

Planning

Growth & Development

Delegated officer report for planning application

Application no. 141567/FO/2024

Date registered valid: 11 December 2024

Proposal: Change of use of existing building from office use (Class E) to Class F1 learning and non-residential institution

Address: Elizabeth House, Victoria Street, Manchester, M11 2NX

Ward(s): Clayton & Openshaw Ward

Applicant: Mr Eamonn Muldoon, SCG Sporting Chance Group Ltd14733087

Agent (if any): Mr Matt Vizard, KVA Architectural Solutions

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 5 February 2025

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit: 6 January 2025

Standard consultations:

Printed: 20 December 2024

Expired: 13 January 2025

Neighbour notifications

Printed: 17 December 2024

Expired: 10 January 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

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is located in a larger site comprising five units with car parking. It is situated at the junction of Ashton Old Road and Victoria Street. The application property is located within the northern section of the site and has been used as an office building. An office building with a shared design is located to the west of the application property. The south of the site is a large retail warehouse with a further Class E retail unit is located close to the boundaries with Ashton Old Road and Victoria Street. A further building occupied by a commercial printer is located adjacent to the Ashton Old Road boundary. The office buildings and the other units are served by respective car parks that are accessed from Victoria Street. Residential uses are located to the north and west of the application site.

The application property comprises of metal profiled pitched roof set between gable elevations. Light grey cladding forms the predominant material within the external elevations, which articulated by large rectangular windows set between vertical columns. The elevations are set above a ground level red/brown brick plinth that rise to form columns incorporating flat roof canopies. These features define the central entrance to the building. The building is set within a car parking area that is partially defined by low brick walls and shrub planting. The car parking area incorporates incidental landscaped areas and tree planting.



Fig.1 – Views of the application site.

Description of development

The development involves:

- i. The sub-division of the car park to provide 48 dedicated spaces and an external play area in support of the proposed educational use.
- ii. No changes are proposed to the external elevations.
- iii. Internally, the layout of the building would comprise:
 - a. Ground floor – A central entrance from the car park.
 - A central core comprising ancillary facilities, including kitchen and WCs.
 - Classrooms, staff room and communal area.
 - A barbers and health and beauty room (connected to courses provided).
 - b. First floor - A central core comprising ancillary facilities, including kitchens and WCs.
 - Classroom, a staff office and communal areas
- iv. The development would accommodate between 30 – 40 students between ages of 11-16 years of age. The school would be supported by approximately 15 teaching and ancillary staff. Further cleaning staff would be employed and in attendance outside the school day.

- v. The proposed operational hours would be 8.00 to 1700 (Monday to Friday) with the school day limited to 830 to 1530.
- vi. A bin storage enclosure with timber board elevations would be located in the car park.

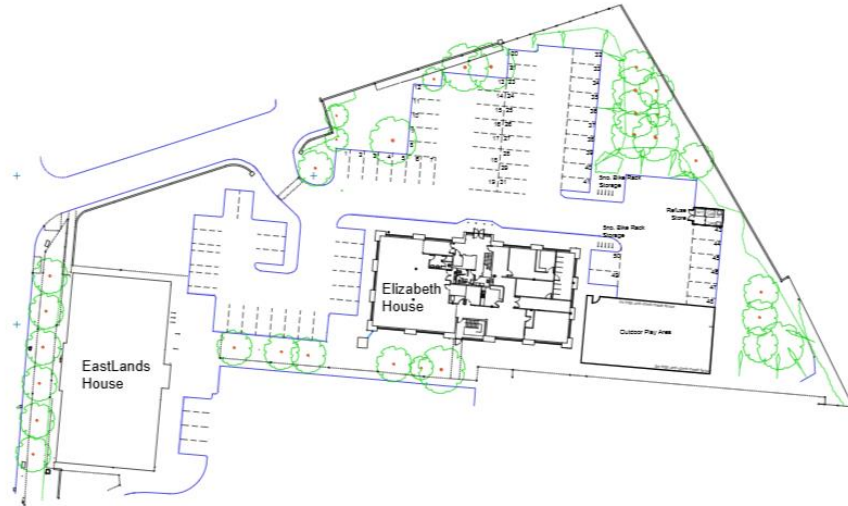


Fig.2 – Proposed site layout



Fig.3 – Proposed ground and first floor layouts.

Consultations & Notification Responses

Local residents and businesses – No comments received.

Director of Education – Supports the proposed development.

Environmental Health – The following comments have

- i. Opening hours – Should be conditioned for opening hours as applied for, i.e., 8.00 to 17.00 – Monday to Friday Closed Saturday, Sunday and Bank Holidays.
- ii. Servicing hours – Should be related to a condition limiting deliveries, servicing and collections, including waste collections to hours of: 7:30 to 20:00, Monday to Saturday with no deliveries/waste collections on Sundays/Bank Holidays.
- iii. Waste Management – The proposed waste and recycling storage arrangement are accepted and should be conditioned for implementation as part of the development.
- iv. Kitchen fit out – If the kitchen is to be used for primary food preparation requiring

externally mounted equipment, conditions are requested relating the development to schemes for:

- a. Extraction of fumes and vapours
- b. Acoustic insulation of external plant and equipment.

Highway Services – The following comments have been received:

- i. The submission indicated that the proposed school would accommodate between 30 – 40 and up to 15 staff will be employed. It is considered that trip generation will be comparable to the previous off use and therefore does not present highways capacity concerns.
- ii. The site is accessible via sustainable transportation modes.
- iii. As a result of the formation of an external play area, the development would be supported with 48 car parking spaces, which would be acceptable.
- iv. The car parking space with the dimensions required by Council policy, i.e., 2.4m x 4.8m for standard bays. Accessible bays with dimensions of 3.6m x 6.0m should be provided. A 6 metre width aisle to allow vehicles to safely manoeuvre within the car park with formal demarcation of all spaces.
- v. A minimum of two car parking spaces should include EV charging points.
- vi. The existing access to the car park via the service road with access from Victoria Street will be retained.
- vii. The submission confirms that 10 cycle parking spaces will be provided in the form of racks. Secure and sheltered storage is requested.
- viii. It is recommended that all new fencing / railings adjacent to the adopted highway are visually permeable from a height of 600mm above ground (to ensure adequate visual permeability for child pedestrians).
- ix. All gated accesses should be inward opening to avoid obstruction of the adopted footway or highway.
- x. The arrangements for the storage of waste and recyclable material would be acceptable. Confirmation of the bin collection point is requested.
- xi. Any arrangement licensing, hoarding / scaffolding and / or any associated temporary traffic management arrangements should be agreed with the City Council as local highways authority.

MCR Active – No comments received.

Greater Manchester Police Design for Security – The following comments have been received:

- i. It would be preferable for the whole site to be enclosed within a secure perimeter fence line, to allow it to be secured out-of-hours and / or not in use. The external play area should be enclosed with 3000mm fencing to appropriate security standards.
- ii. It is recommended that a reception office is provided adjacent to the main entrance, with appropriate staffing arrangements and a layout to maximise natural surveillance and management of students and visitors entering the building.
- iii. The security of the existing building should be reviewed to improve its resilience to crime. This review should include the incorporation of new fixtures and fittings (including doors, windows, glazing and locks) that meet Secure by Design Standards.
- iv. The development should be related to and appropriate external lighting scheme. cell/daylight sensor, should be installed to all external doors.
- v. Lockers should be provided for students in highly visible positions to deter unauthorised access.
- Vi Cycle storage should be in positions that can be overlooked. The use of 'Sheffield' stands is recommended.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended in December 2024. It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development' (paragraph 7). 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' (paragraph 7). 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 (as set out in paragraph 8):

- i. The economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support 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 (paragraph 2). The statutory status of the development plan remains as the starting point for decision making (paragraph 12). The following aspects of the Framework are relevant.

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. The development would secure a sustained use for the application building and contribute positively to local education provision. Conditions have been included to ensure appropriate on-site security. On balance, section 8 would be satisfactorily responded to.

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

- i. The potential impact of development on transport networks can be addressed;
- ii. Provide opportunities for walking, cycling and public transport use.

The development would be serviced with appropriate car parking. The site has the capacity to accommodate secured cycle storage and is accessible via public transport, i.e., it is within close proximity of bus routes. Section 9 would thereby be accorded with.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource and is relevant to key planning issues of significance to applicants and local authorities. In considering this application the following aspects of the PPG have been appropriately responded to:

- i. Consultation and pre-decision matters;
- ii. Health and well-being;
- iii. Noise.

It is considered that the development would be appropriately related to the above objectives for the reasons set out in the report.

The Places for Everyone Plan - 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:

Policy JP-P5: Education, Skills and Knowledge - Significant enhancements in education, skills and knowledge to benefit existing and new residents will be promoted, including by: enabling the delivery of new and improved accessible facilities, including schools and other educational uses. The development would provide facilities to meet a particular identified education need. The development would thereby be positively related to policy JP-P5.

Policy JP-P6 (Health) - States that development should maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development. It is considered that the development would result in the proportionate use of the site. It would generate levels of activity, which would be related to day -time school hours with not proposals for activity in the evening or during the weekend. The operation of the development would be suitably managed by conditions. Policy JP-P6 would thereby be accorded with.

JP-S1 (Sustainable development) - In this case, the development would utilise an existing building without further extensions or external alterations, thereby minimising the environmental impact. The development would secure an active and viable use for the application property. Policy JP-S1 would thereby be accorded with.

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.

The development would secure and active use for the building. Activity would be limited to day-time periods would, to an extent, be subsumed into the background noise environment of the adjacent commercial centre. Restrictions to the operating hours of the school would reduce the impact on the neighbouring residential uses. The development would improve access to educational opportunities. The development benefits from access to public transport and measures will be conditioned to encourage the adoption of sustainable transport options. Policy SP1 would thereby be accorded with.

Policy EC 2 Existing Employment Space – States that the Council will seek to retain and enhance existing employment space and sites. In this case, the development would provide approximately 15 jobs and additional opportunities for cleaning staff. The development would thereby maintain an employment contribution and be positively related to policy EC2.

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.

The site has the capacity to provide satisfactory arrangements for the storage of waste and recycling. A condition has been included to the development is implemented, in accordance with the submitted bin storage details to secure compliance with policy EN19.

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 site has the capacity to accommodate traffic associated with the proposed use. Cycle storage would be delivered through condition. In this context, future residents would not be reliant upon private car usage. The objectives of policy T1 would be accorded with.

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:

- o Appropriate siting, layout, scale, form, massing, materials and detail;
- o Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development with due regard to the character of the surrounding area;
- o Effects on amenity;
- o Accessibility - In relation to inclusive access and sustainable transport modes;
- o Community safety and crime prevention;
- o Design for health;
- o Refuse storage and collection.

The development would maintain the existing appearance of the building with alterations related to the internal layout to facilitate the proposed use. The characteristic relationship of the application buildings to the surrounding context would be maintained. The development would secure appropriate natural surveillance, and the development has the capacity to incorporate appropriate security arrangements. The site also has the capacity to accommodate satisfactory waste and recycling storage. Given the constraints of the site, inclusive access would be located to the ground floor layout. On balance, policy DM1 would be satisfactorily responded to.

Unitary Development Plan (UDP) saved policies -The following saved UDP policies are also considered to be relevant:

Policy DC26 (Development and noise) - Activity around the site would be limited to the working day and excludes the weekdays. A condition would ensure that any external equipment is externally insulated. It is considered that noise impact would be capable of being suitably managed (through conditions) and policy DC26 would be responded to appropriately.

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 engaged with the applicant. 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. There were minor changes required to meet the requirements for approval and the officer and applicant worked together to find an amicable solution.

Principle of the development – The submission states that the development would respond to an educational that is not being currently met by mainstream facilities in the locality. All the attending students would be currently receiving education within the city. The development would be positively related to the delivery of inclusive education within the city. A condition has been included to limit the future use of the building for educational use within Class F1, thereby ensuring the appropriate future uses and operation of the site (including its relationship in relation to neighbouring residential uses).

Loss of employment space – The adjoining office building is vacant, and it is not apparent that there is a market for large space office accommodation in the local area. The development would thereby secure a sustainable use for the building. The development would provide 15 teaching and ancillary posts with additional cleaning and maintenance posts. It is considered that the development would make an acceptable employment contribution and would deliver wider educational benefits.

Inclusive access – The existing building has level access to the front (principal) and rear elevations. The existing building does not have a lift, and inclusive access is limited to the ground floor. In response to the comments of GM Police, a condition has been included ensure that any changes to the internal layout maintain satisfactory inclusive access and manoeuvring space. This condition includes the provision of an accessible WC at ground floor level.

Security – It is considered the comments of GM Police are capable of being delivered through deliverable changes to the internal layout to the existing building. The provision of appropriate security arrangements would be delivered through arrangement relating to the wider site.

Fencing – Alongside the condition relating to security arrangements, a separate condition has been included to ensure the appropriate demarcation of the site from the public realm and to ensure its security.

External lighting – A condition has been included to ensure that the installed lighting is appropriate, in terms of its positioning and specifications. The condition will also ensure the management of glare.

Car parking and servicing – It is considered that the proposed car parking provision would provide surplus spaces for the number of potential future car users. A condition has been included to ensure the appropriate demarcation of car parking spaces, including the demarcation of inclusive spaces.

Cycle storage – The applicant has indicated that cycle storage would be delivered as part of the development. A condition has been included to ensure that an appropriate level of cycle storage is delivered within appropriately design and secure enclosures. The provision of cycle storage would aid the delivery of the objectives of the conditioned travel plan and the adoption of sustainable transport options.

Travel plan – A condition has been included to ensure the introduction of a travel plan to inform the travel option of staff and students with requirement for future monitoring to demonstrate the adoption of sustainable modes of transport. It is considered that the objectives of the condition are capable of being delivered as part of the development.

Opening hours - A condition has been included relating to operating hours of 8.00 to 17.00, Monday to Friday and closed on Saturday, Sunday and Bank Holidays.

Servicing hours – A separate condition Should be related to a condition limiting deliveries, servicing and collections, including waste collections to hours of: 7:30 to 20:00, Monday to Saturday with no deliveries/waste collections on Sundays/Bank Holidays.

External equipment – A condition is included to ensure that external equipment required in support of the development is appropriately positioned and attenuated against noise.

Waste and recycling management – The application has demonstrated that bin storage in a secure enclosure can be delivered as part of the development. The implementation of these details would be secured by condition to ensure appropriate waste and recycling bins.

Play area – A condition is included to ensure the implementation of details relating to the provision of an external play area enclosed with a 3 metre high fence.

Conclusion – It is considered that the development would deliver a relatively small scale educational facility that can be contained within the

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. There were minor changes required to meet the requirements for approval and the officer and applicant worked together to find an amicable solution.

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 21 November 2024 and 11 December 2024:

Planning application forms

OS and location plan Ref: EH:001
Ground floor as proposed Ref EH:006
First floor as proposed Ref: EH: 007
Elevations as proposed Ref: EH:008A
Site plan as proposed Ref: EH: 009A
External Play Area Ref: EH:010.
External Refuse Store Ref: EH:011

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) 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 parts of the development shall be used for any other purpose (including any purpose within Class F1 (a) 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 as a single unit for the provision of education without sub-division or otherwise separate occupation.

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,

saved policy DC26 of the Unitary Development Plan and policies JP-P6 and JP-S1 of Sustainable Development Joint Development Plan Document - Places for Everyone.

4) Before the occupation of the development, the external play area shall be set out and enclosed in accordance with drawings referenced: Site plan as proposed Ref: EH: 009 and External Play Area Ref: EH:010. The implemented external play area and its means of enclosure shall be maintained in situ thereafter.

Reason – In the interests of amenity of students and neighbouring residents and businesses, pursuant to policies SP1 and DM1 of the Core Strategy for Manchester, policies JP-P6 and JP-S1 of Sustainable Development Joint Development Plan Document - Places for Everyone and the guidance contained in the National Planning Policy Framework.

5) 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 arrangements for site security and controls to the management of student, staff and visitor access within the building and the surrounding external spaces. The scheme shall include the details of any new doors, windows, lock and fittings that shall meet 'Secured by Design' standards and shall be implemented upon occupation of the development and maintained in situ thereafter.

Reason - To reduce the risk of crime, pursuant to policies SP1 and DM1 of the Core Strategy for Manchester, policies JP-P6 and JP-S1 of Sustainable Development Joint Development Plan Document - Places for Everyone and the guidance contained in the National Planning Policy Framework.

6) 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 design, specification and siting of all walls, fencing, gates and any other means of enclosure to the site perimeter and within the application site. The approved scheme shall be implemented in full before the occupation of the development and maintained in situ thereafter.

Reason – In the interests of residential amenity and to reduce the risk of crime, pursuant to policies SP1 and DM1 of the Core Strategy for Manchester, policies JP-P6 and JP-S1 of Sustainable Development Joint Development Plan Document - Places for Everyone and the guidance contained in the National Planning Policy Framework.

7) 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 a lighting scheme for the building and external areas between the dusk and dawn period. The approved scheme shall be implemented in full before the development is first occupied and shall remain in operation for so long as the development is occupied.

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

Reason – 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 and policies JP-P6 and JP-S1 of Sustainable Development Joint Development Plan Document - Places for Everyone.

8) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority to demonstrate inclusive access routes through and the provision and accessible WC within the ground floor of the building. The approved scheme shall be implemented before the occupation of the development and maintained in situ thereafter.

Reason - To secure inclusive access to the property and in the interests of residential amenity, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

9) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority to the demarcation of car parking spaces and cycle storage areas. The details shall include the provision and demarcation of car parking spaces with inclusive access arrangements. Car parking spaces and cycle storage areas shall be demarcated upon occupation of the development and maintained in situ thereafter.

Reason - In the interest of pedestrian and highways safety and to ensure the provision of appropriate car parking pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

10) Before the occupation of the development, scheme shall be submitted to and approved in writing by the City Council as local planning authority, relating to the siting, appearance and capacity of secure cycle storage shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented upon occupation of the development 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 and to comply with policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

11) Before the occupation of the development, a 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 whilst the authorised is in operation.

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.

12) The premises shall not be open outside the following hours:
Monday to Friday: 8.00 to 17.00 and Saturday, Sunday and Bank Holidays - Closed.

Reason - In interests of residential amenity and to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester, saved policy DC26 of the Unitary Development Plan and policies JP-P6 and JP-S1 of Sustainable Development Joint Development Plan Document - Places for Everyone.

13) No deliveries, servicing and / or collections, including waste collections shall not take place outside the hours of: 7:30 to 20:00, Monday to Saturday with no deliveries/waste collections on Sundays/Bank Holidays.

Reason - In interests of residential amenity and to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester, saved policy DC26 of the Unitary Development Plan and policies JP-P6 and JP-S1 of Sustainable Development Joint Development Plan Document - Places for Everyone.

14) Before the occupation of the development, the arrangements for the storage of waste and recycling bins within a secure enclosure, as detailed on drawings referenced External Refuse Store Ref: EH:011 and waste management proforma, shall be fully implemented and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester and policies JP-P6 and JP-S1 of Sustainable Development Joint Development Plan Document - Places for Everyone.

15) There shall be no external transmission of music or operation and / or use of loudspeakers, bells, tannoys, public address systems or any other form of amplified external sound equipment in association with the authorised Class F1 use.

Reason - In the interests of the amenity 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 for the City of Manchester and guidance contained within the National Planning Policy Framework.

16) 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 extraction and discharge of fumes, vapours and odours. Upon occupation of the development the approved scheme shall be implemented in full and maintained in situ thereafter.

Reason - In the interests of the amenity 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 for the City of Manchester and guidance contained within the National Planning Policy Framework.

17) a) Before first occupation of the application property, any externally mounted ancillary equipment required in association with the authorised Class F1(a) use of the property, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority to secure a reduction in the level of noise emanating from the equipment.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that

the noise criteria have been met. Any instances of non-conformity with the recommendations in the 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 nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester, saved policy DC26 and policies JP-P6 and JP-S1 of Sustainable Development Joint Development Plan Document - Places for Everyone.

Informatives

1) Guidance for developers can be found via the following link:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2) Fume extraction – It is recommended that the developer consults with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval. The strategy should include risk assessments for odour and noise and be based on appropriate guidance such as that published by EMAQ titled 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems' dated May 2022. Details should also be provided in relation to replacement air.

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

Appendix 1 – List of consultees & neighbours notified

Greater Manchester Police
Highway Services
Environmental Health
MCR Active

Flat 38, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 13, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 27, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 29, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 36, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 34, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 32, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 2, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 21, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
37 Brade Close, Manchester, M11 2ZN
33 Brade Close, Manchester, M11 2ZN
Flat 14, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 20, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 28, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 9, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 15, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 22, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 40, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY

Flat 5, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 7, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 4, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 11, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 41, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 37, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 10, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
39 Brade Close, Manchester, M11 2ZN
Matalan, Ashton Old Road, Manchester, M11 2NN
Eastlands Homes, Eastlands House, Victoria Street, Bradford, Manchester, M11 2NX
Office, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 30, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 33, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 25, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 23, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 12, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 39, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 31, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Ground Floor, Elizabeth House, Victoria Street, Bradford, Manchester, M11 2NX
35 Brade Close, Manchester, M11 2ZN
Flat 18, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 19, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
First Floor, Elizabeth House, Victoria Street, Bradford, Manchester, M11 2NX
Eastlands House, Victoria Street, Bradford, Manchester, M11 2JW
Flat 26, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 3, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 6, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 1, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 17, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 24, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 35, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 8, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 16, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY

Appendix 2 – Planning constraints

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
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA