planned to accommodate the repositioned bin storage areas.

It is considered that the proposed alterations would not result in any material harm to the character or visual quality of the surrounding area and would not adversely affect residential amenity. The additional parking provision is sensitively located within an area already in use for vehicle parking, thereby minimising any perceptible change to the site's established character. Whilst the introduction of new bin storage facilities may represent a minor visual intrusion, the

incorporation of soft planting is anticipated to provide effective screening. Moreover, the inclusion of new plant species which are largely absent from the site would contribute positively to both local biodiversity and the overall aesthetic value of the development. A condition is included which requires the submission and agreement of a more detailed landscaping scheme.

Impact to the Highway

The proposed development is considered acceptable in terms of highway safety and parking provision. Highway Services have reviewed the scheme and raised no objections.

The site currently benefits from 13 on-site parking spaces, which would be supplemented by the addition of 1 further space. An existing bay is also to be reconfigured to provide an accessible parking space, enhancing inclusivity within the site layout.

Given the nature of the proposed use, it is anticipated that residents will not own private vehicles. As such, the existing parking provision is considered sufficient to accommodate staff and visitor requirements associated with the care facility and the wider site. Consequently, the reoccupation of the building is not expected to generate any notable increase in vehicular movements or parking demand beyond current levels.

Vehicular access arrangements would remain unchanged. To encourage sustainable travel, a condition has been included requiring the provision of secure cycle storage, in order to support non-car modes of transport for both staff and visitors.

Solar Panels

As roof mounted solar panels are proposed and given the proximity of Manchester Airport, Manchester Aerodrome Safeguarding team have been consulted.

No objections are raised with respect to glint or glare, but conditions and 'informatives' are advised to minimise any risk to aircraft, including the need for protective bird measures for the roof mounted panels in order to prevent nesting birds under the panels and to prevent excessive bird numbers which would could increase the risk of a hazardous bird strike.

Residential Amenity

All representations received have expressed concerns regarding the proposed type of care and its potential impact on community safety and the character of the area.

However, as previously noted, the site's use for care purposes is already established under Use Class C2. It is important therefore to recognise that the building could lawfully be reoccupied for the proposed type of care within a communal setting, rather than as self-contained units.

Nevertheless, the applicant has submitted details of the management and security arrangements to help allay these concerns, as outlined in the following section.

Additional comments have been received about the potential for increased noise, disturbance, and overlooking due to the window arrangements.

Given the site's existing authorised use and the relatively modest increase in the number of occupants, it is not considered that the development would lead to any significant rise in noise or disturbance.

With respect to any overlooking, although some windows are to be enlarged, their orientation and the extent of outward views will remain unchanged. Considering the separation distances of approximately 19 metres to the nearest residential properties to the south and 42 metres to the west, any impact on privacy or overlooking is considered to be within acceptable limits.

Management and Security

Concerns have been raised by local residents about the potential risks posed by future occupants of the development, including fears of anti-social or criminal behaviour.

In response, the applicant has provided reassurances that such issues are unlikely to arise.

The proposed scheme would include 24/7 on-site support staff and a comprehensive CCTV system covering both external and communal internal areas, which would help deter anti-social behaviour. Each resident would undergo a thorough risk assessment and may receive one-to-one support, ensuring continuous supervision.

The accommodation is intended for young women who are residents of Manchester and who do not have a history of violence towards others. The operator is aware that the neighbouring Cornish Close bungalows are home to adults with moderate to severe learning disabilities, and therefore all placements will be subject to a rigorous referral process. Allocations will be jointly reviewed by NHS Greater Manchester, Manchester City Council Adult Social Care commissioners, the landlord, and the care provider. Nominations can be declined if any identified risks are not adequately addressed.

Caretech, the care provider, is in direct communication with Turning Point, which manages the commissioned service at Cornish Close. The allocation process would be phased over nine months to ensure that candidates are well known, appropriately vetted, and receive planned transitional support prior to moving in.

The applicant has clarified that residents would not be coming from forensic mental health hospitals. Instead, they would be transitioning from acute hospital settings (such as Wythenshawe Hospital) or mental health rehabilitation units, where they have received intensive occupational therapy in preparation for supported living. All residents would be vulnerable individuals discharged from long-term hospital stays and would have access to 24-hour care and support from Caretech, as well as ongoing community support from Manchester's Learning Disability and Mental Health teams.

There are no plans to accommodate women stepping down from secure facilities. The individuals identified so far are not coming from secure or forensic hospitals and do not have a background of criminal offending. While they may be transitioning from long-term acute hospital settings or mental health rehabilitation units, they are considered medically fit for discharge into the community with appropriate care and support in place.

Design and Appearance

Several existing window openings are proposed to be modified to enhance natural daylight within the new accommodation. At ground floor level on the west elevation, two high-level windows would be combined to form a single, larger opening, improving light levels in the staff office. On the east and south elevations, three high-level windows would be enlarged by lowering the cill heights, allowing for the installation of new double-glazed units that would levels of daylight.

In addition, two new roof openings are proposed to accommodate automatic opening vents (AOVs) above the existing staircases, contributing to improved ventilation and fire safety. A solar photovoltaic (PV) array is also proposed for the roof, supporting the scheme's sustainability credentials.

The existing building is of limited architectural significance, and the proposed alterations are considered to be sympathetic to its form. The new openings would not detract from the overall character or visual integrity of the host building and are therefore considered acceptable.

Landscaping and Boundary Treatment

Proposed amendments to the existing boundary treatment include:

- 900mm high metal railings to clearly define the boundary for residents of 1 Cornish Close and 2-6 Cornish Close.
- A new metal gate and access from Cornishway into the site is proposed for the use of residents at 2-6 Cornish Close. An existing metal gate located further west is to be retained for the use of residents of 1 Cornish Close only.
- From the courtyard area in front of 2-6 Cornish Close, an existing gate which leads into the secure landscaped area for 1 Cornish Close is to be removed and replaced with fencing. A new gate will be provided to allow residents of 2-6 Cornish Close access into a secured garden area.
- The creation of soft landscaped areas, including around the bin stores to improve its external appearance.

The proposed alterations are considered to achieve an appropriate balance between visual amenity requirements, maintaining secure access, and preserving site security. As such, the scheme is considered acceptable.

To ensure the soft landscaping delivers appropriate coverage and incorporates suitable plant species, a planning condition is included requiring the submission and approval of a detailed landscaping scheme.

Waste Management

New bin storage facilities are proposed at 1 Cornish Close and 2–6 Cornish Close, positioned at least 6 metres away from nearby buildings. These areas will be enclosed with timber screening and topped with a metal roof for protection.

Waste collection vehicles are expected to access the site via the entrance on Staithes Road. A designated turning area for refuse vehicles will remain unobstructed at all times, with signage installed to prevent parking outside of marked bays.

A condition is included which required details of a more detailed waste management scheme in terms of receptable capacity and collection arrangements.

Climate Change

To improve the carbon footprint of the building, the development is to include the renewal of the heating system solar PV panels to the roof, along with internal wall insulation lining treatment to the external walls to improve the overall energy efficiency of the building.

Given the proposal relates to an existing building to be retrofitted, the proposed measures are considered satisfactory.

Construction Management

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

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 a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

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

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

Location Plan and drawings referenced 06/P9 (proposed site plan), 04/P9 (proposed ground floor plan), 05/P8 (proposed ground floor and roof plan), 12/P5 (proposed elevations, 13/P3 (proposed elevations), received by the City Council as Local Planning Authority on 31 July 2025.

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) 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, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

4) Prior to the commencement of development, a construction management/fit-out plan outlining working practices during development and demolition shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

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

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

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

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

6) The car parking area, including accessible space, indicated on drawing referenced 06/P9 (proposed site plan), received by the City Council as Local Planning Authority on 31 July 2025 shall be surfaced, demarcated and made available for use prior to the units hereby approved becoming operational.

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

7) The units hereby approved shall not become operational until space and facilities for bicycle parking have been provided in accordance with the details to be submitted to and approved in writing by the City Council as Local Planning Authority. The approved space 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, working at 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.

8) Prior to the use hereby approved becoming operational, full details of electric car charging provision shall be submitted for approval in writing by the City Council, as Local Planning Authority. Details shall include the specification of the charger. The approved details shall then be implemented as part of the development and be in place prior to the commercial use becoming operational. The charging point shall remain in use so long as the building is occupied.

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

9) Notwithstanding details submitted, the use hereby approved shall not become operational until a more detailed scheme for the storage (including segregated waste recycling) and disposal of refuse, has been submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - Further details of pulvable waste capacity is required and in the interests of amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

10) The use hereby approved shall not become operational until details of the security measures to be incorporated into the development have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be carried out in accordance with these approved details which shall be retained thereafter.

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

11) The development hereby approved shall be implemented in accordance with the boundary treatment detailed on drawing referenced 06/P9 (proposed site plan), received by the City Council as Local Planning Authority on 31 July 2025. The development shall only be carried out in accordance with the approved details and shall thereafter be retained.

Reason - In the interests of security and 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.

12) Prior to installation of the roof mounted solar array hereby approved, the panels shall be bird proofed in accordance with details to be submitted to and agreed in writing by the City Council as Local Planning Authority. Details shall include measures to prevent a gap beneath the panels for birds to exploit. The development shall only be implemented in accordance with the agreed details which shall be retained and maintained thereafter.

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

13) Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that order, all exterior lighting shall be capped at the horizontal with no upward light spill.

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

Informatives

1) Due to the proximity of Manchester Airport, care should be taken to prevent excessive dust and smoke during conversion works. Dust and smoke can present a visual hazard to pilots and air traffic control

2) In the event that the roof mounted solar array causes any unacceptable glare towards pilots or air traffic controllers, the site owner will be required to mitigate the hazard, pursuant to Articles 240 and 241 of the Air Navigation Order.

3) The applicant's attention is drawn to the procedures for cranes and tall equipment notifications. Please see <https://www.caa.co.uk/commercial-industry/Airspace/Event-and-obstacle/Crane-notification/>

Appendix 1 – List of consultees & neighbours notified

MCC Flood Risk Management
Highway Services
Environmental Health
MCC Supported Housing Monitoring Group
Manchester Airport Safeguarding Officer

67 Cornishway, Manchester, M22 0EZ
65 Cornishway, Manchester, M22 0EZ
Unit 4, Cornishway Industrial Estate, Austell Road, Manchester, M22 0WT
Unit 1, Cornishway Industrial Estate, Austell Road, Manchester, M22 0WT
12 Staithes Road, Manchester, M22 0HD
4 Whitefriars Walk, Manchester, M22 0HB
15 Staithes Road, Manchester, M22 0HA
10 Austell Road, Manchester, M22 0WN
2 Darian Avenue, Manchester, M22 0HR
7 Austell Road, Manchester, M22 0NP
6 Cornish Close, Manchester, M22 0GJ
3 Cornish Close, Manchester, M22 0GJ
90 Cornishway, Manchester, M22 0JX
88B Cornishway, Manchester, M22 0JX
90A Cornishway, Manchester, M22 0JX
Woodhouse Park Post Office, 92 Cornishway, Manchester, M22 0JX
Unit 2, Cornishway Industrial Estate, Austell Road, Manchester, M22 0WT
Unit 3, Cornishway Industrial Estate, Austell Road, Manchester, M22 0WT
8 Staithes Road, Manchester, M22 0HD
13 Austell Road, Manchester, M22 0NP
16 Staithes Road, Manchester, M22 0HD
14 Staithes Road, Manchester, M22 0HD
6 Whitefriars Walk, Manchester, M22 0HB
2 Whitefriars Walk, Manchester, M22 0HB
9 Staithes Road, Manchester, M22 0HA
5 Staithes Road, Manchester, M22 0HA
19 Staithes Road, Manchester, M22 0HA
17 Staithes Road, Manchester, M22 0HA
13 Staithes Road, Manchester, M22 0HA
11 Staithes Road, Manchester, M22 0HA
5 Cornish Close, Manchester, M22 0GJ
4 Cornish Close, Manchester, M22 0GJ
2 Cornish Close, Manchester, M22 0GJ
118 Cornishway, Manchester, M22 0WY
116 Cornishway, Manchester, M22 0WY
77 Cornishway, Manchester, M22 0EZ
75 Cornishway, Manchester, M22 0EZ
94A Cornishway, Manchester, M22 0JX
92A Cornishway, Manchester, M22 0JX
88A Cornishway, Manchester, M22 0JX
94 Cornishway, Manchester, M22 0JX
88 Cornishway, Manchester, M22 0JX
8 Altair Avenue, Manchester, M22 0WP
4 Altair Avenue, Manchester, M22 0WP
2 Altair Avenue, Manchester, M22 0WP
9 Austell Road, Manchester, M22 0NP

5 Austell Road, Manchester, M22 0NP
3 Austell Road, Manchester, M22 0NP
11 Austell Road, Manchester, M22 0NP
1 Austell Road, Manchester, M22 0NP
409th Manchester Scouts, Braintree Road, Manchester, M22 0HH
20 Staithes Road, Manchester, M22 0HD
18 Staithes Road, Manchester, M22 0HD
10 Staithes Road, Manchester, M22 0HD
7 Staithes Road, Manchester, M22 0HA
79 Cornishway, Manchester, M22 0EZ
6 Altair Avenue, Manchester, M22 0WP
12 Altair Avenue, Manchester, M22 0WP
10 Altair Avenue, Manchester, M22 0WP

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Airport Noise Index Zone - Noise and Nuisance Index - 50-59
Airport Noise Index Zone - Noise and Nuisance Index - 40-49
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA