

Planning

Growth & Development

Delegated officer report for planning application

Application no. 141647/FO/2024
Date registered valid: 13 January 2025
Proposal: Erection of a 3-storey mixed-used development, retail ground floor with shopfront and signage, 4 no. 1 bed apartments to upper floors
Address: Land Adjacent To 67 Cheetham Hill Road, Manchester, M4 4ES
Ward(s): Cheetham Ward

Applicant: Mr Zayn Saleemi, Brightwise Constructions Ltd
Agent (if any): Mr Saghir Hussain, Create It Studio Architects
Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 13 March 2025

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 6 February 2025

Standard consultations:

Printed: 5 February 2025 Expired: 26 February 2025

Neighbour notifications

Printed: 5 February 2025 Expired: 26 February 2025

Site notice

Displayed: 6 February 2025 Expired 27 February 2025



Fig.1 – Displayed site notice

Press advert

Published: 4 February 2025

Expired: 25 February 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application relates to a cleared and vacant plot between to Class E units, forming part of a wider parade of commercial and retail units located on the western side of Cheetham Hill Road. The application site is located close to the junction of Chatley Street. The site has been cleared of self-seeded trees and vegetation and is accessible via Back Elsworth Street. Although not within a district centre, the site is located at the edge of the city centre and the surrounding area is characterised by commercial and retail uses. The grade II listed St Chad's Church is located opposite the site on the eastern side of Cheetham Hill Road the area to the west comprises industrial and warehousing uses. The adjoining properties immediately to the south of the site comprises 3 storey flat roof units with varied architectural composition. The unit to the north has a single storey and has flat roof. It is also set back from the building line of the main part of the parade.





Fig.2 – Views of the front and rear of the application site

Description of development

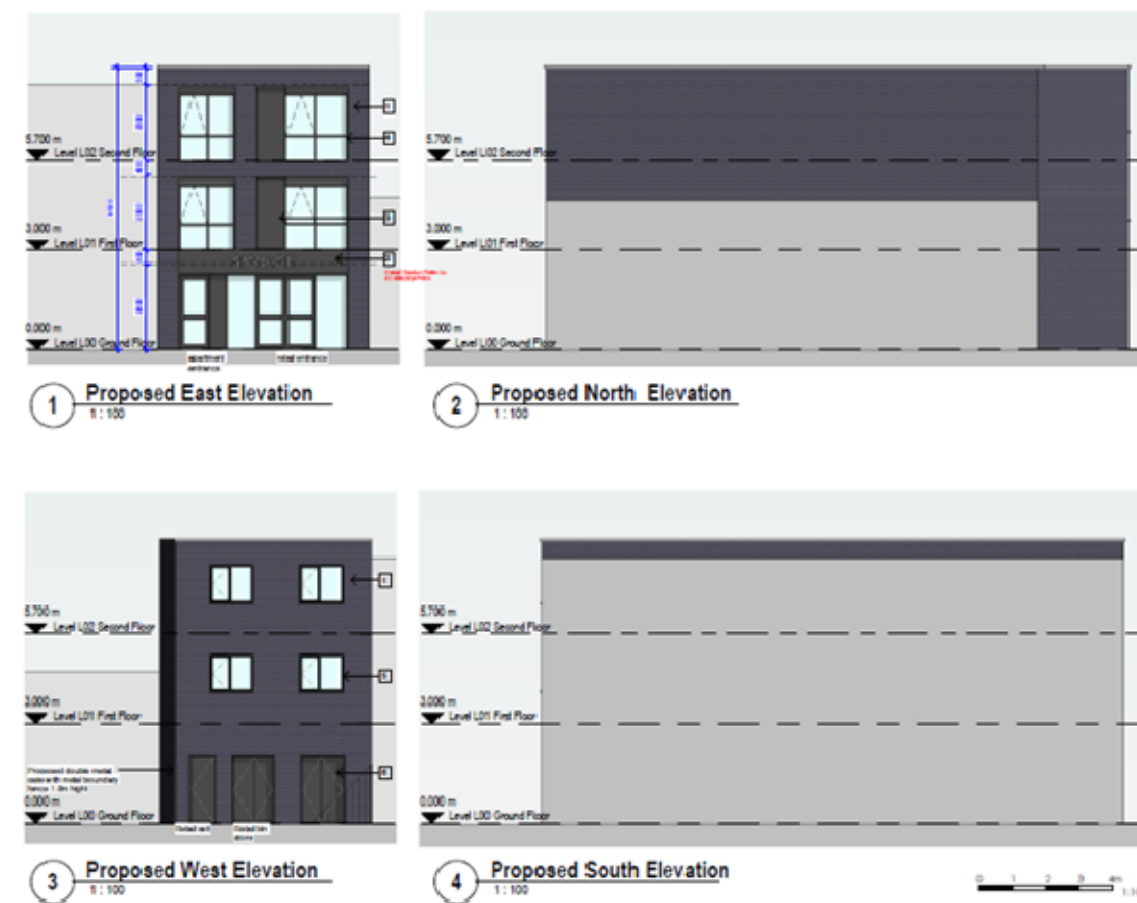


Fig.3 – Proposed extensions

The development would comprise:

- i. A new building with a rectangular configuration that would extend across the full width of the site and project into the rear yard with retained space allowing the formation of an enclosed rear yard accessed via Back Ellsworth Street.
- ii. The development would be related to the building line of No67 but would project beyond the angled eastern elevation relating to the adjacent 1-3 Chatley Street.

- iii. The building would have a flat roof with a maximum height of 8.5 metres, i.e., 500 mm above the flat roof of No 67.
- iv. The proposed elevation would be formed in blue brick.
- v. The principal elevation would incorporate separate ground floor entrances to the first and second floor apartments. The proposed ground floor Class E units would incorporate centrally positioned doors between display windows. At first and second floor the brickwork would be punctuated by floor to ceiling windows. The northern (side) elevation would be composed of blank brickwork.
- vi. The eastern (rear) elevation would incorporate doors to the rear of the Class E unit. Doors to the separate Class C3 and Class E bin stores would be provided.
- vii. The proposal originally incorporated a car parking space in the rear yard. However, this car parking space has been omitted due to potential difficulties in its use due limited manoeuvrability in a tightly constrained section of the adjacent highway.

Internally, the following would be formed:

- i. Ground floor – One retail unit with 75 sq. metres of floorspace, separate bin stores and a staircase to the apartments above.
- ii. First and second floor – 2 x one bedroom apartments to each floor with a respective floorspace of 40 and 39 sq. metres accessed via the communal staircase and lobby areas. Each unit would incorporate a shower room.
- iii. Externally, a cycle store would be formed within a yard area enclosed with metal fencing and double gates.

Fig.4 – Proposed layout

The proposed opening hours have not been indicated for the proposed Class E unit.

Site history

- i. 081446/AOH/2006/N1 - Erection of 1 x 48 sheet non-illuminated hoarding for a temporary period of 2 years
69 Cheetham Hill Road Cheetham Manchester M4 4ES
Approved: 11 April 2007.

Consultations & Notification Responses

Local residents and businesses and residents – One email of objection has been received expressing concern regarding noise and disturbance during construction.

Highway Services – The following comments have been received:

- i. Residential cycle storage is acceptable but should be contained within a secure enclosure. Cycle storage provision should be provided for staff of the Class E unit.
- ii. The proposed provision of separate bin stores would be appropriate along with kerb side collection.
- iii. It is recommended that the development is related to a construction management plan (CMP).
- iv. The consent of the City Council as local highways authority should be sought in relation to any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements.

Environmental Health – The following comments have been received:

- i. If the proposed Class E unit involves food and drink use a condition is recommended relating to the extraction of fumes and vapours.
- ii. The developer should be related to a CMP.
- iii. A condition has been requested confirming opening hours to the Class E unit
- iv. A condition is requested to ensure that deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday with no deliveries/waste collections on Sundays/Bank Holidays.
- v. A condition is requested to ensure that the Class E unit is attenuated against noise outbreak.
- vi. A condition is requested to ensure acoustic attenuation of the proposed apartments.
- vii. A further condition is requested to provide acoustic attenuation of external plant and equipment.
- viii. A detailed waste management plan is required detailing the provision of an external bin storage for the respective uses with bin cap[capacities that accord with Council policy.
- ix. A condition is requested relating the development to an air quality exposure assessment and related mitigation measures to safeguard local air quality.
- x. The development should be related to comprehensive condition address potential land contamination.

Neighbourhood Team Leader (Arboriculture) – No comments received.

Greater Manchester Police Design for Security – It is recommended that the development incorporates the following measures, which should be related to a condition to reduce the risk of crime and the delivery of on-site security:

- i. The front and rear of the building should be illuminated in the hours of darkness with light fittings with 'dusk til dawn' sensors.
- ii. The apartments should have an alarm or the capacity to install one.
- iii. An intercom system should be used at the communal entrance so that residents can vet visitors before opening the door to them. There should be no unrestricted trade access into the building.
- iv. A secure mail delivery system should be supplied, to allow delivery without access to the whole building (i.e. secure through the wall mailboxes).
- v. The retail unit should be given CCTV and alarm system.

Greater Manchester Ecology Unit - The following comments have been received:

- i. The application is accompanied by a Biodiversity Net Gain Matrix report that describes that the site as vacant derelict land, with small areas of mixed scrub and tall forbs and two small

trees [these features have been subsequently removed]. The metric shows that a loss of 0.16 habitat units (-100%) will be incurred on site and a deficit of 0.18 units will need to be compensated for off-site to achieve a 10% net gain. The arrangements for the delivery of net gain should be confirmed.

ii. No information has been provided regarding the roosting potential of the two trees to be removed. However, given their small size, species, and urban location, it is likely that they have negligible bat roosting potential. As such, a further survey would not be necessary as there is no reasonable likelihood of the species being present and impacted by a development.

iii. The following recommendations are made:

- An informative should be used so that the applicant is aware that they must seek ecological advice should they find or suspect that the proposals will impact on protected species and related habitats.
- Vegetation clearance should not be undertaken in the main bird nesting season (March – August) unless suitable checks for active bird nests have been undertaken.
- A condition relating to biodiversity through the incorporation of bat or bird boxes into the development is requested.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended most recently in December 2024. It represents key up to date national policy and is an important material consideration in determining the current application. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'. The purpose of the planning system is to achieve sustainable development. The NPPF states that, to achieve this, the following three overarching objectives need to be pursued mutually:

- i. The economic role should contribute to sustainable development by building a strong, responsive and competitive economy that ensures sufficient and appropriate development and supports growth.
- ii. The social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community.
- iii. The environmental role should protect and enhance the natural, built and historic environment.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. The following aspects of the Framework are relevant.

- i. Section 5 Delivering a sufficient supply of homes - States that to support the Government's objective of significantly boosting the supply of homes, a sufficient amount and variety of land can come forward where it is needed. The needs of groups with specific housing requirements should be addressed and that land with permission is developed without unnecessary delay. Consideration should be given to the size, type and tenure of housing needed for different groups in the community (paragraph 61). It states that the re-use of brownfield sites should be encouraged (paragraph 65). The contribution of small and medium sized sites in delivering new housing is also acknowledged (paragraph 73). In this case, the proposed development would make a proportionate and positive contribution to the quality and

supply of local housing provision through the development of a brownfield site. It would also help to diversify the local housing market through the provision of apartments with a quality design and capacity to achieve sustained future occupation. The development is below the Council threshold for the provision of affordable housing. The development would be appropriately related to Section 15.

ii. Section 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 96). The development would deliver a building with a high quality of design that will enhance the quality of built form in the area and be beneficial to the amenities of the area. The development has been supported with a crime impact statement and the implementation of its recommendations have been conditioned. The development would present habitable room windows to the back of pavement, which would aid natural surveillance and the sit capable of being secure through appropriate boundary treatment. Section 8 would thereby be accorded with.

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

- Sustainable transport modes are prioritised.
- Safe and suitable access to the site can be achieved for all users.
- Any significant impacts from the development on the transport network or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 115).

Although the development would not be supported with off-site car parking, it is in a location that provided opportunities for adoption of sustainable transport options. This would be encouraged through appropriate travel plan conditions and the delivery of cycle storage. The submitted transport reports demonstrates that the generation of traffic and vehicular movement would be predictable, manageable and capable of being accommodated within the local highway infrastructure. Appropriate servicing arrangements are also capable of being delivered as part of the development. The development would thereby accord with Section 9.

iv. Section 11: Making effective use of land - States that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. The use of previously developed or 'brownfield' sites is strongly encouraged (paragraph 124). Section 11 would be positively responded to as the development would secure the re-use of a brownfield site and facilitate development that positively contribute to the Class E offer and appropriately designed housing. The scale, proportions and character development would also be appropriately related to the constraints of the existing building and surrounding area.

v. Section 12: Achieving well-designed places - States that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities and that planning decisions should ensure that development (paragraph 135):

- a. Will function well and add to the overall quality of the area (over the lifetime of the development);
- b. Is visually attractive and related to good architecture, layout and landscaping;
- c. Is sympathetic to local character and surrounding built environment, whilst not preventing or discouraging appropriate innovation or change, including increased densities;

- d. Establishes or maintains a strong sense of place, including the arrangement of streets, spaces, building types and materials;
- e. Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development.

The development would introduce some additional height to the site but would maintain appropriate relationship to neighbouring housing and the scale of development with frontages to Cheetham Hill Road. The proposed design has been informed by the characteristics of neighbouring built form and would improve the quality of the streetscene. Section 12 would thereby be accorded with.

vi. Section 14: Meeting the challenge of climate change, flooding and coastal change - States that new development should (paragraph 164)

- a. Avoid increased vulnerability to the range of impacts arising from climate change;
- b. Help to reduce greenhouse gas emissions, such as through its location, orientation and design.

It further states that all plans should apply a sequential, risk-based approach to the location of development - taking into account the current and future impacts of climate change to avoid where possible, flood risk to people and property (paragraph 173).

Given the scale of the development, it would not be expected that the application would be accompanied with an environmental statement. However, the development would need to meet the requirements of current building regulations that require a high standards of carbon reduction and environmental performance. The development would not involve car parking, and it is not considered that the development would generate significant traffic. Sustainable transport would be encouraged through the provision of cycle storage. The site is within Flood Zone 1 with a resultant low risk of flooding. On balance, the development would be appropriately related to Section 14.

vii. Section 15: Conserving and enhancing the natural environment – States that when determining planning applications consideration should be given to biodiversity (paragraph 193). In this case, a condition has been agreed to secure a 10% BNG uplift. This will need to be provided off-site due to the constraints of the site. The provision of proportionate biodiversity enhancement is conditioned as part of the development. Paragraph 196 requires consideration of ground conditions and any risks arising from land instability and contamination. An assessment of ground conditions has been submitted, and mitigation measures are capable of being addressed through a condition. The development has been appropriately related to Section 15.

Planning Practice Guidance (PPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the PPG:

- i. Consultation and pre-decision matters - The PPG reasserts that local planning authorities are required to undertake a formal period of public consultation, prior to deciding a planning application. All necessary local consultation has been undertaken along the posting of site notices and a press advertisement;

- ii. Design - Good quality design is an integral part of sustainable development. It is considered that the development presents a contemporary building with a configuration that balances the functional requirements of the proposed mix of uses within a coherent design. The above objectives would thereby be accorded with.
- iii. Flood Risk Planning and Flood Risk - The potential for increase flood risk has been appropriately assessed.
- iv. Health and well-being - States those local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in planning decision making. In this case, the development would provide a high quality of design that would positively benefit the appearance of the area.
- v. Air quality - The PPG identifies the relevance of air quality to planning decisions, which are dependent upon the proposed development and its location. It states that where necessary, mitigation measures should be specifically related to the location of the development and be proportionate to the likely impact. In this case, the development would not involve car parking and traffic generation managed through a travel plan and cycle storage.
- vi. Land affected by contamination - The risk of land contamination has been assessed by Environmental Health and significant issues have not been identified. The request (from Environmental Health) for a watching brief to address encountered contamination has been related to the development by condition.
- vii. Noise - Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. The development has been related to a noise impact assessment and additional requirements would be addressed through a condition.
- vii. Travel plans and traffic / transport assessments - The development would be related to a residential and Class E travel plan conditions.

Places for Everyone - The Inspectors' Report on the examination of the Places for Everyone plan was published on 15 February 2024. The Inspectors' Report sets out and justifies their recommendations in relation to the plan, and they have concluded that all legal requirements have been met and that with the recommended main modifications set out in the appendix to their report, the Places for Everyone plan is 'sound'. The nine constituent local authorities will now consider the Inspectors' Report and the adoption of Places for Everyone. The first Council meetings to approve the plan will be Salford and Wigan (28 February). The plan was considered at the Full Council meeting in Manchester on 20 March 2024 and was subsequently approved on 21st March 2024. Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The plan and its policies must therefore be given full weight in the planning balance. The following policies are relevant and are positively responded to for the reasons set out in this report:

- 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
- JP-P6 – Health
- JP-S1 – Sustainable development
- JP-S2 – Carbon and Energy
- JP-S3 – Heat and energy networks

JP-S4 – Flood risk and the water environment

JP-S5 – Clean air

JP-S6 – Resource efficiency

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.' The following policies are relevant to the proposed development:

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

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

It is considered that the proposed development would contribute positively to the formation of a sustainable community, which would be beneficial to the quality of the living environment experienced by existing and future residents. This would be achieved through the development of a high quality and sustainable design that would respond to the on-going need for housing in the local area and enhance its character. Policy SP1 would therefore be positively responded to.

Policy EN1 (Design Principles and Strategic Character Areas) - States that opportunities for good design to enhance the overall image of the City should be fully realised to reinforce and enhance the local character and context of the development site. In this case, it is considered that the composition of the development would be appropriately related to its context, including the scale, proportions and roof design. The development would be related to materials condition to achieve cohesive relationship to neighbouring built form. Policy EN1 would thereby be accorded with.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development), Policy EN 6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) and Policy EN 8 (Adaptation to Climate Change) – The development would be below the 10 residential unit threshold requiring the submission of an environmental statement (required by policy EN6). Given the scale of the development, it is considered that the above policies would be accorded with through the implementation of the development in accordance with modern construction techniques and compliance with building regulations.

Policy EN 14 (Flood Risk) - States that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding. The development would be located in Flood Zone 1 and

given the magnitude of the development its considered that appropriate drainage can be achieved through building regulations and other legislative requirements.

Policy EN15 (Biodiversity and Geological Conservation) – States, amongst other things, that the developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity. The applicant has agreed to address the loss of trees within the site through compensatory off-site contribution to deliver a 10 % BNG uplift. A separate condition has been included to secure proportionate bio-diversity enhancement. On this basis policy EN15 would therefore be complied with.

Policy EN 16 (Air Quality) – Impact on air quality would be managed during the construction phase through the demolition and construction management condition. During the operational phase, the development would not be supported with car parking and traffic generation would be managed through the travel plan condition and residents cycle storage. Local air quality would therefore not be significantly affected by the development.

Policy EN18 (Contaminated Land and Ground Stability) - States that any proposal for development of contaminated land must be related to a health risk assessment. Given the scale of the development potential land contamination is capable of being addressed by condition to secure compliance with policy EN18.

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

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

Policy EN19 has been related to the proposed waste management arrangements. The conditioned requirement for a construction management plan would address waste issues during the construction phase. Sufficient details have been provided to indicate that appropriate waste and recycling management could be provide in support of the proposed residential and Class E uses. Subject to the implementation of the related condition policy EN19 would be complied with.

Policy H1 (Overall Housing Provision) – Relates to the City Council strategy for the delivery of new housing between March 2009 and March 2027. The proposed development responds positively to policy H1 by:

- i. Contributing to the creation of mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- ii. Supporting growth on previously developed sites in a sustainable location;
- iii. Ensuring that the design and density of development contributes to the character of the local area;
- iv. Being designed to give privacy to both its residents and neighbours.

It is considered that the design and layout of the development would accord with policy H1.

Policy H 3 (North Manchester) – States the North Manchester, over the lifetime of the Core Strategy, will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes as well as along high frequency public

transport routes. Given the characteristics of the area surrounding the application site, it is considered that these the objectives for the delivery of high density housing within a sustainable location would be accorded with.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case, the development would not be supported with car parking but would be made for cycle storage and is located on a bus route (and in reasonable walking distance of a railway station / Metrolink line). The site also benefits from its location in a district centre and the services it provides. On balance, it is considered that the development responds positively to policy T1.

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 and connects residents to jobs, centres, health, leisure, open space and educational opportunities. The site is in a sustainable location, in terms of access to public transport and access to services within local centres. Consideration has also been given the securing appropriate servicing and site management arrangements. The development would thereby be positively related to policy T2.

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

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development and its relationship to the character of the surrounding area;
- c. Effects on amenity;
- d. The accessibility to buildings and neighbourhoods, in relation to inclusive access and sustainable transport modes;
- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

It is considered that the above assessment demonstrates how the development would accord with policy DM1 points a - h (inclusively). It is considered that the impact of the development on residential amenity could be suitably mitigated and managed through the details of the application and related conditions. Policy DM1 would therefore be accorded with.

Unitary Development Plan (saved UDP) Policies -The following Unitary Development Plan saved policies are relevant to the assessment of the development:

Part 1 policies

E3.3 (Environmental Improvement and Protection) - States that all development in Manchester should meet high standards of urban design and opportunities for good design, which enhance the overall image of the city should be fully realised, particularly along major radial roads, such as Cheetham Hill Road. In this case it is considered that the applicant has positively responded to the requirements of policy E3.3. by presenting a quality contemporary design that positively responds to the composition of the streetscene and Cheetham Hill Road as a major route to and from the city centre.

Environmental improvement and protection

CC4 – States, amongst other areas, the Council intends to enhance the character of Cheetham Hill Road, and a high standard of design will be expected from new developments. The design of the development would accord with these objectives.

CC10 – States that the Council will encourage the continued high level of economic activity in Strangeways and lower Cheetham Hill Road areas, recognising particularly the needs of the wholesale trades which dominate these areas. The Council recognises the regional role played by this locality and will pursue policies designed to improve the efficiency of existing businesses (notably wholesale cash and carry and bulk distributive trades), by environmental improvements and better parking and servicing. Permission will be granted for the redevelopment of buildings or sites only where the proposals incorporate sufficient parking and servicing for their own needs, subject to a proper balance of other planning requirements contained in policies expressed elsewhere in the Plan.

Notwithstanding the above objectives, it is not considered that the site could accommodate a viable cash and use due to its configuration and limited capacity to provide servicing areas (for such use). The site is also located in a parade of Class E units with the capacity to provide residential use through a prior approval application. The development is therefore considered to be acceptable.

Part 2 policies

Policy DC26 (Development and noise) - The following elements of policy DC26 are relevant to the consideration of the proposal:

Policy DC26.1 has been related to the proposals contribution to the local noise environment and how existing noise sources, including noise from neighbouring industrial / commercial uses, may impact on the proposed housing.

Policy DC26.4 requires that where an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, consideration is given to measures to deal with it satisfactorily.

Policy DC26.5 has been related to the assessment of the development, in terms of measures to minimise the impact of noise on future residents, including the incorporation of noise insulation.

The development site is located within a local centre and has noise characteristics reflecting activity in a busy location. With the exception of incidental residential uses above neighbouring retail and commercial uses there are no Class C3 uses in the immediate area of the application site (although large apartment blocks are located on the eastern side of Cheetham Hill Road. However, consideration has been given to the impact of noise on neighbouring and future residents of the development. It is considered that appropriate noise attenuation can be achieved through the attached conditions to secure compliance with policy DC26.

Manchester Residential Quality Guidance (MRQG) - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live. It also seeks to raise the quality of life across Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need incorporate the most appropriate and up to date technologies to significantly reduce emissions. The guidance is therefore relevant to all stages of the development process, including construction and operational management. It is considered the design and potential environmental performance of the development, along with its relations to context and provision of amenity space, would accord with the objectives of MRQG. The proposed layout would also meet the relevant space criteria for apartments as detailed in the MRQG.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application. In this case, officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The proposal is acceptable and therefore determined within a timely manner.

Principle of the development – As stated given the constraints of the site and the character of neighbouring uses, it is considered that the proposed uses would be acceptable. The proposed design is also considered to be appropriate and satisfactorily related to its context. The height and configuration of the proposed building would be appropriately related to the streetscene to Cheetham Hill Road. The proposed apartments would positively contribute to local housing supply. The operation of the respective Class C3 and Class E uses would be appropriately managed by the implementation of conditions. The principle of the development is therefore considered to be acceptable.

Publicity and local consultation – The planning application has been subject to the necessary notification of neighbours and statutory consultees. Notices have been displayed and public notices issued in the Manchester Evening News due to the relationship of the site the neighbouring Grade II listed St Chad's Church.

Magnitude of development – To aid the future management of the site and for the avoidance of doubt condition has been included confirming that the development relates to a building with a maximum of four storeys comprising four residential apartments (Class C3) and one retail / commercial units (Class E) at ground floor level with a maximum area of 75 sq. metres.

Future use of the Class E unit – A condition have been included requiring that the proposed Class E units are only used as retail shops, cafes and restaurants and / or for the provision of financial and professional services (Class E a, b and c). This condition has been included in the interests of residential amenity.

Construction management plan (CMP) – A condition has been included requiring approval and implementation of a demolition and construction management plan. This is necessary to ensure that the related phase of the development would not unduly affect residential amenity, and the operation of the adjacent highway.

Residential space standards – The development of incorporate 4 x one bedroom, one person apartments, which would meet the requirement of the MRQG based on the provision of a shower room (to each apartment). Given the constraints of the application property the proposed arrangement of residential floorspace would be appropriate.

Height, scale and massing – The development would be related to 3-storeys. However, the building would be 500mm above the adjoining No67. This would be appropriate as the building would be appropriately related to the variance in height of the existing parade. There would be a notable difference in height between the northern elevation (of the proposed development) and the ground floor units at 1-3 Chatley Street. This relationship would be acceptable as and an appropriate relationship to the scale and massing of units into the wider parade. The scale and proportion of the development would be appropriate.

Siting – To security with the parade, the development has been appropriately related to the full width of the site. The proposed building would be sited to the back of pavement to Cheetham Hill Road and would be appropriately related to the building line formed by the adjoining parade. The neighbouring 1-3 Chatley Street does not relate strongly to the (Cheetham Hill Road) building line and its juxtaposition with proposed building would be appropriate. The development would align with the rear elevation of No 67. It would project beyond the rear elevation of 1-3 Chatley Street by 2.8 metres, which would be acceptable given the nature of the existing use (Class E). The siting of the building would be appropriate.

Permitted upward extensions – A condition has been recommended to remove permitted development right that would otherwise potentially allow the erection of additional rooftop extensions. This condition would maintain satisfactory relationships to the neighbouring residential uses and the streetscene, in terms of the height and proportions of the development.

Residential amenity – The development would secure a satisfactory quality of internal space, which would encourage sustained occupation. As discussed, the arrangement of built form would secure appropriate relationships to neighbouring housing. Conditions would ensure appropriate acoustic attenuation. Further conditions would ensure appropriate operational management of the proposed residential and Class E elements of the development to the benefit of residential amenity. The design of the development would improve the appearance of the site and improve the amenities of the area.

Design – Although adjoining units have a variety of elevational style, blue brick is a predominant material used in the majority of units in the adjoining parade. The proposed use of blue brick is therefore acceptable. Further continuity in the parade would be secured through the incorporation of a flat roof. The massing of the front and rear elevation would be relieved (to the upper floors) through the insertion of suitably designed windows and frames. The arrangement of glazing frames to the principal elevation at ground floor level together with the continuation of brick columns would define these aspects of the development and secure cohesions with the elevation above. The shop front would incorporate suitably integrated perforated roller shutter and related housing boxes. Conditions would secure approval of all elevational materials including roller shutter panels.

Carbon emissions and environmental performance – As stated, the development would be below the 10 residential unit threshold requiring the submission of an environmental statement (required by policy EN6). However, satisfactory environmental performance and carbon reduction would be achieved through the implementation of modern construction techniques and compliance with building regulations. The location of the site and provision of cycle storage would reduce reliance on private car usage (and related reductions in carbon emissions).

Accessibility – Appropriate inclusive access would be provided to the Class E unit. The upper floor would be accessed via stairs and the provision of a lift would be unviable due to the configuration and magnitude of the development.

Specification of fencing and gates – The applicant has indicated that the rear yard area would be enclosed by metal fencing and gates. However, elevational details have not been provided. A condition has been included to ensure the approval of all means of enclosure to the boundary.

Crime and Security – The arrangement of front and rear windows would aid natural surveillance and roller shutters would be provided to the Class E unit and suitable boundary treatments to the yard area are capable of being delivered. A condition has been included requiring approval of measures to maintain on-site security and to suitably reduce the risk of crime.

Highways issues and servicing arrangements – Due to the narrow configuration Back Elsworth Street and limited manoeuvring space, it is not considered that the formation of a car parking space within the site would be appropriate. Its provision would also compromise the security of the rear yard. The omission of the car parking space also provided additional space to deliver appropriate bin and cycle storage.

Off-site highways work – As car parking space is no longer proposed there are no apparent requirements for off-site highways works.

Travel Plan - The sustainable location of the site, its accessibility on foot and via public transport and the provision of cycle storage would give confidence regarding effective implementation of travel plans relating to the proposed residential (Class C3) and Class E uses. Travel plan conditions have therefore been attached

Cycle storage – The proposed cycle storage would be formed within the enclosed yard area. A condition has been included to secure the implementation of cycle storage for the respective Class C3 and Class E uses in accordance with agreed details, including siting.

Waste management – In order to address Environmental Health comments regarding the provision of external (and thereby ventilated) waste enclosures for the respected Class C3 and Class E uses. This could be potentially achieved through the formation of external enclosures and the utilisation of the formerly identified bin store for secure cycle storage. Given the available space within the rear yard, appropriate waste and recycling management is capable of being delivered. Due to the configuration of the development and absence of direct access to rear yard, the transit distance to residents' bins would not accord with Council policy. However, these circumstances would be offset by the other positive benefits of the development.

Noise – The comments of Environmental Health concerning noise attenuation have been addressed through condition thereby delivering appropriate safeguards to residential amenity and securing the satisfactory operation of the development.

Ground floor opening hours – The operators of the proposed Class E units and related activities are still to be determined. To provide safeguard to amenity the following opening hours are proposed: Monday to Saturday - 7.00 am to 11.00 pm and Sunday and including Bank Holidays – 8.00 am to 10.30 pm.

Servicing hours – The servicing hours condition requested by Environmental Health has been related to the (Class E (a), (b) and (c)) units limiting collections and deliveries to hours of Monday to Saturday 7.30 am to 8.00 pm with no deliveries on Sunday and Bank Holidays. This condition is necessary to safeguard residential amenity.

Air quality – To avoid undue residents' exposure to air pollution, a condition requiring approval of appropriate mitigation measures has been included.

Land conditions – The submitted Phase I report has identified potential risks from land contamination. A land contamination condition has been included to ensure the submission of a Phase II report that details a remediation strategy to be implemented as part of the development. On this basis it is considered that any identified land contamination can be addressed.

Flood risk and site drainage – As stated, the development would be located in Flood Zone 1 and given the magnitude of the development it is considered that appropriate drainage can be achieved through building regulations and other legislative requirements

Biodiversity net gain (BNG)– The applicant agreed to the attached condition relating to the delivery of compensatory measures to deliver a 10% BNG uplift as part of the development. This includes the identification of 0.19 BNG units to be delivered via the Environmental Bank (which provide location for off-site provision across the country. In the current absence of a location for off-site provision in the city these arrangements would be acceptable. Proportionate biodiversity enhancement would be achieved (on site) through the conditioned provision of bat and bird boxes.

Conclusion - The development would contribute positively to local housing provision and secure and active use of a vacant site. It would thereby improve the character and appearance of adjoining retail /commercial parade and the wider streetscene. The recommended conditions would ensure the appropriate future management of the development.

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 in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The proposal is acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents received by the City Council as local planning authority on 2 December 2024 and 4 February 2025:

Planning application form

Location Plan and Existing Site Plan Ref: A1488 (01) AP001 Rev P1

Proposed Site Plan Ref: A1488 (02) AP001 Rev P2

Proposed Floor Plans Ref: A1488 (02) AP002 Rev P4

Proposed Elevations Ref: A1488 (02) AP003 Rev P3

Proposed Roller Shutter Details Ref: A1488 (02) AP004 Rev P1

Design and Access Statement 67 Cheetham Hil Road dated September 2024 by Create It Studios (amended by approved drawing).

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

3) Before the commencement of above ground construction works, 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 be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

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 for the City of Manchester.

4) The authorised development relates to the erection of a building with a maximum of four storeys comprising four residential apartments (Class C3) and one retail / commercial units (Class E) at ground floor level with a maximum of 75 sq. metres.

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

5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the ground floor of the premises shall be used for any other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015 (as amended), The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than for the operation of the authorised units as retail shops, cafes and restaurants and / or the provision of financial and professional services (Class E a, b and c).

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

6) Notwithstanding the General Permitted Development Order 2015 (as amended) or any legislation amending or replacing the same, no further development in the form of upward extensions to the buildings 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 Core Strategy for the City of Manchester.

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

- i. Display of an emergency contact number;
- ii. Details of wheel washing;
- iii. Compound locations where relevant;
- iv. Location, removal and recycling of waste;
- v. Routing strategy and swept path analysis;
- vi. Parking of construction and staff vehicles;
- vii. Sheeting over of construction vehicles;
- viii. Dust suppression measures.

Development shall be carried out in accordance with the approved construction management plan upon commencement of authorised works.

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

8) The ground floor ground floor Commercial, Business and Service use (Class E (a), (b) and (c)) units shall not be open outside the following hours:

Monday to Saturday - 7.00 am to 11.00 pm.

Sunday and including Bank Holidays – 8.00 am to 10.30 pm.

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

9) Deliveries, servicing and collections, including waste collections relating to the authorised ground floor (Class E a, b and c) use shall not take place outside the following hours:

Monday to Saturday: 7:30 am to 8:00 pm

No deliveries/waste collections on Sundays/Bank Holidays.

Reason - To protect the amenity of local residents and to accord with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

10) a) Before the development commences a scheme for the storage and disposal of refuse, including external enclosures relating to the authorised Class C3 and Class E uses shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

11) Before the first occupation of the development, a scheme for the management of the external areas of the site shall be submitted to and approved in writing by the City Council as local planning authority. This scheme shall confirm arrangements for the presentation of bins to collection points and their return to the waste management enclosures. The details of the approved scheme shall be implemented upon the first occupation of the authorised extension and shall remain in situ whilst the use or development is in operation

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1, C2, DM1, T1 and T2 of the Core Strategy for the City of Manchester.

12) a. Before commencement of the development hereby approved, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to the City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b. Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c. In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first use/occupation of the development.

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

13) a) Before the occupation of the authorised apartments a scheme related to a noise survey and detailing measures to acoustic insulating the residential accommodation against noise from Cheetham Hill Road, authorised Class E (a, b and c) and any other identified noise sources shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the apartments are occupied and maintained in situ thereafter.

b) Prior to occupation of the development a verification report shall be submitted to and approved in writing by the City Council as local planning authority and shall demonstrate that the implemented works conform to the recommendations and requirements in the approved acoustic consultant's report. The report shall also include 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 agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester, saved policy DC26 of the Unitary Development Plan and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

14) Before the occupation of the authorised apartments a scheme related to a noise survey and detailing measures to acoustic insulating the residential accommodation (Class C3) against noise from Cheetham Hill Road, the authorised Class E (a, b and c) and any other identified noise sources shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the apartments are occupied and maintained in situ thereafter.

Reason - To secure a reduction in noise from Stockport Road, authorised Class E (a, b and c) and any other identified noise sources and to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester, saved policy DC26 of the Unitary Development Plan and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

15) Before its installation any externally mounted equipment required to facilitate the ground floor operation the authorised Class E (a), (b) and (c)) use shall be related to a scheme to be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise from any such ancillary plant, equipment and servicing, including details of acoustic attenuation. Any externally mounted equipment installed as part of the authorised development shall be installed in accordance with the specifications of the agreed and subsequently maintained in situ.

Reason - To safeguard residential amenity by minimising the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester and Unitary Development Plan saved policy DC26.

16) Before the occupation of the authorised apartments (Class C3), an air quality exposure assessment together with any mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority before the occupation of the apartment and maintained in situ thereafter.

Reason: To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy for the City of Manchester.

17) Before its installation, any external lighting required in support of the development shall be related to a scheme to be submitted to and approved in writing by the City Council as local planning authority. Lighting shall only be installed in accordance with the approved scheme and maintained in situ unless any lighting installed as part of the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority is harmful to adjoining and nearby residential properties. In such circumstances and within 14 days of its written request, a scheme for the elimination of glare and/or light spillage shall be submitted to and approved in writing by the Council as local planning authority. The approved scheme shall be implemented to a timescale agreed with the City Council as local planning authority and maintained in situ thereafter.

Reason - To minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

18) Before the occupation of the development details of the arrangements for secured cycle storage for use by residents (of the Class C3 use) and staff (of the Class E use) shall be submitted to and approved by the City Council for the City of Manchester. The approved details shall be implemented before first occupation and maintained in situ thereafter.

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

19) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the provision of measures to maintain on-site security and to reduce the risk of crime, including the provision of residents' postal boxes. The approved scheme shall incorporate details that accord with Secured by Design standards, be implemented prior to the occupation of the development and maintained in situ thereafter.

Reason - To reduce the risk of crime, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester, policy JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone and guidance contained in the National Planning Policy Framework.

20) Before the occupation the development, details of specification and appearance of any boundary walls, fencing and gates to be installed as part of the development shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be fully implemented before the occupation of the development and maintained in situ thereafter.

Reason - To reduce the risk of crime, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester, policy JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone and guidance contained in the National Planning Policy Framework.

21) Before the occupation of the development, details of specification and appearance of roller shutter to the authorised ground floor Class E (a, b and c) unit (including colour treatment). The approved details shall be implemented before the occupation of the Class E (a, b and c) unit,

positioned in accordance with the details of drawings referenced: Proposed Elevations Ref: A1488(02)AP003 Rev P3 and Proposed Roller Shutter Details Ref: A1488(02)AP004 Rev P1 and maintained in situ thereafter.

Reason - To reduce the risk of crime, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester, policy JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone and guidance contained in the National Planning Policy Framework.

22) Before the first occupation of the authorised development, a residential travel plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. 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 [attending or] employed in the development;
- ii. A commitment to surveying the travel patterns of staff 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 and from the authorised apartments, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and the Guide to Development in Manchester SPD (2007).

23) Before the first occupation of the authorised development Class E units, a staff travel plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. 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 [attending or] employed in the development;
- ii. A commitment to surveying the travel patterns of staff 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 school, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and the Guide to Development in Manchester SPD (2007).

24) Before the occupation of the development a scheme for the secure cycle storage for residents of the apartment (Class C3) and staff of the Class E (a, b and c) units shall be submitted to and approved by the City Council for the City of Manchester. The approved details shall be implemented before occupation of the development and maintained in situ thereafter.

Reason - To ensure that adequate provision is made for cycle parking so that persons occupying the authorised apartments have a range of options in relation to mode of transport and to comply with policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

25) Before the occupation of any part of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority detailing measure to enhance on-site biodiversity, including details of the provision, positioning and specification of bat and bird boxes. The approved scheme be implemented before the occupation of any part of the authorised apartments and maintained in situ thereafter.

Reason - To enhance local biodiversity through the provision of wildlife habitats, pursuant to policy JP-G8 of the Places for Everyone Plan (2022 -2039) and policy EN15 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

26) Before the commencement of above ground construction works, a biodiversity net gain plan and offsetting provider certificates shall be submitted and agreed in writing by the City Council as local planning authority. The biodiversity net gain plan shall include confirmation of the implementation of bio diversity net gain measures detailed in document referenced Bio Diversity Net Gain Matrix for Zayn of Brightwise Ltd Land adjacent to 67 Cheetham Hill Road Manchester M4 4ES by Pro Hort Ref: JOB-12856. The development shall be implemented and maintained in accordance with the agreed details.

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

27) The development shall be fully implemented in accordance with document referenced: Bio Diversity Net Gain Matrix for Zayn of Brightwise Ltd Land adjacent to 67 Cheetham Hill Road Manchester M4 4ES by Pro Hort Ref: JOB-12856 with regard to the assessment of wildlife habitats. If a bat is found within the application site all work should cease immediately, and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

Reason - To enhance local biodiversity through the provision of wildlife habitats, pursuant to policy EN15 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

Informative

1) Information for Developers guidance documents can be downloaded using the following link: http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2) The applicant should be advised that any continuing requirements for licensing and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

3) The following security and crime reduction measures are recommended:

- i. The front and rear of the building should be illuminated in the hours of darkness via the use of dusk until dawn sensors within external light fixtures.
- ii. Consideration should be given to an intruder alarm for the proposed apartments. If not, then the provision for the installation of an alarm should be made.
- iii. An intercom system should be used at the communal entrance so that residents can vet visits before opening the door to them. There should be no unrestricted trade access into the building.
- iv. A secure mail delivery system should be supplied, to allow delivery without access to the whole building (i.e. secure through the wall mailboxes).
- v. The retail unit incorporate a CCTV and alarm system.

Appendix 1 – List of consultees & neighbours notified

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

10 Back Elsworth Street, Manchester, M3 1AE
65 Cheetham Hill Road, Manchester, M4 4ES
71 - 71A Cheetham Hill Road, Manchester, M4 4ES
St Chad's RC Church, Cheetham Hill Road, Manchester, M4 4EX
98 Cheetham Hill Road, Manchester, M4 4EX
73 Cheetham Hill Road, Manchester, M4 4ER
9 - 11 Chatley Street, Manchester, M3 1HU
Second Floor, 57 - 63 Cheetham Hill Road, Manchester, M4 4ET
First Floor, 57 - 63 Cheetham Hill Road, Manchester, M4 4FS
67 Cheetham Hill Road, Manchester, M4 4ES

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH AREA