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|---------------------------|----------------------|-----------------------|---------------|
| <b>Application Number</b> | <b>Date of Appln</b> | <b>Committee Date</b> | <b>Ward</b>   |
| 143227/JO/2025            | 16 Jun 2025          | 25 September 2025     | Didsbury West |

**Proposal** Variation of Condition 2 (specified plans) attached to planning permission 135235/FO/2022 to allow: increase in building height; elevational alterations including to window heights, louvred screens at ground floor including to the car park podium; removal of green wall to car park; and positioning alteration to car park ramp

**Location** Site Bound By The Boulevard, The Avenue, Didsbury High School And Existing Properties On Clearwater Drive, Manchester

**Applicant** Sophie Crawshaw, Southway Housing Trust Ltd

### **Executive Summary**

This proposal relates to amendments to a planning approval granted on the 26<sup>th</sup> January 2023 for the development of the application site for the erection of a Part 8 and Part 6 storey building to form 76 no. residential apartments (Class C3) with ground floor medical centre use (Class E(e)) with associated car parking provided on a two tiered decked car park, landscaping and infrastructure. The granting of approval followed the resolution by the Planning Committee on 19<sup>th</sup> January 2023 to approve the sites redevelopment.

The current application seeks amendments to the planning approval to: increase the height of the building; make amendments to windows sizes; make changes to the car parking elevational treatment; remove a green wall from the car park; reposition the access ramp to the car park; and undertake elevational changes to the ground floor. The details of the proposed amendments are set out in full within the main body of the report.

The proposals were subject to notification by way of 950 letters to nearby addresses, a site notice was posted at the site, and an advertisement was placed within the Manchester Evening News. In response to this notification process 12 comments were received raising concerns to the proposed amendments. Amongst the concerns raised are: that the development already looks out of place on The Boulevard and the proposed increase in height would exacerbate this; the lack of car parking within the scheme; the reduction in natural light to neighbouring properties; noise impacts arising from internal plant and equipment; concerns around the decision making process for the original planning approval; and a lack of due diligence from the developer given the need for these amendments and the suggested reasons for these.

Whilst acknowledging the continuing concerns of residents to the provision of a high-density residential development of the site, the principle of this together with the siting of the building and level of car parking proposed have all been previously established through the granting of the original planning approval. The proposed amendments now applied for and consideration of the impacts of these are set out within the main body of this report, it is considered that these are acceptable and the

development accords with adopted planning policies and the planning policy framework.

### **Description of the site**

The site is located to the east of Princess Road, accessed via The Boulevard in the West Didsbury ward and is bounded by The Avenue to the west, the rear of residential properties on Clearwater Drive to the east, The Boulevard to the north and Didsbury High School to the south.

Prior to construction works starting the site comprised of overgrown scrub and a mixture of self-seeded and planted trees particularly along the eastern boundary as part of historic landscaping schemes associated with the wider redevelopment of adjacent land; the site is 0.3 hectares in size. This site was the last remaining parcel of land following the clearance and redevelopment of the former Withington Hospital site that had taken place over the previous 20 years. The redevelopment of the wider area has provided a mix of residential dwellinghouses and apartments, offices, commercial space and a secondary school to the south accessed via The Avenue.

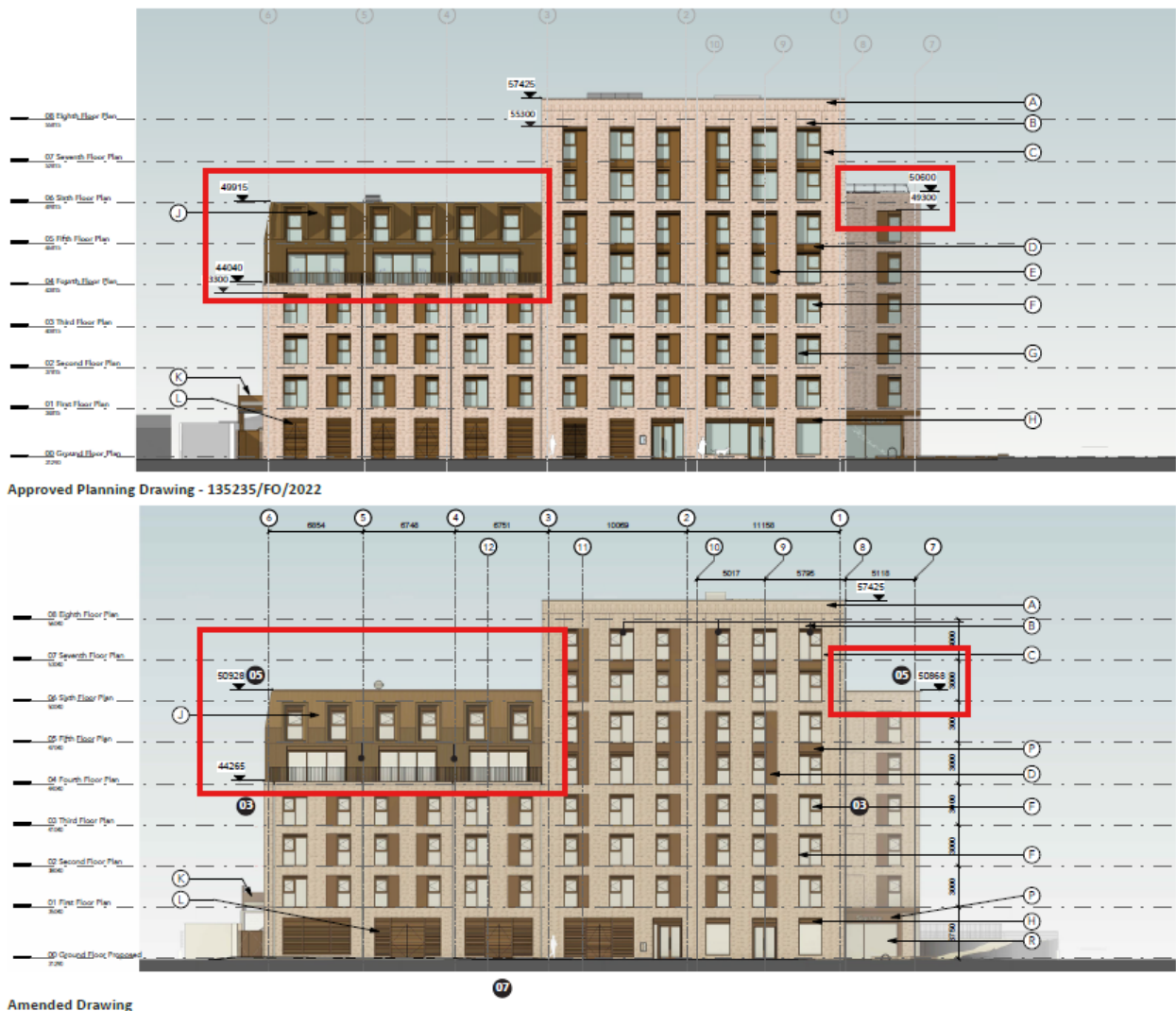
### **Description of the proposals**

Planning approval was granted for the redevelopment of the site to provide residential accommodation and a ground floor medical practice by Committee at its meeting in January 2023 (planning approval reference 135235/FO/2022). The approved scheme was for a part 8 and part 6 storey building to provide 76 residential apartments and a ground floor medical centre use, the scheme includes car parking over a two-tiered decked car park together with landscaping and other associated works. Since the granting of approval, the applicant has sought to discharge a number of conditions attached to the planning permission and works are now well progressed on site to deliver this scheme.

The current application seeks to make a number of amendments to the approved scheme, the applicant has indicated a number of these amendments follow further detailed design work post planning approval and as a result of consultation with the fire engineer and amendments to building regulations. The proposed amendments together with the reasoning for these are set out below.

#### ***All Elevations***

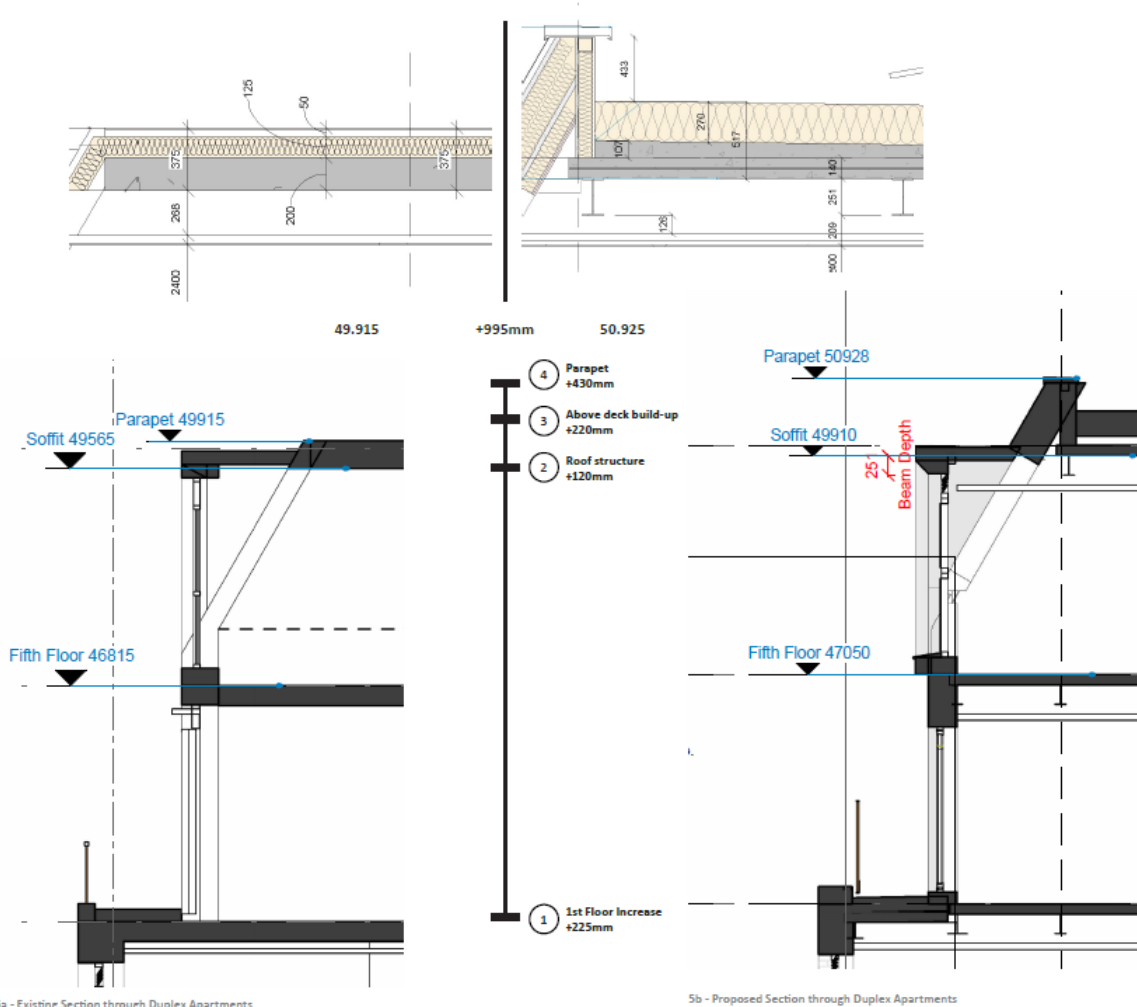
A height increase to the two lower block heights of 995mm, 268mm and 225mm. These amendments are explained as a result of the cumulative effect of raising internal floor levels; the routing of services underneath steel structural beams, and to ensure minimum ceiling heights were achieved for the medical centre so that internal clinical spaces can function as intended.



*Comparison drawings – Elevation to The Boulevard - approved scheme is top, proposed scheme is bottom with the elements increasing in height highlighted*

The Mansard roof structure is the element increasing in height by the greatest amount (995mm) and the reasons provided for this increase in height in addition to those explained above are: At planning stage it had been assumed that for the roof structure of the mansard roof a concrete slab would be used, this has however been altered to a steel frame structure with deeper beams, the effect of this was an addition to the height was required to accommodate services within the duplex apartments. Additionally, further roof finishes are required to ensure that surface water runs off the mansard roof as intended and additional thermal insulation is required to the roof to maximise the energy performance of the affected apartments.

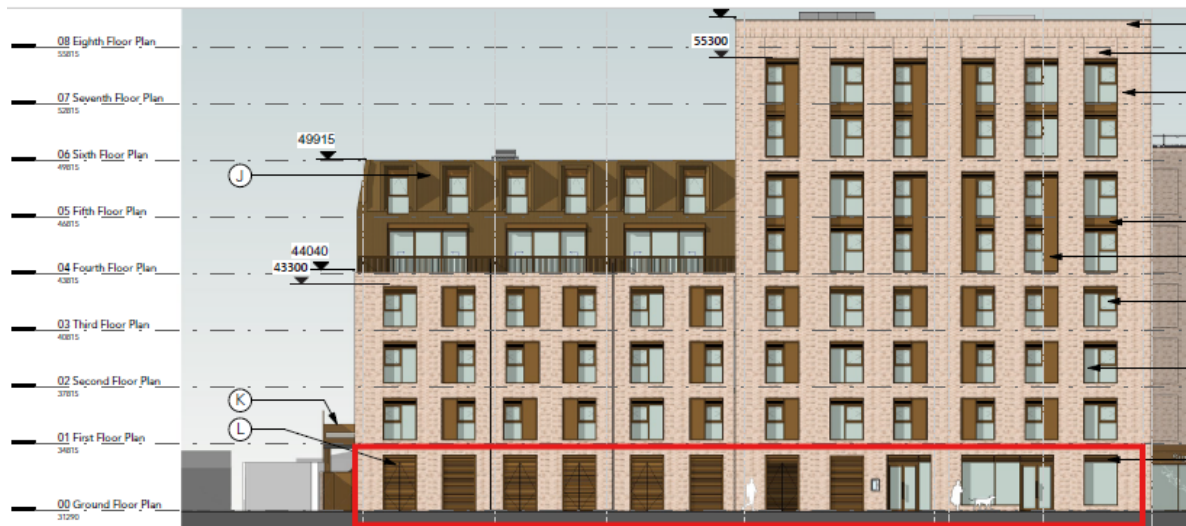
There are also amendments to all window opening heights which have been increased by 75mm and transom proportions have been altered to achieve a height of 1100mm from finished floor level. This is a result of the floor level changes and resulting technical requirements around installation of the mechanical ventilation system and connections to the louvres within the window frames.



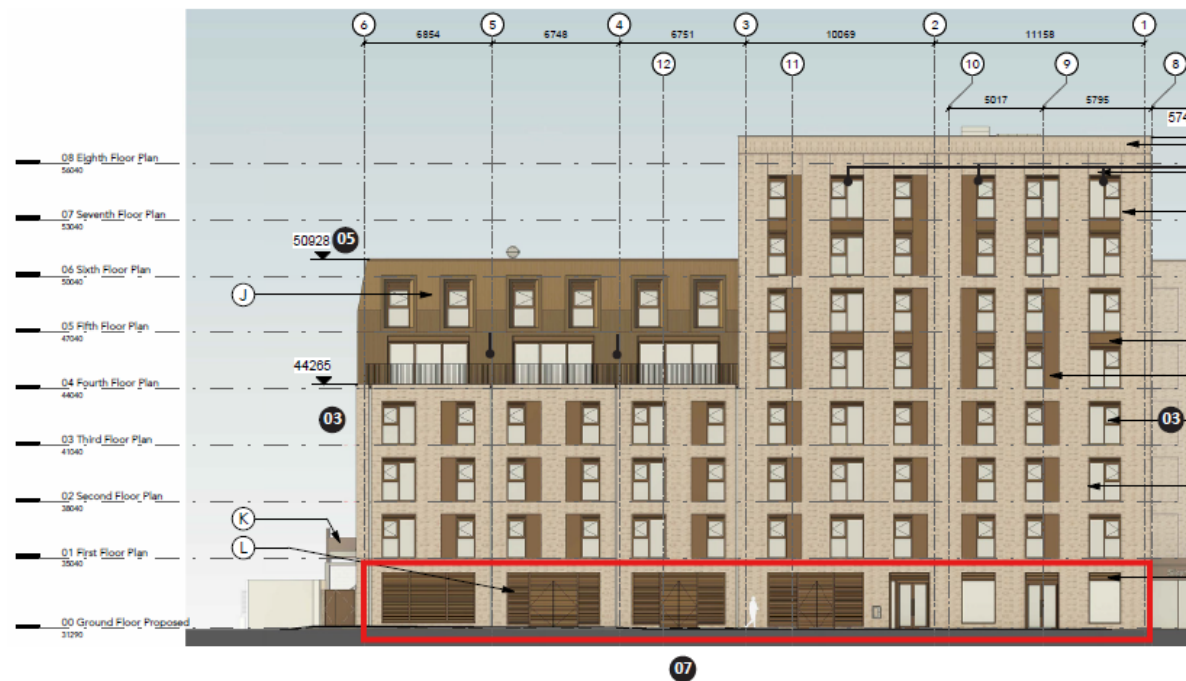
*Comparison drawings provided by the applicant with the as approved roof structure to the left and now proposed to the right*

*North Elevation (facing towards The Boulevard)*

Amendments are proposed to the louvred screens to the ground floor as a result of changes to the technical requirements for the internal transformer room and internal relocation of the bin store. As a result of the changes to the transformer room the applicant has sought to provide a uniformed approach to the other openings on this elevation and to align these with the two windows directly above the openings. The proposed amendments also include some alterations to the glazing associated with the medical centre following the arrangement of internal spaces for that use. The drawings below set out the approved scheme and the amendments now sought.



Approved Planning Drawing - 135235/FO/2022

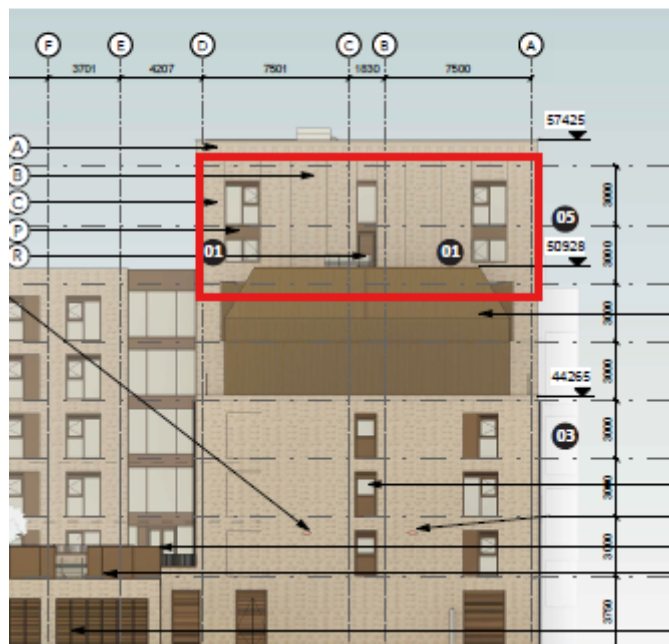
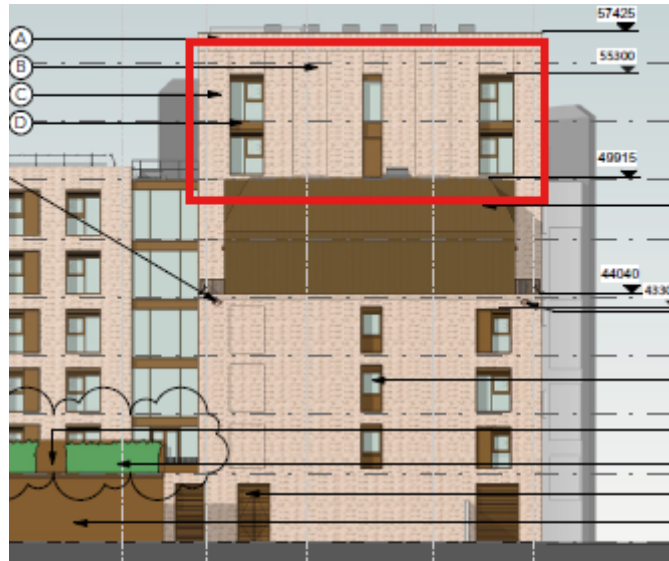


Amended Drawing

*The Boulevard Elevation - Comparison drawings provided by the applicant with the as approved ground floor arrangement top and the now proposed bottom*

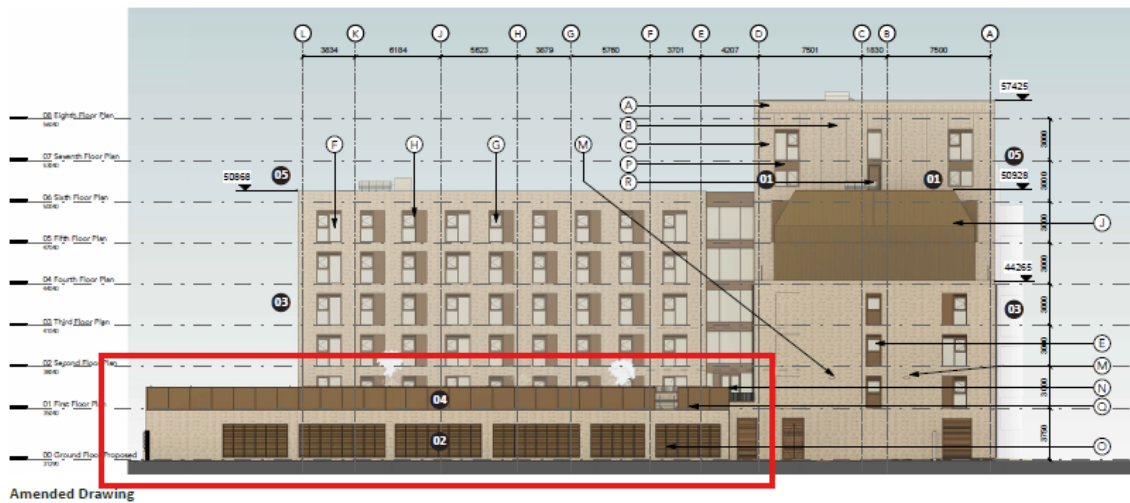
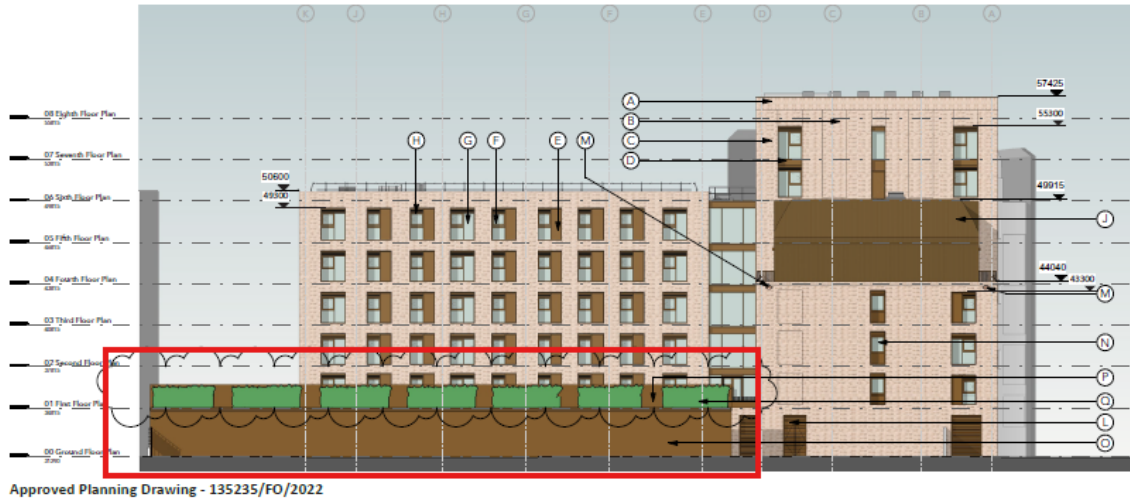
### East Elevation

As a result of the proposed amendments to the height of the mansard roof there are consequential amendments to a number of windows on the eastern side of the taller block.



*Comparison drawing provided by the applicant, Part of the East Elevation - the as approved window arrangement is top and the now proposed is bottom*

There are proposed amendments to the treatment of the car park podium on the eastern elevation this includes the introduction of louvres and brick piers and the removal of the green wall that was proposed. Both of these amendments are indicated as arising from consultation with the schemes fire engineer and fire strategy for the building.



*Comparison drawing provided by the applicant - Full East Elevation - the as approved window arrangement is top and the now proposed is bottom*

### *South and West Elevation*

The approved scheme included a ramped access to the upper floor of the decked car park. There are proposed amendments to this to allow sufficient widths into the lower car park and provision of a paving zone as arising from the fire escape strategy, this amendment results in the ramp being relocated 300mm further east.



*Comparison drawing provided by the applicant, the as approved ramp arrangement is to the left and the now proposed is to the right*

## Consultations

The proposals were subject to notification by way of 950 letters to nearby addresses, a site notice was posted at the site, and an advertisement was placed within the Manchester Evening News. In response to this notification process 12 comments were received from 9 addresses raising concerns to the proposed amendments a summary of the comments made is set out below:

- Increase in building height
  - Is considered a significant and unacceptable change.
  - Height increase worsens overbearing impact and reduces daylight to neighbouring properties.
  - Justifications (technical design errors) seen as poor planning and not valid grounds for retrospective approval.
- Loss of daylight and flawed assessment
  - Daylight/Sunlight Report downplays impact on habitable rooms (especially bedrooms).
  - Misuse of BRE guidance flexibility to justify harm caused by increased height.
  - Existing poor light conditions should warrant greater protection, not less.
- Removal of Green Wall
  - Seen as a key visual and environmental mitigation feature.
  - Fire safety justification questioned; residents suggest review of alternative solutions.
  - Ground-level planting deemed inadequate as compensation.
  - Loss of privacy and increased visual impact on adjacent homes.
- Noise Pollution from Transformer
  - Introduction of 24/7 transformer raises concerns about noise.
  - No Noise Impact Assessment provided.
- Visual Clutter from Louvred Screens
  - Industrial-style screens considered visually intrusive.
  - Justifications based on technical constraints seen as insufficient.

### *Consultee responses:*

MCC Highway Services – Riase no concerns or objections to the proposed amendments to the scheme.

MCC Environmental Health – Requested information from the developer regarding changes to the car park podium and internal transformer room and implications in terms of noise impacts on the nearest residential receptors.

Following the submission of a technical note from the applicant's acoustician and further clarification of the finishes to the car park podium, MCC Environmental Health have fully assessed the proposals and confirm that the transformer room would not adversely affect the noise levels and would not exceed MCC noise criteria at the nearest residential properties. The change from perforated panels to louvres to the

car park are unlikely to give rise to adverse noise impacts on the nearest residential receptors.

Health and Safety Executive – In their role as a statutory consultee for developments that include a relevant building (a relevant building being a residential building of height greater than 18 metres or 7 or more storeys), confirm that the HSE is content with the fire safety design of the building to the extent that it affects land use planning considerations.

## **Policy**

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

### Core Strategy Development Plan Document

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 be decided in accordance with the Core Strategy, the Places for Everyone Joint Development Plan Document and saved UDP policies.

Local Development Documents.

Relevant policies in the Core Strategy are detailed below:

Policy SP 1 Spatial Principles – The proposals seek to provide additional diversity in terms of type of housing within the area and towards the creation of neighbourhoods of choice, the principle of which has been previously established through the granting of the original planning approval for the sites redevelopment.

Policy H1 Overall Housing Provision – Identifies the requirements for provision of new residential development across the City. The principle for the redevelopment of the site to provide 76 no. affordable residential units (affordable rent and shared ownership) has been previously established. The current proposals do not alter the number or tenure of the residential properties to be provided at the site.

Policy H6 South Manchester – South Manchester is identified as providing 5% of new residential development over the plan period. It identifies that high density development will generally only be appropriate within the district centres of Chorlton,

Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. “Outside of district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing”. The density of development, which is unchanged by this current application, was previously considered acceptable given it would deliver affordable housing and would assist in meeting identified shortfalls of housing types within South Manchester.

Policy H8 – Affordable Housing - All of the proposed 76 residential units would be for affordable housing with a mix of affordable rent and shared ownership. The delivery of affordable housing within the development remains unchanged and exceeds the 20% requirement set out in policy H8.

Policy T1 Sustainable Transport – The development would provide less than one car parking space per residential unit, but would provide covered and secure cycle parking facilities and is located in close proximity to a range of public transport modes.

Policy T2 Accessible Areas of Opportunity and Need – The application site is highly accessible by foot, cycle and public transport networks.

There are no changes to the provision of car parking or accessible spaces from that originally granted planning approval. The principle of the level of car parking to be provided together with secure cycle parking has been established and does not alter through the current application proposals. Conditions relating to the delivery of the car parking and submission of a travel plan and car parking management plan that were attached to the original approval would be re-attached to any approval of the current application.

Policy EN1 Design Principles and Strategic Character Areas – The southern character area in which the site is located is indicated as appropriate for development along the radial routes that are commensurate in scale with the prominence of its location.

EN2 Tall Buildings – Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline. The proposed building at part 8 and part 6 storeys in height is taller than residential properties to its east which are 2 and 3 storeys in height and those residential flats and commercial developments to the west which range between 4 and 6 storeys in height. Whilst the principle of the general design, siting and scale of a part 8 and part 6 storey building has previously been considered acceptable at this location, given the proposed amendment to heights of parts of the building further consideration of this is set out within the issues section of this report.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies.

The current application does not propose any alterations to the approach to be taken from that previously granted planning approval i.e it takes an enhanced building fabric led approach to minimising energy demand by minimising heat loss from the building envelope and building systems.

Policy EN 8 Adaptation to Climate Change – The originally approved building incorporated space for a rooftop array of PV panels for on-site micro-generation, this current application does not alter this arrangement.

Policy EN9 Green Infrastructure – The approved development incorporated limited landscaping due to the developed footprint of the proposed site. The principle of landscaping to the front of the site, within a podium level garden area and retention of a tree belt on the eastern boundary, together with the inclusion of climbing plants on a line wire system to the rear of the decked car parking area were previously considered acceptable subject to a hard and soft landscaping condition to seek further tree planting on site. The proposals seek to amend this through the removal of the line wire and climbing plant arrangements, as such further consideration of the landscaping scheme for the site is set out within the issues section of this report.

Policy EN14 Flood Risk – The original planning approval application was accompanied by a Flood Risk Assessment and Drainage Strategy, a drainage condition was attached to that approval and has been subsequently discharged. Those agreed details would be reflected in any approval of the current proposals.

Policy EN15 Biodiversity and Geological Conservation - The original planning approval application was accompanied by a Preliminary Ecological Appraisal Report and Badger Survey report. These reports concluded that the existing servicing building on site was assessed as having Low bat roosting potential with potential for bat foraging along the tree belt on the eastern boundary of the site. There were a number of conditions attached to the original approval requiring further surveys and mitigation to prevent any harm to protected species and these were fully discharged by the applicant . A further condition was attached to ensure that the biodiversity measures identified were implemented into the development including: bat and bird boxes, hedgehog gaps in fences, and bee/insect hotel and such a condition would be reimposed on any approval of the current proposals.

Policy EN 16 Air Quality – The original planning proposals were accompanied by an Air Quality Assessment that reviewed both the construction and operational phase of the development, this assessment was considered acceptable. The proposals will incorporate electric vehicle charging; cycle parking for residents, medical centre staff and visitors; and a travel plan to promote active travel measures whilst the construction phase is incorporating dust control measures. Where relevant the appropriate conditions attached to the original approval relating to these matters would be reimposed on any approval of the current proposals.

Policy EN 17 Water Quality - The development was considered to not have an adverse impact on water quality and surface water run-off and grounds water contamination would be minimised. These matters remain unaltered by the current application proposals.

Policy EN 18 Contaminated Land and Ground Stability – During consideration of the original planning approval and given the previous use of the site it was indicated that there are contaminated land risks associated with the sites redevelopment. As such a condition was attached to that approval for further information to be provided together a remediation strategy. The applicant has discharged the relevant part of the condition to allow construction to take place with a further verification element to be undertaken post construction and prior to occupation. This element of the previous condition would be reimposed on any approval of the current proposals.

Policy EN19 Waste – The proposals incorporate internal bin stores for both the residential element and medical centre. Whilst these amended proposals alter the location of the residential bin store within the ground floor this gives greater direct access to The Boulevard for collection by refuse vehicles.

Policy DM 1 Development Management – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to the following issues:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The application is considered in detail in relation to policy DM1 within the issues section of this report.

#### Saved Unitary Development Plan Policies

DC26.1, DC26.2 and DC26.5 Development and Noise – A noise assessment was prepared to accompany the original planning application which made recommendations in terms of mitigating noise from nearby noise generating activities such as road traffic and assessed the impacts of the development in particular the tiered car parking area on adjacent residential properties. That Noise Impact Assessment included recommendations for glazing and ventilation specifications for the proposals which were considered to be acceptable and a condition to ensure internal noise criteria are met on completion of the development is required.

Concerns have been raised regarding the internal transformer room and tiered car park as a result of the proposed amendments, as such further consideration of this matter is set out within the issues section of this report.

## Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. The plan was adopted in March 2024 and now forms part of the City's local development framework.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs. Securing higher densities in the most accessible locations is identified as helping to maximise the ability of people to travel by walking, cycling and public transport and reduce the reliance on the car.

Relevant policies of PfE in this instance are:

JP-S1: Sustainable development

JP-H1: Scale, Distribution and Phasing of New Housing

JP-H2: Affordability of New Housing

JP-H3: Type, Size and Design of New Housing

JP-H4: Density of New Housing

JP-P1: Sustainable Places

## Relevant National Policy

The National Planning Policy Framework (December 2024) sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role. The NPPF outlines a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted.

Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed. The following specific policies are considered to be particularly relevant to the proposed development:

Section 5 (Delivering a sufficient supply of homes) – The proposals would provide 76 units on a previously developed site.

Section 11 (Making Effective Use of Land) – The proposal would re-use previously developed land for the provision of residential properties.

Paragraph 130c) indicates that "local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards)".

Section 12 (Achieving Well-Designed Places) –This matter is considered in more detail within the issues section of this report. Of specific note paragraph 140 states: Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).

## **Other Legislative requirements**

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.

## **Issues**

### Principle

The principle of the redevelopment of this previously developed brownfield site was established through the granting of planning permission reference 135235/FO/2022 to provide 76 new affordable homes, associated car parking on a two-tiered decked car park; landscaping; and, a medical centre.

However, as this application seeks to make amendments to the previous planning approval as set out within the description of development section of this report, further consideration is required of the impacts of the proposed amendments on residential amenity (including noise and daylight implications); visual amenity and the character of the area; and landscaping.

### Visual Amenity

The overall design intent of the proposals is substantially the same from that originally granted planning approval, the choice of materials and finishes follows that indicated within the original approval and comprises of a limited palette of materials with a light buff brick finish and bronze coloured aluminium window frames and other similarly coloured structural external elements including the finish to the mansard roof.

*Building height changes* - The proposal continues to comprise two distinct 'blocks' with a linked Atrium. The north block has two levels. The north-west corner element is 8 storeys in height, this element is opposite One Didsbury Point which has a raised ground floor, four office storeys and an additional storey height of plant and roof above. The original design intent was for the tallest 8 storey element of the building to be located on the key corner junction of The Boulevard and The Avenue with the north-east block reducing in height incorporating stepped back duplex apartments where they are adjacent to existing residential properties. This north-east element

containing the duplex apartments is six stories in height with ancillary space and commercial at ground floor, apartments over three floors and duplex apartments on the upper two levels. These application proposals continue the original design intent with the duplex apartments still being set back in a mansard roof type design. The mansard roof is proposed to be 995mm taller than the original approved scheme and concerns have been raised regarding this element of the proposed amendment and its increase in height.



*Photo of application site under construction adjacent existing part 4 storey residential building is identified in red to the left and the office building at One Didsbury Point is to the right*

As set out on the drawings below the mansard element (edged red) which is proposed to increase in height continues to sit lower than the tallest 8 storey element of the scheme (edged orange), the height of which remains as originally approved. The mansard roof would have a chamfered edge on its most easterly extent adjacent the existing four storey apartment building on the corner of Clearwater Drive and The Boulevard. This together with the setting in off the principal elevation on The Boulevard by approximately 1.4 metres and to the rear of the site by approximately 1.5 metres assists in continuing to provide a visual subservience of this element of the building from the rest of the building as was envisaged on the original scheme granted planning approval.



The second element relating to height increase relates to that edged blue on the drawings above and below, this element has increased in height by 225mm from the original approval. There would be no increase in the number of storeys which would remain as 6 and this limited increase on this part of the elevation is not considered significant.

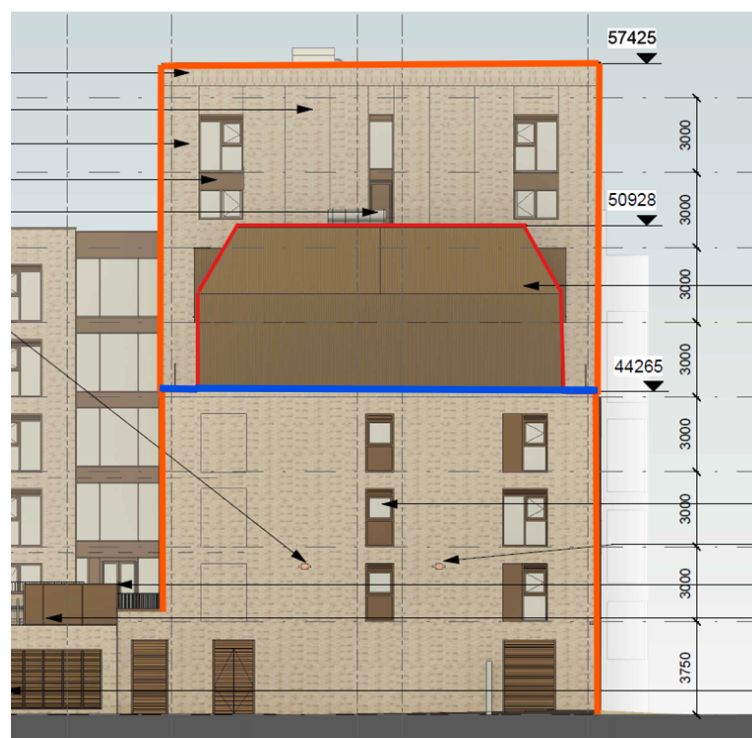




*Photo looking west along the southern side of The Boulevard with the application site centre and the existing four storey apartment building on the corner with Clearwater Drive on the left*

The south block is also six storeys in height, which reflects the height of the lower section of One Didsbury Point, as well as the overall height of Didsbury High School. This element sits opposite the office building on The Avenue. The proposal would increase the height of this element of the building by 268mm (edged blue in the drawing below). This increase in height is not considered significant, and this part of the building would continue to be viewed as a lower more subservient element to the tallest part of the building on the northwest corner.



*Proposed west elevation facing towards the Avenue*



*Photo of application site to the right looking north along the Avenue towards The Boulevard with the office building at One Didsbury Point to the left*

*Changes to the ground floor (North Elevation)- The ground floor elevation facing towards The Boulevard is proposed to be altered to accommodate a number of*

internal changes to the layout of ancillary facilities including the transformer room, bin store and changes to room sizes to meet sprinkler requirements. These internal changes are a result of a number of differing demands such as the requirements of the electricity network operator for the transformer room, and ensuring rooms are of the correct size to comply with sprinkler design to address fire safety requirements. This amendment would improve the positioning of the bin store for future residents to reduce travel distances and ensure bins can be presented more directly for street collection. In undertaking these internal changes, the applicant has sought to ensure a unified appearance of the louvred doors to this elevation. Whilst the result of this is a greater amount of louvred panels and doors to the street elevation such finishes were always envisaged in this location.

The proposed amendments to the glazing to the medical practice on the north-western corner of the building rationalise the arrangement of windows and doors so that these line through with the windows above on the upper floors. This change is not considered to be significant.



*Northern elevation as proposed showing the ground floor louvred finishes and amendment to glazing around the medical practice entrance*

*Treatment to the eastern boundary of the tiered car park* – This proposed amendment comprises of two elements the first is related to the treatment of the ground floor of the car park area. The original scheme indicated this as being a perforated aluminium panel along the full length of the car park. This has been amended to be louvred panels and brick piers the applicant indicates this follows a direct request from the designer's fire engineer. This element would largely sit behind existing boundary treatments and landscape strip that separates the application site from the rear gardens and car parking area for existing residential properties on Clearwater Drive and is considered to be acceptable.

The second element of proposed amendments in this location is the removal of additional planting that was to be installed on wire lines on the car park structure.

This was to be located along the edge of the upper deck of the car park between solid aluminium panels and was designed to add further landscaping to the site. This amendment would remove this element of the landscaping and instead provide a solid boundary treatment to the car park edge. Some concerns have been raised by residents on Clearwater Drive regarding this finish and the removal of the planting and the impact this would have on the visual amenity of adjacent residents. There are also concerns about the applicant's indication of planting within the landscape strip between the car park and the boundary to these properties and requesting further details of this.

As noted elsewhere in this report the applicant has been discharging conditions associated with the original planning approval, one of these conditions relates to the submission of the final details of the landscaping scheme for the site. The applicant has recently submitted details to discharge the relevant condition; this confirms that there would be 6 additional trees planted to supplement the existing retained trees within this strip together with ground level planting. The applicants landscape architect has confirmed that there would be no further capacity within this area for further tree or screen planting. Whilst trees and vegetation would not provide all year round screening the existing trees and shrubs are well established along this boundary and with the choice of material (bronze coloured aluminium panel) the proposal for the car park boundary treatment is considered to be acceptable.



*View towards the application site across the rear of properties on Clearwater Drive—blue site cabins are visible through the boundary tree planting*

*Repositioning of car park ramp* – The amendments include a modification to the access ramp to the first-floor level of the tiered car parking area. This moves the ramp approximately 300mm eastwards from the previously approved position to provide better access to the lower-level parking, the top of the ramp at first floor would be sited approximately 14.6 metres from the eastern boundary of the site. Whilst this would move the ramp within the site this amendment is considered to be a minor alteration and acceptable.

Cumulatively the proposed amendments are not considered to be significant in terms of impacts on the visual amenity of the area. The tallest element is to remain at the height envisaged in the granting of the original approval and the amendment to the height of the mansard roof has and continues to be a subservient element through the design and shape of the roof including its setbacks from the principal elevation on The Boulevard and to the rear elevation.



*Aerial image of the site (edged red) prior to construction works starting in context with other buildings in the area*

In approving the original scheme it was noted that the application site sits within an area where there are buildings of a variety of heights and scales with those on The Boulevard being generally larger in terms of their footprint and height whilst those residential properties to the east on Clearwater Drive are between 2 and 4 storeys in height. This reflects the intent of the original masterplan for the redevelopment of the former Withington Hospital site which envisaged development around The Boulevard and The Avenue being of a scale and built footprint greater than the residential areas to the east of the application site. As such it is considered that the proposed amendments would continue to be acceptable within this context and the character of the area in which the site is located. The quality of the originally approved development is considered to be maintained by the proposed amendments.

Other impacts of the height of the proposed building in terms of residential amenity are considered below.

### Residential Amenity

Concerns have been raised with regards to the amendments and impacts on residential amenity particularly in relation to noise and loss of daylight/sunlight.

The committee report considering the original planning approval fully considered matters arising from the potential impacts on residential amenity with respect of separation distances and relationships of windows to existing residential properties and other buildings in the vicinity of the site. These application proposals do not alter these relationships or the siting of the building and whilst there are proposed amendments to windows these are in areas where windows were previously considered acceptable and the amendments are not considered to give rise to impacts that would be greater or more significant than those previously approved. Conditions relating to the need for obscure glazing to windows on the eastern gable elevation to protect privacy and reduce overlooking of adjacent residential properties would be carried over to any decision to approve the current proposals.

As with the original proposals concerns have again been raised with regards to the potential overlooking and loss of privacy from the first-floor car parking area to properties on Clearwater Drive. Whilst the amended proposals would remove the wire line planting at the first-floor level of the car park deck it would retain a solid boundary detail, this would continue to reduce impacts from headlights and potential for overlooking from this area.

*Noise* - The amended proposals seek changes to the treatment to the lower ground level of the car park and elevational treatment to the ground floor ancillary space on The Boulevard. Concerns have been raised to both of these elements and in particular that these would give rise to unacceptable noise impacts that have not been assessed.

The original planning approval was accompanied by a noise impact assessment, this included assessment of the car park and was fully assessed at that time and as a result a number of conditions were attached to the planning approval relating to acoustic insulation and external plant and equipment. Given the proposals would alter the treatment to the car park elevation from perforated panels to louvred panels and both finishes would not provide a solid acoustic barrier it is considered that this amendment would not adversely change noise impacts at the nearest residential receptors from those considered and assessed as part of the original planning approval.

To support the current application the applicant has provided an additional technical note relating to the operation of the transformer room within the ground floor of the building and potential impacts on existing residential properties and the apartments on upper floors of the building. This technical note has been fully assessed and concludes that there is no requirement for additional noise mitigation measures as a result of the operation of the equipment within the transformer room. This additional technical note would be set out within a condition that lists approved documents and

drawings and would be reflected in the requirements of the applicant to discharge the relevant conditions based upon the conclusions of the original noise assessment and this additional technical note.

*Daylight/Sunlight* – The applicant has prepared an updated daylight and sunlight assessment to accompany the application which has been prepared by consultants who are specialists in preparing such assessments to accompany planning applications and has been undertaken against the criteria and methodology within the Building Research Establishment Guidance (2022). This assessment indicates that where the assessment “has identified reductions in daylight to the surrounding properties, these are largely limited to bedrooms. Where main habitable rooms are affected, this is generally to a lesser degree and in part due to the design of surrounding properties limited available daylight without the proposed development in place”. The conclusion of the authors of the assessment being that “any effects are considered to be minor and acceptable in context when considered against the flexibility with which the BRE guidance is intended to be used”.

In respect of effects to daylight the BRE guidelines provide two methodologies for impact assessment which are:

The Vertical Sky Component (VSC); and the No Sky Line (NSL).

The VSC provides an assessment of the amount of skylight falling on a vertical plane (generally a window) directly from the sky, in the circumstance of an overcast sky. The national numerical value target “ideal” for VSC is 27%. The BRE Guidelines advise that upon implementation of a development, a window should retain a VSC value of 27% or at least 0.8 of its former value (i.e. no more than a 20% change). The VSC calculation is undertaken in both the existing and proposed scenarios so as to make a comparison.

In addition to the VSC, the BRE guidelines recommend the NSL method of assessment where internal layouts are known. Whilst the VSC provides information on the quantum of light reaching a window, the NSL seeks to provide information on how well this light is distributed within the room. The BRE guidelines indicate that “If, following construction of a new development, the no sky line moves so that the area of the existing room, which does receive direct skylight, is reduced to less than 0.8 times its former value this will be noticeable to the occupants, and more of the room will appear poorly lit”. The change in daylight would be noticeable to the occupants should the NSL experience a loss of NSL greater than 20%.

In terms of sunlight the submitted assessment has used the BRE guidelines to review the Annual Probable Sunlight Hours (APSH) which is defined as “the long-term average of the total number of hours during a year in which direct sunlight reaches the unobstructed ground (when clouds are taken into account)”.

The submitted assessment confirms that based upon the BRE guidance the following conclusions arise from the proposed development:

The assessment indicates that the following properties would fully comply with the BRE target criteria with the proposed development in place and are not discussed in any further detail:

- 24 Clearwater Drive
- 30 Clearwater Drive

Apartments at 2-22 Clearwater – The assessment indicates that this property would fully accord with the target criteria for APSH sunlight.

The assessment has similar conclusions to that set out in the approval of the original planning application, and which were set out in the Committee report. 21 windows do not meet the VSC daylight criteria, nine of which serve bedrooms which are considered by the BRE guidelines as having a lesser requirement for daylight.

The remaining 12 windows serve 8 living/kitchen/dining rooms. 4 of these rooms have more than one window serving them. In this case the BRE guidelines indicate that the mean for the windows overall can be considered to understand whether a room would meet the VSC target. When considering the mean for all windows serving each living kitchen diner, three would fully comply with the VSC target criteria, and one room would be reduced by 21% against a 20% target.

The remaining four living kitchen diners are single aspect. The windows serving three of these are located beneath balconies, so they are assessed as receiving lower levels of daylight without the proposed development in place. As a result, the proposed development would lead to proportionally higher percentage changes although the reduction in VSC daylight is lower.

The remaining living kitchen diner would experience a reduction of 25.8%, this is concluded as a minor reduction in BRE guideline terms, the window serving the diner would retain 24.5% VSC against a target of 27%.

10 rooms do not meet the NSL daylight criteria, eight of which are bedrooms which the BRE consider as having a lesser requirement for daylight. The remaining two rooms are living kitchen diners, both of which will continue to receive daylight to 60.5% and 74.0% of their area, which is considered acceptable in this context.

The conclusion within the submitted assessment with due consideration to the flexibility with which the BRE guidance is intended to be used, the effect on daylight and sunlight to this property is considered to be acceptable.

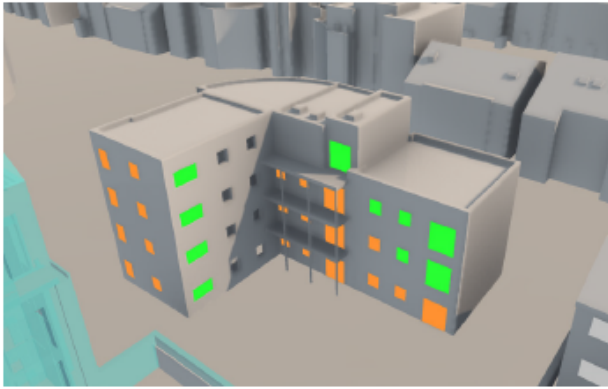


Figure 04: VSC Pass/Fail Window Maps of 2 - 22 Clearwater Drive

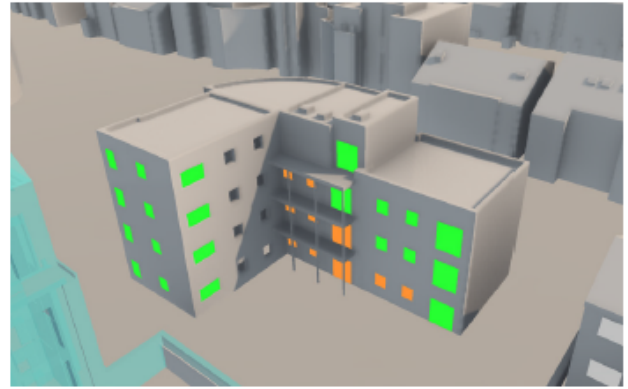


Figure 05: NSL Pass/Fail Window Maps of 2 - 22 Clearwater Drive

*Illustration taken from the submitted daylight and sunlight assessment for this property (green indicates windows that pass the associated assessment and orange a fail)*

26 Clearwater Drive - With the proposed development in place, this property would fully accord with the BRE target criteria for NSL daylight and APSH sunlight.

One window which serves a living kitchen diner does not meet the VSC daylight criteria. The room is served by two other rooflight windows and, when the mean VSC for the windows overall is reviewed, the room meets the target criteria. As such, the effect on daylight and sunlight to this property is considered to be acceptable.

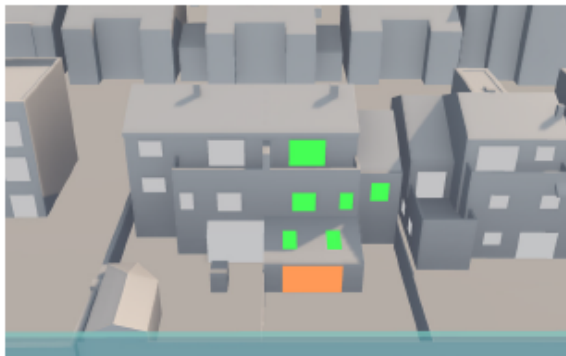


Figure 07: VSC Pass/Fail Window Maps of 26 Clearwater Drive

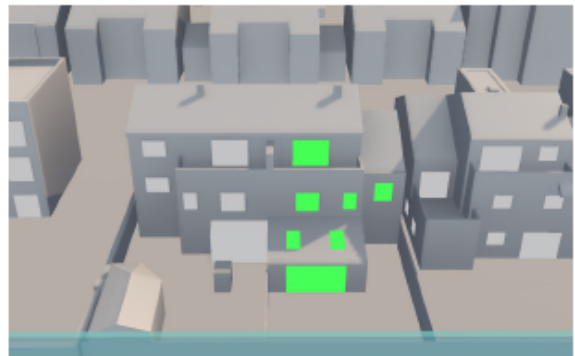


Figure 08: NSL Pass/Fail Window Maps of 26 Clearwater Drive

*Illustration taken from the submitted daylight and sunlight assessment for this property (green indicates windows that pass the associated assessment and orange a fail)*

28 Clearwater Drive - With the proposed development in place, this property would fully accord with the BRE target criteria for VSC daylight and APSH sunlight.

One room does not meet the NSL daylight target. The room experiences a major reduction in BRE terms, the assessment indicates that this is largely driven by the windows facing directly towards the neighbouring property. The other larger windows facing rearwards are unaffected by the proposed development.

As such, the overall effect on daylight and sunlight to this property is considered to be acceptable.

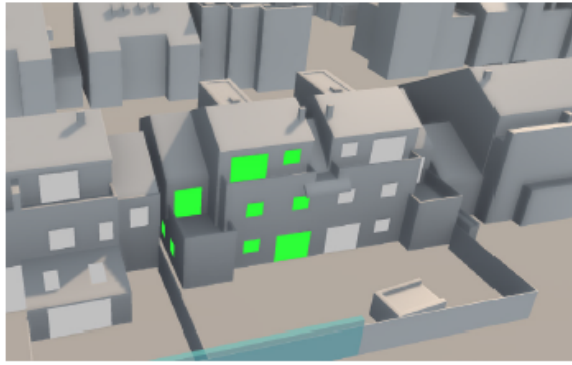


Figure 10: VSC Pass/Fail Window Maps of 28 Clearwater Drive

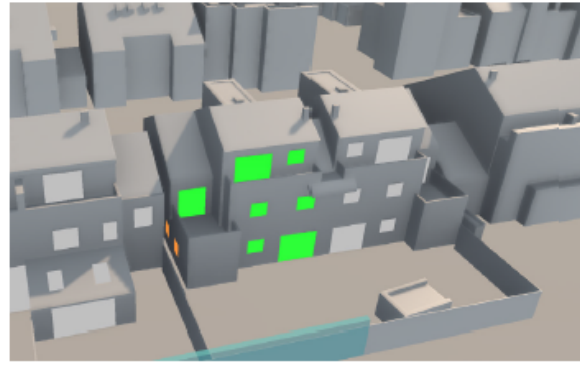


Figure 11: NSL Pass/Fail Window Maps of 28 Clearwater Drive

*Illustration taken from the submitted daylight and sunlight assessment for this property (green indicates windows that pass the associated assessment and orange a fail)*

There are a number of criticisms from objectors to the assessment undertaken by the applicant. However, this assessment has been undertaken by suitably qualified experts using industry standard guidelines for such assessments. This assessment does identify impacts on adjacent properties particularly those in the apartment block at 2-22 Clearwater Drive and it should be noted impacts were also identified in the assessment accompanying the original planning approval. The application proposals are considered to make an efficient use of the land and in such circumstances local planning authorities are directed by national planning policy to apply policies and guidance relating to daylight and sunlight flexibly. On balance the proposals are acceptable within this urban context and are considered to not give rise to significant impacts in terms of loss of daylight or sunlight to warrant refusal of the amended proposals.

### Landscaping

The application proposals see to amend the general approach to one element of the landscaping scheme for the site through the removal of the wire line and climbing plants from the eastern boundary of the tiered car park as set out elsewhere in this report. The explanation around the need to rationalise this element of the landscaping is due to the overall approach to the fire strategy for the building and to reduce the risk of spread of fire. The submission indicates that the applicant would introduce areas of level planting to offset this loss of soft landscaping. The original planning approval was subject to a planning condition for the submission and approval of a final hard and soft landscaping scheme. This condition has yet to be agreed with the applicant although information has recently been submitted.

It was acknowledged at the time of dealing with the original planning application that the proposals would result in the loss of some trees and vegetation on the site to facilitate its redevelopment. It was also acknowledged that whilst the overall scope and design of the landscaping scheme submitted at that stage was acceptable, additional details were needed in terms of seeking further on-site tree planting and a greater number of larger specimens to mitigate on-site losses. A condition was subsequently added to the approval of that scheme.

In terms of the eastern boundary and the removal of the wire line and climbing plants from the scheme, the applicant was requested to review the scope of additional screen planting that could be installed within this area. The applicant has explained that the advice of their landscape architect is that the retained trees together with the proposed 6no. trees and the low-level planting mix to be planted is the maximum capacity of planting that can be accommodated within this area. As considered earlier in this report the removal of the climbing plants is accepted from a visual amenity point of view. The loss of an area of soft landscaping from the site is regretted, however, the Council as local planning authority is mindful of the need to take the advice of the applicant's fire safety officer when considering this amendment. In this instance further details are required to discharge the relevant landscaping condition of the original planning approval and given the overlap in timescales it is considered prudent to re-apply this condition to any approval granted to this application.



*View south – existing properties on Clearwater Drive to the right and eastern boundary landscaping strip within application site is to the right*



*Extract from the recently submitted landscaping scheme proposed to discharge the relevant planning condition with the landscaping strip on the eastern boundary highlighted in red (the black circles are the proposed trees to be planted)*

### Other Matters

The application proposals do not alter the number of car parking or cycle spaces to be included within the development. Access points are again retained as originally envisaged. As such implications and the conclusions in terms of car parking and transport were fully assessed through the granting of the original planning permission, conditions relevant to the levels of car parking, cycle parking and travel plan are to be reattached to any approval of the current amendments.

As indicated throughout this report the applicant has been seeking to discharge a number of planning conditions attached to the original approval, as such updates are required to a number of conditions to reflect the approved details these include amongst others: construction management, surface water drainage scheme for the site, ground conditions remediation strategy, external elevation materials, and the affordable housing scheme for the site.

### Conclusion

This planning application relates to a scheme that has been considered acceptable for the redevelopment of this previously developed brownfield site to provide 76 no. affordable apartments. The tenure of affordable housing proposed was identified as being required due to a shortfall in the city generally and South Manchester specifically.

The applicant has indicated that as part of the ongoing design review and implementation of the approved scheme several revisions and amendments are required to deal with a number of technical matters that have arisen as part of that process, and these amendments have been set out and considered within this report.

The need for amendments is not unusual for a scheme of this nature and complexity and whilst a number of comments received question this process and reasoning behind the amendments the Council is required to be mindful of the applicants need to ensure its development complies with requirements that may fall outside of the planning process. As set out in this report the form and design of the development is still considered to be acceptable given its specific context and character and the proposals are of a form of development that would be of a high quality, sustainable and minimises impacts on existing residents.

With above in mind, the proposal accords with national and local planning policies and 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**

The application has been considered in a positive and proactive manner as required by The Town and Country Planning (Development Management Procedure) (England) Order 2015 and any problems and/or issues arising in relation to dealing with the application have been communicated to the applicant, in this instance an additional Noise Technical Note was submitted for assessment alongside the application proposals.

### **Conditions to be attached to the decision**

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

8845-BUT-ZZ-00-DR-A-04602 - Rev P2 – Proposed Ground Floor Plan  
8845-BUT-ZZ-01-DR-A-04603 - Rev P2 – Proposed First Floor Plan  
8845-BUT-ZZ-02-DR-A-04604 - Rev P2 – Proposed Second Floor Plan  
8845-BUT-ZZ-03-DR-A-04605- Rev P2 – Proposed Third Floor Plan  
8845-BUT-ZZ-04-DR-A-04606- Rev P2 – Proposed Fourth Floor Plan  
8845-BUT-ZZ-05-DR-A-04607- Rev P2 – Proposed Fifth Floor Plan  
8845-BUT-ZZ-06-DR-A-04608- Rev P2 – Proposed Sixth Floor Plan  
8845-BUT-ZZ-07-DR-A-04609- Rev P2 – Proposed Seventh Floor Plan  
8845-BUT-ZZ-R1-DR-A-04610- Rev P2 – Roof Plan  
8845-BUT-ZZ-ZZ-DR-A-05601- Rev P2 – GA Elevations – Sheet 1  
8845-BUT-ZZ-ZZ-DR-A-05602- Rev P2 - GA Elevations – Sheet 2  
8845-BUT-ZZ-ZZ-DR-A-06601- Rev P2 – Proposed GA Sections Sheet 1  
8845-BUT-ZZ-ZZ-DR-A-06602- Rev P2 – Proposed GA Sections Sheet 2  
8845-BUT-ZZ-00-DR-A-04601- Rev P2 – Proposed Site Plan

Linked Drawings and Documents from planning approval reference 135235/FO/2022

8845-BA-Z1-XX-SH-A-(09)001 Rev P9 ACCOMMODATION SCHEDULE  
As received on the 10th January 2023

NOISE IMPACT ASSESSMENT reference 28562-NIA1-REV6  
As received on the 8th December 2022

GEO ENVIRONMENTAL APPRAISAL REF GRO-20064-2216 Dated 10 May 2021  
PERMANENT GROUND GAS RISK ASSESSMENT REF GRO-20064-2788 Dated September 2021  
REMEDIAL SPECIFICATION REF GRO-20064-4035 Dated 02 December 2022  
As received on the 7th December 2022

GEO-ENVIRONMENTAL APPRAISAL REPORT Report Ref: 10/0867/001 Dated April 2016 As received on the 14th November 2022

0604-PLI-ZZ-GF-DR-L-0250 Rev P02 HARD & SOFT LANDSCAPE MATERIALS PLAN  
0604-PLI-ZZ-ZZ-DR-L-0140 Rev P02 LANDSCAPE SECTIONS  
0604-PLI-ZZ-ZZ-DR-L-0300 Rev P02 PLANTING PLAN

0604-PLI-ZZ-ZZ-RP-L-0990 REV 02 LANDSCAPE MANAGEMENT & MAINTENANCE PLAN

8845-BA-XX-ZZ-DR-A-(05)104 Rev P4 ELEVATION BAY STUDY

8845-BA-XX-ZZ-DR-A-(05)105 Rev P4 BAY STUDY (1 OF 2)

8845-BA-XX-ZZ-DR-A-(05)106 Rev P4 BAY STUDY (2 OF 2)

Design and Access Statement Dated September 2022

Energy and Environmental Standards Statement Rev P1 dated 02/09/2022

Pre-Construction Signal Reception Impact Survey dated 29th November 2021

AIR QUALITY ASSESSMENT reference 20220218\_MCP2521 V2 February 2022

Crime Impact Statement Ref 2021/0599/CIS/01 Version B

Fire Statement Project No.: MA21015 Dated 17/12/2021

ARBORICULTURAL IMPACT ASSESSMENT Dated March 2022

PRELIMINARY ECOLOGICAL APPRAISAL Ref 80-665-R1-2 Dated January 2022

Flood Risk Assessment and Drainage Strategy Dated 17 January 2022

GEO-ENVIRONMENTAL APPRAISAL reference GRO-20064-2216 Dated May 2021

Transport Statement v1.1 Dated 13 October 2022

Travel Plan V1.1 Dated 13 October 2022

All as received on 19th October 2022

Substation Noise Assessment prepared by Jameson Acoustics reference 22163-TN-1-R0 dated 11<sup>th</sup> August 2025

Approved documents received on the 23<sup>rd</sup> May 2024 in respect of Condition Discharge approval application reference CDN/24/0437

Approved documents received on the 28<sup>th</sup> May 2024 in respect of Condition Discharge approval application reference CDN/24/0454

The approved Surface Water Drainage Scheme received on the 17<sup>th</sup> September 2024 in respect of Condition Discharge approval application reference CDN/24/0894

The approved documents received on the 15<sup>th</sup> April 2025 in respect of Condition Discharge approval application reference CDN/25/0275

The approved external elevational and privacy screen materials schedule received on the 13<sup>th</sup> June 2025 in respect of Condition Discharge approval application reference CDN/25/0552

The approved Affordable Housing Scheme received on the 16<sup>th</sup> June 2025 CDN/25/0558 in respect of Condition Discharge approval application reference

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

2) The construction works associated with the hereby approved development shall be carried out in accordance with the Construction Management Plan prepared by Bridgestone received by the City Council as local planning authority on the 28<sup>th</sup> May 2024.

Reason - In the interests of residential amenity, highway and aviation safety pursuant to policy DM1 and DM2 of the Core Strategy.

3) The development shall be carried out in full accordance with the Small Mammals and Hedgehogs Precautionary Method Statement prepared by EPS received by the City Council as local planning authority on the 23rd May 2024.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy and policy JP-G8 of Places for Everyone.

4) No further works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy and policy JP-G8 of Places for Everyone..

5) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work" and the approved Arboricultural Impact Assessment and Method Statement prepared by E3P.

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.

6) The development shall be carried out in accordance with the previously agreed Remediation Strategy as approved under condition discharge reference CDN/24/0454, and prior to first occupation of the development a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

7) The development shall be carried out in accordance with the agreed surface water drainage scheme submitted to the Council on the 17<sup>th</sup> September 2024 under condition discharge reference CDN/24/0894.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed pursuant to national policies within the NPPF and NPPG and Core Strategy policies EN08 and EN14 and Places for Everyone policy JP-S4..

8) The development shall be carried out and implemented in accordance with the scheme for the provision of affordable housing on the site submitted to the City Council, as Local Planning Authority on the 16<sup>th</sup> June 2025.

Reason - In order to provide affordable housing at the site and to deliver an identified housing need in accordance with policies H6 and H8 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

9) In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

10) The development shall be carried out in accordance with the materials for the external elevations and privacy screen as detailed on the materials schedule received by the City Council on the 13<sup>th</sup> June 2025. The details of the approved privacy screen shall be retained thereafter whilst the development is in use.

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 Core Strategy.

11) Within three months of this decision, full details including materials of the car park privacy screen as detailed on the approved drawings shall be submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details. The approved privacy screen shall be retained thereafter whilst the development is in use.

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 Core Strategy.

12) Notwithstanding the approved plans, within three months of this decision a hard and soft landscaping treatment scheme including details and positions of all boundary treatments to be installed at the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied and all boundary treatments shall be retained thereafter whilst the development is in use. 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 Core Strategy.

13) Within three months of this decision notice details of a review of the signalised highway junction at The Boulevard/Princess Road and the reporting mechanism of the conclusions and recommendations of the review shall be submitted to and approved in writing by the City Council as local planning authority. The review of the junction shall be carried out in accordance with the agreed details and any alterations to the operation of the junction that are identified within the review shall be undertaken within a timescale previously agreed in writing by the City Council as local planning authority.

Reason - To ensure the efficient operation of the highway junction in the vicinity of the site pursuant to policy DM1 of the Core Strategy.

14) Within three months of this decision notice details of all highway works required to facilitate the development including timescales for their implementation shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include:

- Footway alterations to The Avenue including details of tactile paving and dropped kerbs
- Details of necessary Traffic Regulation Orders to The Avenue and The Boulevard
- Details of the provision of a car club bay location
- Details of the provision of on-street cycle hire stand and bikes

The approved details shall be subsequently incorporated prior to the first use of the development hereby approved.

Reason - In the interests of pedestrian and highway safety pursuant to policy DM1 of the Core Strategy.

15) The development shall be carried out in accordance with the approved Travel Plan as set out in condition 1 of this decision.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those residing, visiting and working in the development
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) 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 (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. 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 assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

16) Prior to the first occupation of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies EN8 and EN14 of the Core Strategy and Places for Everyone policy JP-S4..

17) The agreed Bird Hazard Management Plan and measures as received by the City Council as local planning authority on the 15<sup>th</sup> April 2025 shall be incorporated into the development prior to first occupation and shall be retained whilst the development is in use.

Reason - In the interest of aviation safety pursuant to policy DM2 of the Core Strategy

18) a) Before the use hereby approved commences, an external lighting scheme shall be designed and installed in accordance with a scheme submitted to and

approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties and adjacent trees.

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 light 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 report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties and to minimise impacts on protected species that may forage in the area pursuant to Core Strategy policies DM1 and EN15 and policy JP-G8 of Places for Everyone..

19) a) The development shall be acoustically insulated in accordance with the approved Noise Impact Assessment and Substation Noise Assessment set out in condition 1 of this decision notice.

b) Prior to first occupation of the residential units, 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 the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason - To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

20) a) Externally and internally 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 first operation of the approved scheme (other than for the reasons and purposes of testing equipment to demonstrate compliance with this condition), 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 report shall be detailed along with any measures required 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 pursuant to Core Strategy DM1 and saved Unitary Development Plan DC26.

21) In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

Within 6 months of the first occupation of the development, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is in operation.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

22) The approved details for cycle parking provision as set out on the approved drawings and documents shall be installed prior to the first occupation of the development and be retained thereafter for use by people residing, visiting and working at the development.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1,T2 and DM1 of the Core strategy.

23) Prior to the first use of the car parking hereby approved, a scheme for electric vehicle charging (EVC) together with details of infrastructure to allow further future EVC conversion shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall then be implemented and be in place prior to the first occupation of the residential element of the development.

Reason - In the interest of air quality pursuant to policies SP1, DM1 and EN16 of the Manchester Core Strategy (2012).

24) The car parking as indicated on the approved plans shall be surfaced, laid out and demarcated prior to the first occupation of the development hereby approved. The car park shall then be available at all times for people residing at the development whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policy DM1 of the Core strategy.

25) The development hereby approved shall incorporate the Biodiversity Enhancement Measures as set out within the approved drawings and documents and shall be retained at the site thereafter. The approved measures include:

- 2 no. Bat and 3 Bird Boxes within the landscaping on the site;
- 2 no. Sparrow boxes within the external wall of the building
- Hedgehog gaps in all fences installed
- Bee/Insect hotel
- Appropriate planting within amenity areas

Reason - Pursuant to biodiversity enhancement of the site, in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework and policy JP-G8 of Places for Everyone.

26) Prior to occupation of the development hereby approved, the windows serving corridors and rooms at first, second and third floors within the eastern elevation on the approved plans shall be obscurely glazed and of a limited opening nature to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy.

27) a) The development hereby approved shall be implemented in accordance with the measures as set out within the approved Energy and Environmental Standards Statement prepared by Clancy consulting.

b) Within 3 months of the completion of the construction of the authorised development a verification statement prepared by a suitably qualified expert 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 Statement. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the recommendations and requirements within the approved report.

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

28) The development hereby approved shall be carried out in accordance with the recommendations of the approved Crime Impact Statement prepared by Greater Manchester Police and shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the adopted Core Strategy for the City of Manchester.

29) The approved Waste Management Strategy as set out in the Design and Access Statement shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health pursuant to policy DM1.

30) The ground floor medical centre as indicated on the approved drawings shall not open outside of the following hours:

Monday to Friday - 0800 hrs until 1830 hours.

Reason - In the interests of residential amenity pursuant to policy DM1 of the Core Strategy.

31) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation.

32) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

33) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

34) The ground floor medical centre as identified on the approved plans and documents shall only be used as a medical centre (use class E (e)) and for no other purpose within Class E of the Town and Country Planning (Use Classes) Order 1987 as amended.

Reason - For the avoidance of doubt and to reflect the details divulged within the submitted application documents pursuant to policies SP1 and DM1 of the adopted Core Strategy.

35) Prior to first occupation of unit number 06 as identified on the approved drawing 8845-BUT-ZZ-01-DR-A- 04603 Rev P2, details of a privacy screen to the south facing external amenity area shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be installed and retained in situ prior to the first occupation and retained whilst the unit is in use.

Reason - In the interests of residential amenity to prevent overlooking and loss of privacy pursuant to policy DM1 of the Core Strategy.

36) Prior to the first occupation of the development hereby approved a management plan for the car parking within and associated with the development shall be submitted to and approved in writing by the City Council as local planning authority. The plan shall include the following and shall be informed by a survey of on street parking within the wider area:

- 1) Measures to discourage car use and on-street car parking in the area associated with the development ;
- 2) Identification of the measures to monitor and review the effectiveness of the Car Parking Management Plan whilst the development is in use;
- 3) Identification of the provision of disabled car parking bays within and in the vicinity of the development ;
- 4) Mechanisms for the implementation of the identified measures in 1) and 2) above;
- 5) Explore and implement, if possible, the sharing of the car parking spaces allocated to the medical centre, when not in use for that purpose;
- 6) Ensure the availability of car parking spaces for use by patients attending the medical practice

Within 12 months of the first use of the development, a revised Car Parking Management Plan that takes into account the information pursuant to item (2) above shall be submitted to and approved in writing by the City Council as local planning authority.

The development shall be subsequently carried out in accordance with the agreed Plan.

Reason - In the interests of pedestrian and highway safety pursuant to policy DM1 of the Core Strategy.

### **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: 143227/JO/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  
Health & Safety Executive (Fire Safety)  
Manchester Airport Safeguarding Officer  
West Didsbury Residents Association**

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

**Relevant Contact Officer :** Robert Griffin  
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**Email :** [robert.griffin@manchester.gov.uk](mailto:robert.griffin@manchester.gov.uk)

