

## Planning

## Growth & Development

### Delegated officer report for planning application

|                                |                                                                                                                      |
|--------------------------------|----------------------------------------------------------------------------------------------------------------------|
| <b>Application no.</b>         | 142008/FO/2025                                                                                                       |
| <b>Date registered valid:</b>  | 5 February 2025                                                                                                      |
| <b>Proposal:</b>               | Erection of a three storey extension to existing building to form 5 no. self-contained flats (4 x 1 bed, 1 x 2 bed). |
| <b>Address:</b>                | 212 Hollyhedge Road, Manchester, M22 4QN                                                                             |
| <b>Ward(s):</b>                | Sharston Ward                                                                                                        |
| <b>Applicant:</b>              | Mr Abdullah Karimi                                                                                                   |
| <b>Agent (if any):</b>         | Mr Farhan Rama, Archirama Ltd                                                                                        |
| <b>Case officer:</b>           | David Lawless<br>Tel: 0161 234 4543<br>Email: david.lawless@manchester.gov.uk                                        |
| <b>Recommendation:</b>         | Approve                                                                                                              |
| <b>Date of recommendation:</b> | 10 March 2025                                                                                                        |

---



## **Application details**

**Type of application:** Full Application Consent

**Development type:** Minor Dwellings

**Date of site visit:** 21 February 2025

### **Standard consultations:**

Printed: 5 February 2025 Expired: 26 February 2025

### **Neighbour notifications**

Printed: 5 February 2025 Expired: 26 February 2025

### **Site notice**

No site notice has been produced

### **Press advert**

No press advert had been published

**Departure from Development Plan:** No

**Environmental Statement:** Not required

## **Description of site/building/area**

This application relates to 212 Hollyhedge Road, an end of terrace single storey commercial property, which currently appears vacant but was last used for retail purposes. The terrace consists of six ground floor commercial units with a central 1st and 2nd floor element providing residential accommodation. To the north of the site, on the opposite side of Hollyhedge Road there is residential accommodation varying in height from 2 to 4 storeys, while to the east there is an Asda supermarket. To the south of the site there is an access road to the rear of the commercial terrace and beyond that are the rear garden of a number of dwellings on Briardene Gardens. To the front of the site there a car parking area.



Listed building: No  
Conservation area: No  
Tree Preservation Order: No

### **Description of development**

The applicant is proposing to erect a three-storey extension on top of the existing retail property to create a total of 5 self-contained flats. The proposed accommodation consists of the following:

- FLAT 1 One bedroom 54m<sup>2</sup>
- FLAT 2 One bedroom 54m<sup>2</sup>
- FLAT 3 One bedroom 54m<sup>2</sup>
- FLAT 4 One-bedroom 54m<sup>2</sup>
- FLAT 5 Two bedrooms 75m<sup>2</sup>

The existing and proposed front elevation is shown below:



Planning permission to erect a similar extension above no. 202 Hollyhedge Road, again to provide 5 self-contained flats, was approved in October 2023 under reference 132747/FO/2022.

## **Consultations & Notification Responses**

**Local Residents** – One letter of objection has been received, the comments are summarised below:

- The residents of Briardene Gardens (private homeowners included) object to flats being built directly overlooking an avenue in which many children play outside daily.
- 5 small flats in such a small building doesn't sound very promising nor appealing.
- A construction site taking up a public access alley way doesn't sound reasonable neither, many people use this alley way including the elderly and school children.
- Nobody was asked about this & nobody wants it. it does not serve the interests of the residents in Briardene Gardens.

**Environmental Health** – The proposed waste management strategy is acceptable and should be conditioned. In addition, a condition regarding acoustic insulation should also be attached to any consent granted.

**Highway Services** – Have made the following comments:

- MCC's Statutory Approvals Team have been consulted and have informed that the area to facilitate the proposed refuse and cycle store is not a highway (i.e. public right of way) and therefore it is not subject to legal stopping up order.
- Given that the proposed development is resultant in 5no. apartments, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety concerns.
- Car parking provision for the site is unclear. Highways requests that further information is provided on the car parking provision associated with the site. The Proposed Plan indicates 1no. vehicle allocated to the north of the site. However, observations indicate that this is a private car park for the surrounding retail units. Confirmation is required on whether the car park falls under the applicant's ownership to allocate parking.
- It is understood that wall-mounted cycle stands will be provided within the proposed shared refuse and cycle store to the rear of the property. It is unclear whether it is sheltered. Highways request that a secure and sheltered cycle store is provided. Confirmation is required on the number of cycle parking spaces to be provided.
- Request the imposition of a construction management condition.

## **Policies**

**The National Planning Policy Framework (December 2024)** – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear strong reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. 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.

In addition to the above, Section 5 (*Delivering a sufficient supply of homes*) and 12 (Achieving well-designed places) are of relevance:

Paragraph 61 in section 5 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet an area's identified housing need, including with an appropriate mix of housing types for the local community.

Paragraph 73 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

- a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;
- b) seek opportunities, through policies and decisions, to support small sites to come forward for community-led development for housing and self-build and custom-build housing;
- c) use tools such as area-wide design assessments, permission in principle and Local Development Orders to help bring small and medium sized sites forward;
- d) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and
- e) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

Paragraph 131 in Section 12 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 137 states that design quality should be considered throughout the evolution and assessment of individual proposals.

Paragraph 138 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design<sup>54</sup>, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

**The Places for Everyone Plan** – This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policy is set out below:

**Policy JP-Strat9 (Southern Areas)** – This policy states that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets.

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

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

**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 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. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy H1, Overall Housing Provision – This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of
- the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H7, Wythenshawe – The Council expects that Wythenshawe will accommodate only around 3% of new residential development over the lifetime of the Core Strategy. New high quality high density development will be encouraged within the district centres of Northenden, Baguley and Wythenshawe and upon small infill sites where it contributes to the stock of affordable housing and where it complements Wythenshawe's garden city character. There is also the potential for additional family housing for sale.

Policy EN 4, Reducing CO2 Emissions by Enabling Low and Zero Carbon Development – This policy states that all developments must follow the principle of the Energy Hierarchy; to reduce the need for energy through energy efficient design and features; and, meet residual energy requirements through the use of low or zero carbon energy generating technologies.

Policy EN 6, Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies – This policy requires applications for residential development of 10 or more units and all other development over 1,000m<sup>2</sup> to meet a minimum target.

Policy EN 8, Adaption to Climate Change – This policy requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy EN 16, Air Quality – The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

Policy DM1, *Development Management* – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

**The Manchester Green and Blue Infrastructure Strategy (G&BIS)** – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond

4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

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

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

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

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

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street

scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

## **Issues**

**Principle of the Proposal** – The area consists of a variety of housing stock, ranging from two storey terraced dwellings, as seen opposite the site, to four storey and above apartment schemes. Given this, the approval of a similar extension over no. 202 Hollyhedge Road and the existence of residential accommodation above the central element of the commercial parade, the principle of providing three additional floors to provide 5 self-contained flats is considered acceptable. Notwithstanding this, the potential impact of the proposal upon existing levels of residential and visual amenity, as well as pedestrian and highway safety, must be investigated.

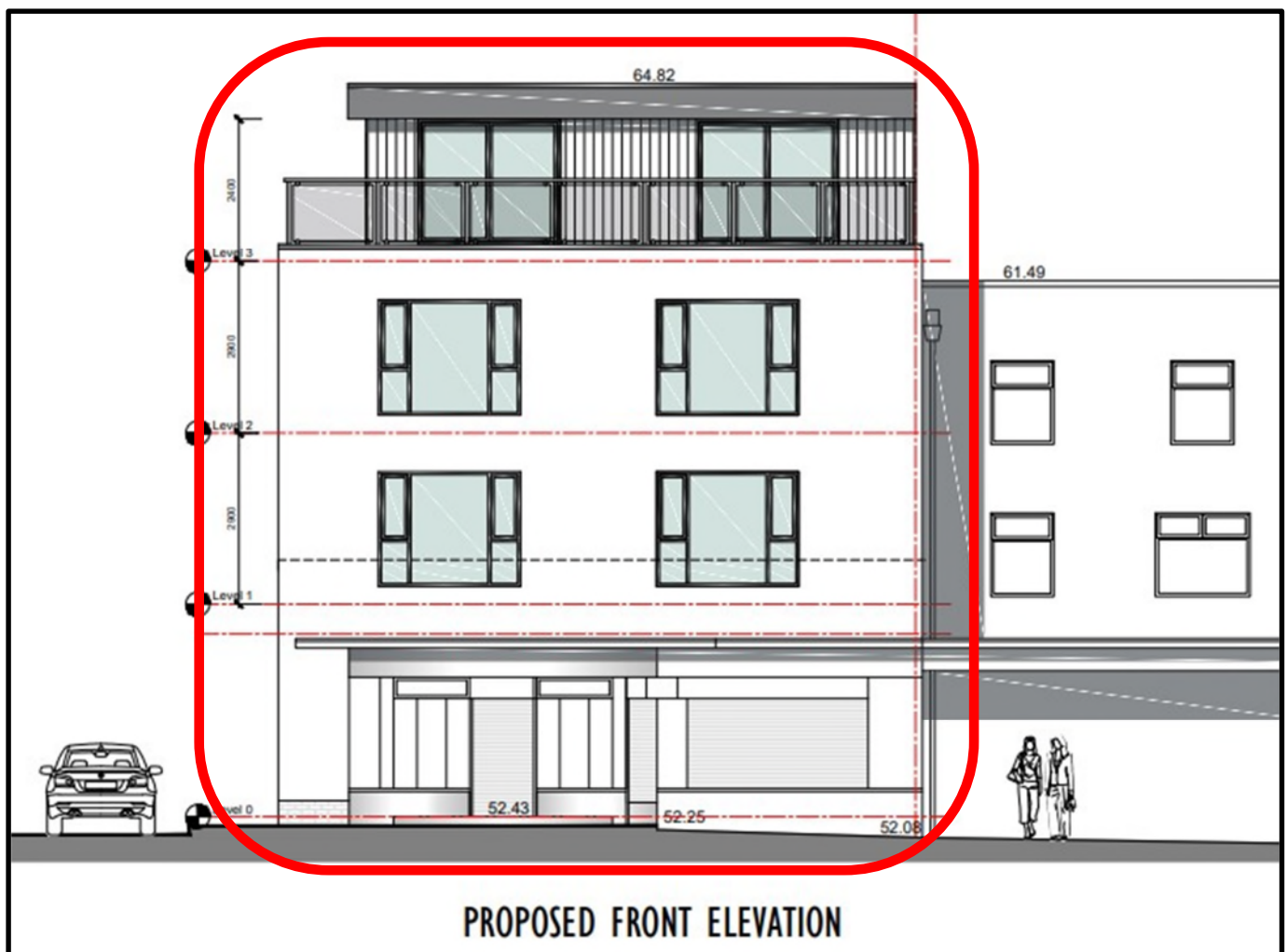
**Space Standards** – The City Council adopted the Manchester Residential Quality Guidance (MRCG) in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards (SS) for residential developments.

The amount of floor space proposed for each flat, along with that required by the MRQG is as follows:

- FLAT 1 One bedroom with 54m<sup>2</sup> of floorspace, 39-50m<sup>2</sup> is required by the MRQG
- FLAT 2 One bedroom 54m<sup>2</sup> of floorspace, 39-50m<sup>2</sup> is required by the MRQG
- FLAT 3 One bedroom 54m<sup>2</sup> of floorspace, 39-50m<sup>2</sup> is required by the MRQG
- FLAT 4 One-bedroom 54m<sup>2</sup> of floorspace, 39-50m<sup>2</sup> is required by the MRQG
- FLAT 5 Two bedrooms 75m<sup>2</sup> of floorspace, 61-70m<sup>2</sup> is required by the MRQG

As can be seen above, the proposal complies with the Council's space standards.

**Design** – The external walls would be finished in a white render with windows in black or dark grey polyester powder coated aluminium. All flat roofs will be capped with black aluminium fascia's and parapet capping. The third floor flat would have a lightweight cladding system to break up the façade treatment and would be set back to break up the overall massing. The palette of materials, from the white render to the darker tones in the windows and roof, would provide a deep contrasting finish. Overall, the design of the building, which can be seen below is considered acceptable.



**Visual Amenity** – Given the variety of building heights in the immediate area it is not considered that an additional three floors on this unit will have a detrimental impact upon the existing levels of visual amenity enjoyed within the vicinity of the site.

**Residential Amenity** – As the rear elevation of the proposed extension is approximately 32 metres from the nearest dwelling on Briardene Gardens it is not considered that the siting of the development in the location proposed, along with the type and number of windows in the elevations and the third floor terraced area, would lead to an undue loss of privacy or residential amenity enjoyed by the occupants of Briardene Gardens.

The front elevation is approximately 38 metres from the residential accommodation on the opposite side of Hollyhedge Road, accordingly it is not considered that the residents of Hollyhedge Road would experience a loss in privacy from overlooking.

Given the height and siting of the proposed dwellings it is not considered that they would lead to any undue overshadowing of the nearby properties.

Overall it is not considered that the proposal would have a detrimental impact on the existing levels of residential amenity enjoyed within the vicinity of the site.

**Scale** – The additional three floors would provide a visual link between the existing residential accommodation above the commercial parade and nearby retirement village and other accommodation on offer on the opposite side of Hollyhedge Road. It is considered that the scale of the development is in keeping with the overall character of the area.

**Amenity Space** – Given the nature of the accommodation, no outside amenity space is provided. However, the uppermost flat does have an external terraced area at the front and rear. In this instance that is considered acceptable.

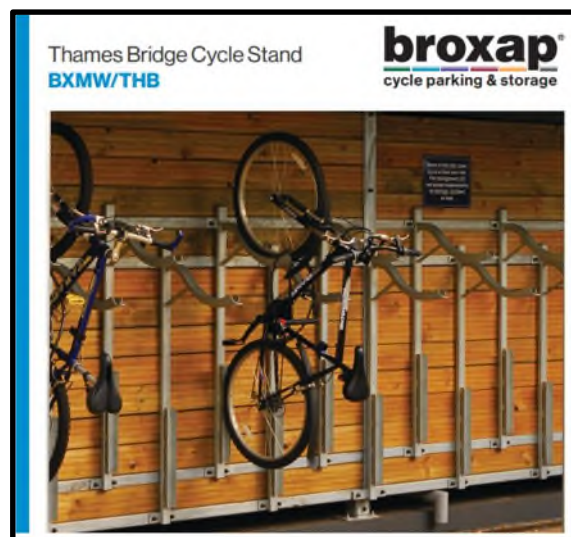
**Ecology** – The proposal has no implications on any ecological features in the area. Notwithstanding this, a condition requiring the provision of biodiversity enhancement is suggested in this instance.

**Pedestrian and Highway Safety** – It is not considered that the additional dwellings would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed along Hollyhedge Road.

**Car Parking** – Whilst no dedicated parking spaces are to be provided in association with the proposed accommodation, in this instance it is considered that the existing parking spaces at the front of the commercial terrace would be sufficient. In addition, it is noted that the site benefits from good public transport facilities (bus and tram) which would potentially ease pressure on existing parking facilities.

**Cycle Parking** – The applicant is proposing to incorporate a covered cycle parking area (Thames Bridge cycle stand) at the rear of the property, this is considered acceptable.

**Waste Storage** – Environmental Health have confirmed that the submitted waste management plan is acceptable. Its implementation would be subject to a condition.



**Air Quality** – The erection a three to five dwellings in this location would not have an unduly detrimental impact upon the air quality experienced in the vicinity of the site. A construction management plan condition would be attached to any consent granted to ensure that dust suppression measures are implemented while the development is being built. In terms of the running of additional households in this location, it is not considered that the comings and goings associated with the dwellings would have an unduly detrimental impact upon air quality. Finally, sufficient space exists within the curtilage of the site to allow for the storage of cycles, a measure which may reduce reliance on the traditional motor vehicle.

**Security** – It is felt prudent to attach the standard Secured by Design condition to any approval granted.

### **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 to resolve any problems arising in relation to dealing with the planning application.

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

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents received on 24 January 2025:

- a) PL01 - Site Plans
- b) PL02 - Proposed Siet and Floor Plans
- c) PL03 - Floor Plans and Elevations
- d) Design and Access Statement
- e) Cycle Stand
- f) Waste Management Strategy

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

3) No above ground works shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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

4) 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 identified for residential use 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.

5) No above ground works shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

6) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network shall be submitted to and approved in writing by the City Council as local planning authority. There are other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

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 verification report shall be detailed along with any measures required to be undertaken prior to first occupation of the residential units 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, pursuant to Policy DM1 in the Manchester Core Strategy.

7) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy received on 24 January 2025 and shall remain in-situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy

8) No above ground works shall commence until an Environmental Standards Statement has been submitted which demonstrates which sustainability and renewable energy measures are to be incorporated into the development. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

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

9) Above grounds works shall not commence until details of biodiversity enhancements (bird boxes and bat bricks), including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

10) Prior to the commencement of development, a Construction Management Plan shall be submitted to and approved by the Council. The Construction Management Plan shall contain the following:

- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff;
- Hours of working

The development shall be carried out in accordance with approved details.

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to Policy DM1 in the Manchester Core Strategy.

## **Informatives**

1) Informative for condition 6 - Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

|                                        |                                                                                           |
|----------------------------------------|-------------------------------------------------------------------------------------------|
| Bedrooms (night time - 23.00 - 07.00)  | 30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times) |
| Living Rooms (daytime - 07.00 - 23.00) | 35 dB LAeq                                                                                |
| Gardens and terraces (daytime)         | 55 dB LAeq                                                                                |

2) Highways - The applicant is required to discuss and agree any requirements for licensing, hoarding /scaffolding, and skips with MCC's Highways Licensing Team via Email to: [highwaylicences@manchester.gov.uk](mailto:highwaylicences@manchester.gov.uk)

The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to [highwaynetworkmanagement@manchester.gov.uk](mailto:highwaynetworkmanagement@manchester.gov.uk)

## **Appendix 1 – List of consultees & neighbours notified**

Highway Services  
Environmental Health  
Greater Manchester Police

First And Second Floor, 208 Hollyhedge Road, Manchester, M22 4QN  
Flat Above, 206 Hollyhedge Road, Manchester, M22 4QN  
40 Briardene Gardens, Manchester, M22 9UN  
Flat 1, 204 Hollyhedge Road, Manchester, M22 4QN  
ASDA, 214 Hollyhedge Road, Manchester, M22 4QN  
Flat 14, Holly View, 223 Hollyhedge Road, Manchester, M22 4QD  
Flat 13, Holly View, 223 Hollyhedge Road, Manchester, M22 4QD  
Flat 12, Holly View, 223 Hollyhedge Road, Manchester, M22 4QD  
Flat 11, Holly View, 223 Hollyhedge Road, Manchester, M22 4QD  
Flat 10, Holly View, 223 Hollyhedge Road, Manchester, M22 4QD  
Flat 9, Holly View, 223 Hollyhedge Road, Manchester, M22 4QD  
Flat 8, Holly View, 223 Hollyhedge Road, Manchester, M22 4QD  
Flat 7, Holly View, 223 Hollyhedge Road, Manchester, M22 4QD  
Flat 6, Holly View, 223 Hollyhedge Road, Manchester, M22 4QD  
Flat 5, Holly View, 223 Hollyhedge Road, Manchester, M22 4QD  
Flat 4, Holly View, 223 Hollyhedge Road, Manchester, M22 4QD  
Flat 3, Holly View, 223 Hollyhedge Road, Manchester, M22 4QD  
Flat 2, Holly View, 223 Hollyhedge Road, Manchester, M22 4QD  
Flat 1, Holly View, 223 Hollyhedge Road, Manchester, M22 4QD  
Holly View, 223 Hollyhedge Road, Manchester, M22 4QD  
210 Hollyhedge Road, Manchester, M22 4QN  
204 Hollyhedge Road, Manchester, M22 4QN  
233 Hollyhedge Road, Manchester, M22 4QD  
231 Hollyhedge Road, Manchester, M22 4QD  
229 Hollyhedge Road, Manchester, M22 4QD

227 Hollyhedge Road, Manchester, M22 4QD  
225 Hollyhedge Road, Manchester, M22 4QD  
237 Hollyhedge Road, Manchester, M22 4QD  
239 Hollyhedge Road, Manchester, M22 4QD  
241 Hollyhedge Road, Manchester, M22 4QD  
235 Hollyhedge Road, Manchester, M22 4QD  
202 Hollyhedge Road, Manchester, M22 4QN  
208 Hollyhedge Road, Manchester, M22 4QN  
206 Hollyhedge Road, Manchester, M22 4QN  
42 Briardene Gardens, Manchester, M22 9UN  
38 Briardene Gardens, Manchester, M22 9UN

## **Appendix 2 – Planning constraints**

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4  
Area Team Boundary - Name: SOUTH AREA