MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	139359/FO/2024
Date registered valid:	23 February 2024
Proposal:	Erection of two storey side extension and single storey infill extension to rear
Address:	United Shalom Pentecostal Church, Floatshall Road, Manchester, M23 1JB
Ward(s):	Baguley Ward
Applicant:	Pr. Sojan Matthew United Shalom Pentecostal Church
Agent (if any):	Mr Craig Buck, The Intelligent Design Centre
Case officer:	Ellie Knowles Tel: 0161 219 6633 Email: ellie.knowles@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	**13 March 2025**

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 15 March 2024

Standard consultations:
Printed: 6 March 2024 Expired: 29 May 2024

Neighbour notifications
Printed: 6 March 2024 Expired: 27 March 2024

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

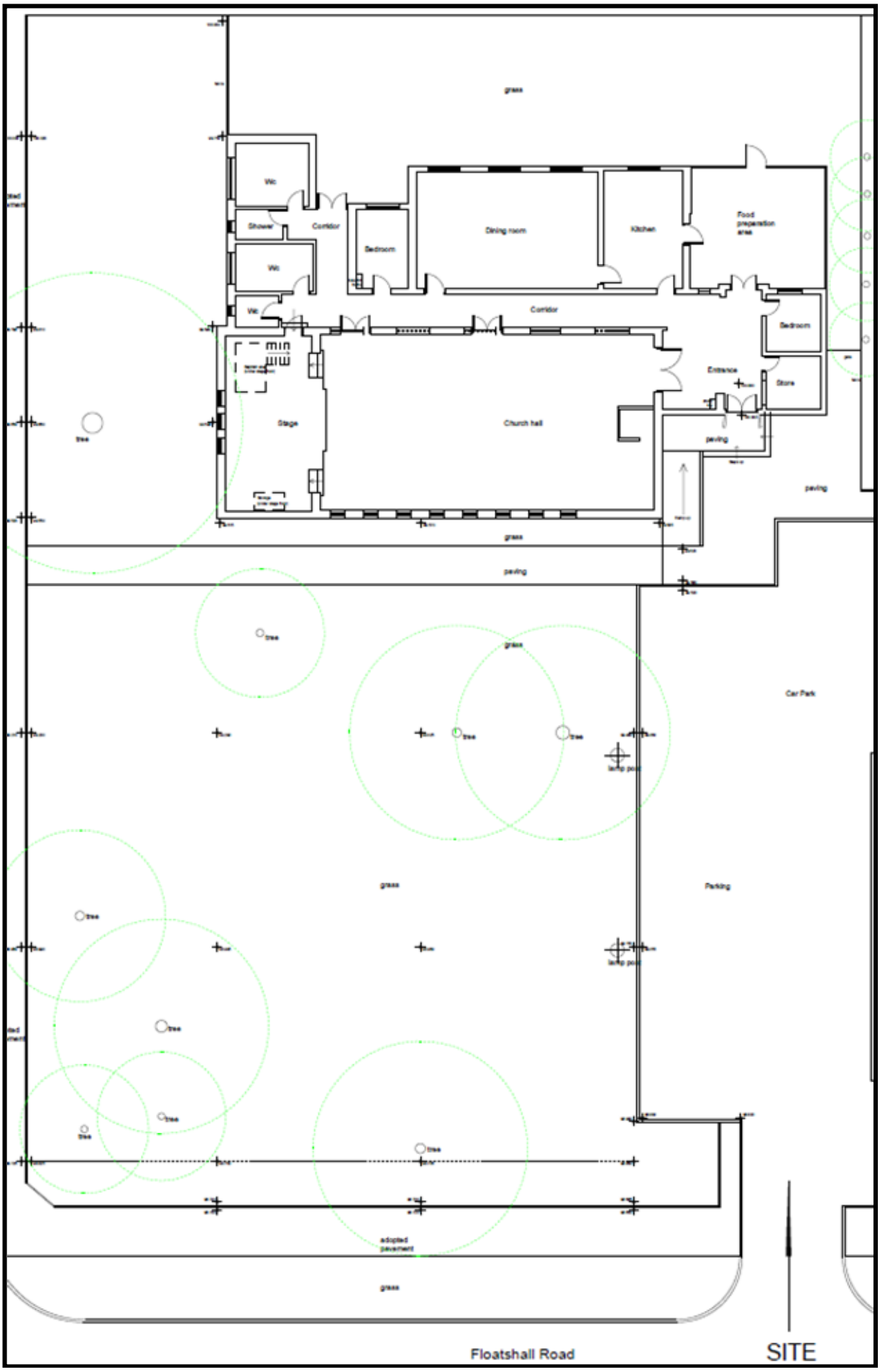
Description of site/building

The application site comprises a light brown brick-built, hipped roof, two storey detached ecclesiastical property in Baguley, Wythenshawe. The property features a number of single storey flat-roofed elements sited to the western side and southern rear elevations.

The property is set within an open plot which features open amenity greenspace to the front eastern side and rear, alongside 11 established trees on site(including one TPO, plan ref T4). To the front of the property (NW) is an area of existing hardstanding used for unallocated parking, provision for 10 vehicles, shared with no's 89 and 91 Floatshall Road.



Existing United Shalom Pentecostal Church and landscaping



Existing site plan illustrating exiting footprint, 9 trees (including 1 TPO), grassed areas and parking provision

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: **YES** (T4 – AIA ref)

Description of area

The surrounding area is predominantly residential and verdant in character, comprising significant tree and amenity grass cover.

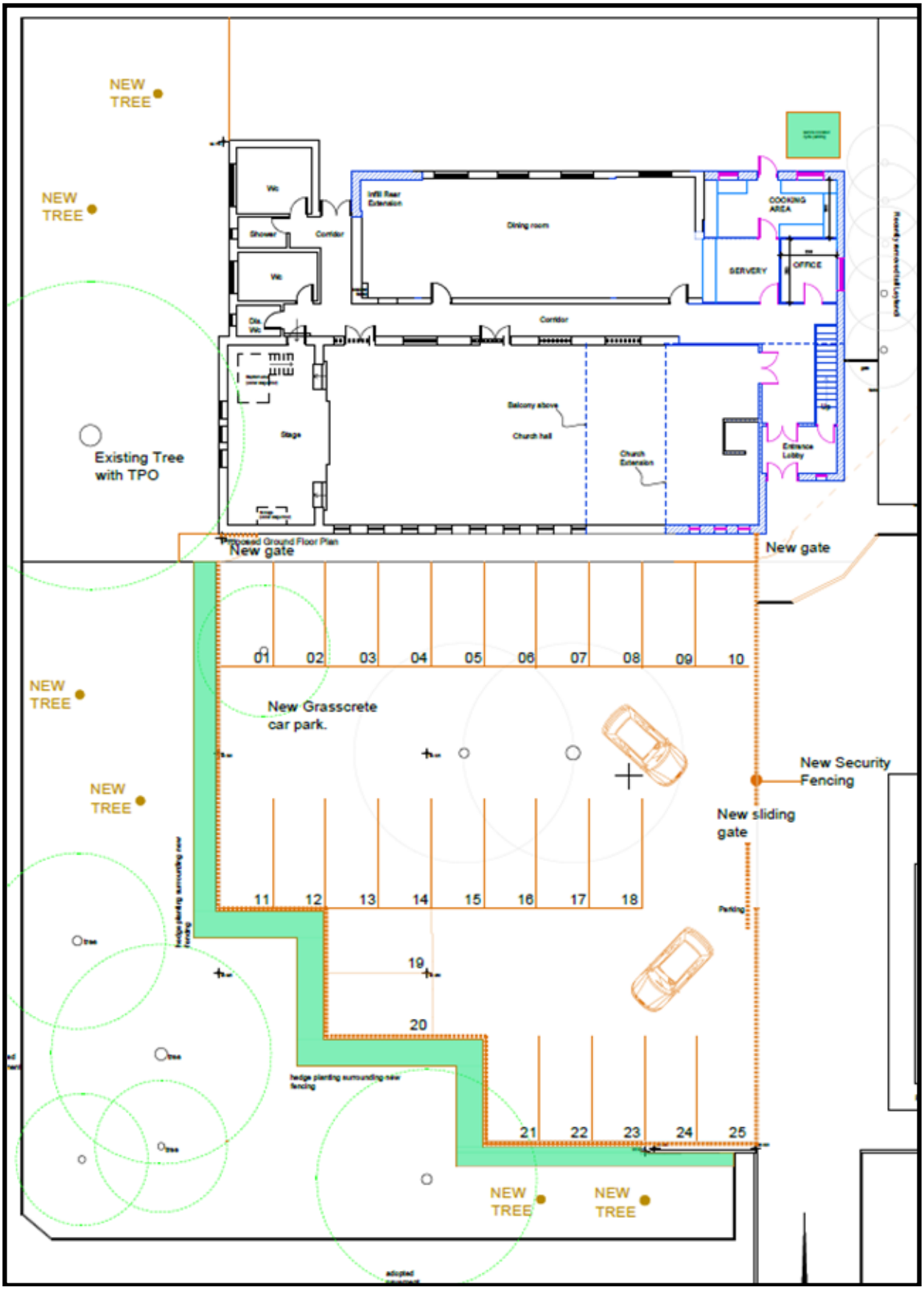
Circa 50m south lies Baguley Hall Primary School and Wythenshawe Sure Start Children's Centre.

Description of development

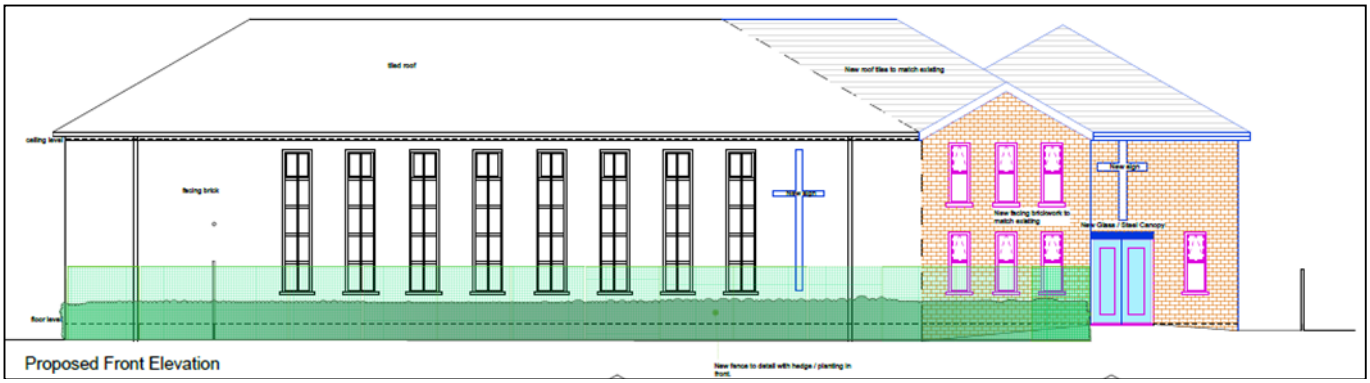
The applicant seeks consent to erect a two-storey side extension, single storey infill extension to the rear and new car park to the front with associated landscaping and replacement tree planting (2:1).

A revised 25 space Grasscrete car park is proposed within the existing grassed area to the front of the property. This area will be bound by green wire fencing with sliding gate and a screening hedge, details of both boundary treatments to be secured by condition.

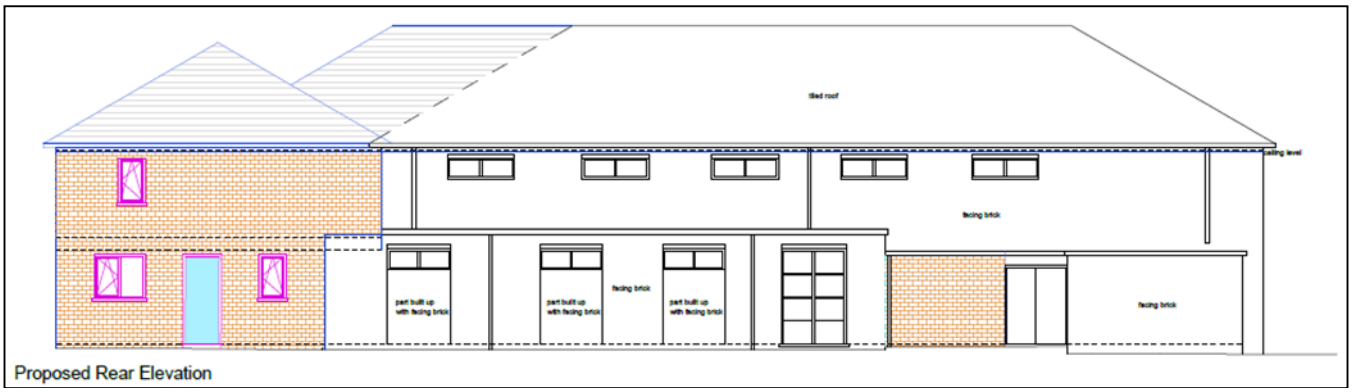
A total loss of 3 trees is proposed, T5 (category U), T6 (category C) and T7 (category U), which will be mitigated through the planting of 6 additional trees on site. Details to be secured by condition.



Proposed site plan (rev J) illustrating extended church footprint, retained trees (including 1 TPO), 6 additional trees and new grasscrete carpark with boundary treatment



Proposed front elevation, including TS side extension and carpark boundary fencing & hedging (rev I)



Proposed rear elevation, including TS side extension and SS rear extension (rev I)

Consultations & Notification Responses

Local responses

Three letters of representation were received from local residents, from two households, raising the following concerns:

- Small carpark is at capacity, parking on side streets, pathways and grassed areas from patrons at the church on event days
- Impact on grassed area to front of church
- Noise nuisance which can be till late at night
- Clarification on bedroom proposed on floor plan
- The church is an eyesore as it is

Consultee responses

Highway Services –

(Comments dated 12/11/24)

An updated pan has been provided to provide details on the updated car park layout and fence elevations.

It is noted that the previous layout provided 28 car parking spaces. The new layout proposed 25 car parking spaces to protect an area of existing trees.

A Technical Note has been prepared to provide a response to Highways Comments.

Car Parking Accumulation Assessment:
Noted. No further comments.

Parking survey Assessment:
Noted. No further comments.

Cycle Store Usage:
Noted. No further comments.

Discussion with Nearby Schools & Landowners:
Noted. – *Tech note: As yet no discussions have taken place with other schools and other nearby landowners. The intention was to do this post planning application decision and then report on it through the Travel Plan.*

Weekday Operation:
Noted - *Tech note: The Applicant has confirmed that the church is operational during Saturday evenings and Sunday mornings.*

TROs:
Noted - *Tech note: The Applicant feels that these Traffic Regulation Orders (everyday) could have an adverse impact on local residents.*

Recommended conditions:

- Development, submission, implementation and monitoring of the Full Travel Plan
- Secure & lockable cycle storage to be provided and retained on site
- Traffic Management & Event Management Plan

- Car Park Management Plan
- Hard and soft landscaping details

(Comments dated 28/05/24)

In response to Highways comments in February the applicant has provided a Transport Statement, Travel Plan, Traffic Management & Event Management Plan and a Car Park Management Plan has been provided.

TRANSPORT STATEMENT:

HIGHWAY SAFETY RECORD:

- The Crashmap database has been reviewed for the most recent five-year period. The site area covers the area of Floatshall Road, Southmoor Road and Hall Lane.
- The analysis shows that over the five-year period there has been a total of 3 incidents, all of which were recorded as slight.
- Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.

PARKING & ACCESS:

- The TS notes that there is an existing access off Floatshall Road which serves the existing car park of 10 parking spaces.
- As part of the proposals a new car park will be provided at the front of the building and will provide parking for 28 vehicles (an increase of 18 parking spaces).
- It is requested that a Car Park Accumulation Assessment is undertaken using the results of the travel survey mode share and the proposed car park provision.

CYCLE PARKING:

- The TS confirms that cycle parking will be provided via a secure and sheltered cycle store. This is welcomed by Highways. It is requested that the cycle store usage is monitored as part of the Travel Plan.

TRAFFIC GENERATION:

- As requested, a Travel Survey was undertaken of the existing congregation on Sunday 28th April 2024. The results suggest that 24% of people travelled via car, 68% car shared and 8% via taxi.
- The Design and Access Statement confirms that the proposed extension will cater for an increase in capacity of circa 130 people, with a total capacity of 298. Taking this into account and the mode share of car drivers from the Travel
- Survey the TS suggests that 72 vehicles will be expected on-site when the extension opens.

PARKING SURVEY:

- A parking survey was undertaken on Sunday 28th April on the highway surrounding the development site. The survey commended prior to the Sunday service and finished after the service.
- The Appendix provides the parking survey assessment. It would be helpful to have a plan of the assessed area which detail which specific sections of the road were assessed; TROs observed as this will provide a robust understanding of the parking capacity of

each section of road that was assessed. It would also be helpful if the assessor had commented on whether parking occurred on areas of TROs.

TRAVEL PLAN:

- An Interim Travel Plan has been prepared and includes objectives, targets and indicators, management strategy, measures to include sustainable travel, marketing strategy and a monitoring and a draft action plan.
- The Travel Plan will be managed by a Travel Plan Coordinator (TPC). The TPC will be appointed prior to the development being occupied.
- A Travel Survey was undertaken in April 2024 for the existing congregation. It has been proposed that the initial travel survey exercise is undertaken after occupancy of the development. The Initial Travel Plan will be updated to a full Travel Plan within 6 months of the completion of the baseline surveys. This is acceptable to Highways.
- The development, submission, implementation and monitoring of the Travel Plan should be included in the conditions of any planning consent.

TRAFFIC MANAGEMENT & EVENT MANAGEMENT PLAN:

- A Traffic Management & Event Management Plan has been produced for the proposed development.
- The Plan confirms that marshalls shall be in place. The marshalls must be in place on and off-site in order to manage the potential on-street parking and reduce inconsiderate parking on local streets.
- It is noted that the Plan refers to the use of other car parks within the local vicinity of the development site. It is requested that further information on this is provided. Is the applicant in discussion with local schools / businesses on the use of the car park?

CAR PARK MANAGEMENT PLAN:

- A Car Park Management Plan has been developed and details the objectives, implementation and monitoring of the car park. This Plan is welcomed by Highways.

Transport for Greater Manchester –

Comments made through liaison with Highways:

• The trip assessment work has only been carried out for a Sunday. Therefore, confirmation is required that the development will not be operative during weekday evening peak hours.

• It is recommended that TROs are implemented surrounding the site to ensure that parking does not overspill on street and to guarantee appropriate event management.

• The TS confirms that access and servicing arrangements will remain unchanged from Floatshall Road.

• The TS denotes that a new car parking area will be provided within the current landscaped area of the site to provide a total of 28 car parking spaces.

• The Traffic and Event Management Plan should be conditioned and should implement appropriate measures to minimise disruption on the highway network and encourage access by sustainable modes.

• Cycle parking provision should be covered and secure (i.e. covered by CCTV and lighting) and located within a central accessible location.

• A Travel Plan should be implemented to help inform and identify sustainable modes of travel for future users of the site and to monitor uptake of public transport and active travel modes. Incentives could also be offered to encourage the use of sustainable modes of travel such as discounts on cycles, travel pass etc.

• It is noted that there is an existing bus stop fronting the site. Should the construction works impact upon the use of the bus stop, the applicant will need to liaise with stop.closures@tfgm.com.

Arboriculture – MCC Arborists confirm that they would have no objection to the proposed removals of T5, T6 and T7 to incorporate the new parking area, subject to the revised AIA (dated 10/1/25) being strictly adhered to and the two (of 6) new trees being planted to the front of the site (fronting Floatshall Road).

The encroachment of T4 (Tree Preservation Order) is deemed to be within the acceptable parameters in accordance with BS:5837.

The developer should be made aware of the importance of the tree protection measures and does not move the fencing or allow materials and machinery to be stored within the confines of the RPA.

Environmental Health – Advise imposition of noise insulation condition, in the interests of safeguarding amenity of neighbouring properties.

Relevant Planning History

At the application site –

Preapplication advice given November 2023
Two storey side extension with extended car park, principle of two storey side extension was deemed acceptable, subject to full planning assessment with consideration of impacts upon amenity, highways, trees and greenspace. The proposed car park expansion was advised by the planning officer to retain as much greenspace and trees on site as possible.

066433/FO/SOUTH2/02 – Installation of a disabled access ramp to main entrance. Approved 18.12.2002. – *Implemented.*

History of negotiations

The planning officer raised initial concerns to the agent (02/04/2024) relating to residential amenity impact on the adjacent property no.91 and insufficient proposed parking provision.

The proposed scale, design and proximity of the two-storey side extension in relation to no.91 raised overdominance and overlooking concerns.

The proposed expansion of the Church would provide capacity increase from 168 persons to approx. 298 persons. The initial scheme proposed no change to the existing parking provision of 10 cars off street. This intensification was considered to raise significant concerns with increased on street and informal parking proliferation in and around the application site.

Inconsistencies in the submitted plans and Design & Access Statement were highlighted for completeness, with regards to proposed fenestration and removal of adjacent leylandii hedging in the grounds of no.91.

As such the planning officer stated that the initial proposal could not be supported (03/04/2024). In response, the agent requested to amend the proposed extension, to address amenity concerns and provide an amended car parking plan. The local planning authority welcomed this, on the basis that the following sufficient information was provided:

- Amended plans as per officer recommendations (parking/trees/scale/fenestration)
- Arboricultural Impact Assessment and tree survey
- Traffic Management / Event Management Strategy
- Car Park Management Plan
- Travel Plan
- Construction Management Plan
- Cycle parking details
- Refuse storage and management details
- Accurate floor plans, roof plans and elevations

The agent submitted revised plans by 05/03/2025 and the application was determined on the basis of this information and reconsultation responses from MCC highways and Arboriculture.

Local Planning Policies

Places for Everyone (2022-2039) – Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

Manchester Core Strategy Development Plan Document (2012-2027) - The Core Strategy was adopted on the 11 July 2012 and replaces a large number of policies in Manchester's Unitary Development Plan. Parts of the policies have been superseded by the Places for Everyone Plan.

The Unitary Development Plan (UDP) for the City of Manchester (1995) - The Unitary Development Plan for the City of Manchester was adopted in 1995 and has largely been replaced with the policies contained within the Core Strategy. However, there are a number of policies that are extant.

The relevant **Places for Everyone** policies for this application are as follows:

JP-S1 – Sustainable Development
JP-G6 – Urban Green Space
JP-G7 – Trees and Woodland
JP-P3 – Cultural Facilities

The relevant **Core Strategy** policies for this application are as follows:

SP1 – Spatial Principles
DM1 – Development Management
T2 – Accessible areas of opportunity and need
EN1 – Design Principles and Strategic Character Areas
EN19 – Waste management

The relevant saved **UDP** policies for this application are:

DC26 – Development and Noise

The relevant supplementary planning guidance documents for this application are:

- The Guide to Development in Manchester SPD

National Planning Policy Framework

The NPPF (Dec 2024) sets out broad national policies on themes such as housing, historic environment, town centres, design, climate change and the Green Belt. Central to the broad policy direction contained within the NPPF is the notion of sustainable development; development which effectively balances economic, social and environmental factors. The Local Planning Authority consider the following sections relevant to this proposal.

- Section 4 – Decision-making
- Section 8 – Promoting healthy and safe communities
- Section 9 – Promoting sustainable transport
- Section 12 – Achieving well-designed places
- Section 15 – Conserving and enhancing the natural environment

Issues

Principle of development:

There is no objection in principle in erecting extensions to the existing church, though any impact on existing parking arrangements and landscaping will need to be assessed due to the concerns raised by a number of local residents.

Impact on visual amenity and the streetscene:

The proposal seeks consent for a two storey side extension, single store infill rear extension, new car park and associated landscaping.

The proposed side extension has been revised in mass and scale to address initial residential amenity concerns, the resultant form is considered acceptable on balance. The extension would sit flush with existing front, side and rear elevations, albeit introducing additional two storey development to the western side. The extension would be designed with a front gable feature, a main hipped roof form which would read as a continuation of the existing ridge and subservient rear facing hipped element.

The proposed single storey flat-roofed rear extension would comprise an infill of modest scale (2.05m x 3.25m), which would not project beyond the existing rear elevation of the property, as such this element would not be readily visible from public vantage points and would have limited impact.

Proposed extensions would be constructed in matching materials, including brickwork and roofing materials, which is considered acceptable and sympathetic to the character of the existing property.

Fenestration would be proposed to the front, side and rear elevations, as per proposed elevations, plan ref 23038-106 rev I. The application form states uPVC, this proposed fenestration material is considered acceptable with regards to the side and rear elevations only, given the precedence of uPVC in these existing elevations. Whereas recessed painted timber frames are present within the principal elevation, which are considered a positive feature to the application property. As such, full details of proposed fenestration to the front elevation will be requested via condition to ensure acceptability.

Notwithstanding the submitted plans, any new signage would require separate advertisement consent.

Impact on residential amenity:

The proposed two-storey side extension has been revised to omit fenestration from the first floor side elevation, reduce massing along the western boundary and retain a 45 angle from the nearest window within the adjacent single storey property no. 91 (directly west), in order to mitigate initial amenity impacts in the form of overshadowing, overdominance, overlooking and loss of outlook afforded from this neighbouring residential property. A single window is proposed at ground floor in the western side elevation facing no.91, however it is considered acceptable on balance given that the existing boundary treatment (high timber fencing) would provide sufficient screening.

The proposed single storey flat-roofed rear extension would not project beyond the existing rear elevation of the property, as such this element raises no residential amenity concerns upon neighbouring properties.

Concern has been raised in local representatives regarding existing noise nuisance the application property, occurring late in the evening. Whilst it is acknowledged that the development would facilitate the increase in congregation capacity by up to 130 persons, the opening hours are existing and cannot be controlled within the remit of this permission. Notwithstanding this, in the interests to mitigate potential amenity impacts as a result of a larger congregation number, planning conditions will be imposed which require acoustic insulation to the development, increased parking capacity on site, car parking management and travel plan.

As such, the proposal is not considered that have a detrimental impact upon the levels of residential amenity enjoyed by those residents living closest to the site in accordance with policies SP1 and DM1 (CS), subject to the control of parking and opening hours.

Highways:

Concern has been raised through local representations, regarding existing parking problems experienced by local residents associated with the application property. In response to these concerns, the revised proposal (23038-104 rev j) would include a new grasscrete car park, with provision for 25 spaces, in order to facilitate additional capacity for the congregation, as a result of proposed extensions to the Church.

The agent has submitted a revised car-parking arrangement plan (23038-104 rev J), Technical Note, Transport Statement, Travel Plan, Traffic Management & Event Management Plan and a Car Park Management Plan, during the course of the assessment, which have been considered and deemed acceptable by MCC Highways, subject to the imposition of the following conditions in order to protect pedestrian and highway safety.

Recommended conditions:

- Development, submission, implementation and monitoring of the Full Travel Plan
- Secure & lockable cycle storage to be provided and retained on site
- Traffic Management & Event Management Plan
- Car Park Management Plan
- Hard and soft landscaping details

Other matters:

Greenspace

To facilitate the proposed 25 space parking area, approximately 595sqm of greenspace will be lost to the site frontage. Whilst this is not considered ideal from a visual amenity perspective, this loss is considered acceptable on balance, due to the materiality proposed (grasscrete surfacing) which will help retain a degree of grass cover and revised scale/siting which has preserved more existing trees on site, which in turn will mitigate impact on the verdant character of the area.

In addition, the proposed car park will be screened by permeable fencing and hedging, which are considered to suitably ensure sufficient screening of the parking area from public vantage points around the site perimeter. Details of hard and soft landscaping will be secured by planning condition.

Furthermore it is acknowledged that there is a required need to accommodate the growing congregation of the church (as stated in the submitted Highways Technical Note - dated 27/6/24), whilst ensuring highway safety impacts are mitigated. The proposed parking area is supported by highways subject to conditions.

At the time of the application submission BNG was not a material consideration, therefore this application is exempt from this legislation. Any future application would be required to address BNG matters.

Trees

The application proposals are accompanied by an Arboricultural Impact Assessment and Method Statements (Jan 25 issue) for construction works and implications for trees to be retained. The surveys identify eleven individual trees and three groups of trees/shrubs were recorded on site, including one Tree Preservation Order (tree ref: T4). One individual tree was recorded as retention category ‘A’; three individual trees were recorded as retention category ‘B’; and a mixture of five individual trees and three groups of trees/shrubs were recorded as retention category ‘C’.

The revised proposal would result in the proposed retention of eight trees on site and loss of one no. category C tree (T6) and two no. category U trees (T5 & T7) on the site.

To mitigate the loss of 3 trees on site, mitigation tree planting of 6 additional trees is proposed (2:1 ratio). Details of age/species/planting will be secured by a landscaping condition. This has been reviewed by MCC Arborists and is considered acceptable.

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 polices 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

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan, Place for Everyone and other material considerations. In this instance negotiations took place with regards to the proposed scale of extensions, replacement tree planting, fenestration and carparking provision. Amended plans were submitted showing a reduced extension footprint, fenestration omitted from the western side elevation and smaller area of hardstanding with landscaping. The revised application has been determined with the attachment of appropriate conditions.

Condition(s) to be attached to decision for approval

1. 3 Year Time Limit
   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. Specified drawings and documents

The development hereby approved shall be carried out in accordance with the documents labelled:

- 'Proposed Site and Building Plan', numbered '23038-104 rev J', stamped as received by the City Council as Local Planning Authority on the 04/03/2025.
- 'Proposed Floor Plans', numbered '23038-105 rev C', stamped as received by the City Council as Local Planning Authority on the 10/05/2024.
- 'Proposed Elevations', numbered '23038-106 rev I', stamped as received by the City Council as Local Planning Authority on the 10/03/2025.
- 'Existing & Proposed Roof plans', numbered '23038-107 rev C', stamped as received by the City Council as Local Planning Authority on the 10/03/2025.

- Arboricultural Impact Assessment with Arboricultural Method Statement (Prepared by Pennine Ecological; dated January 2025; received 10/01/2025)

- Technical Note (Prepared by Amni Transportation; dated 27/06/2024; received 10/05/2024)
- Transport Statement (Prepared by Amni Transportation; dated 09/05/2024; received 10/05/2024)
- Travel Plan (Prepared by Amni Transportation; dated 09/05/2024; received 10/05/2024)
- Traffic Management & Event Management Plan (Prepared by Amni Transportation; dated 09/05/2024; received 10/05/2024)
- Car Park Management Plan (Prepared by Amni Transportation; dated 09/05/2024; received 10/05/2024)

Reason - To ensure the development is carried out in accordance with the approved plans, pursuant to Policies SP1 and DM1 of the Core Strategy.

3. Matching materials
The materials to be used on the external surfaces of the extensions hereby permitted shall match those of the existing property in type, size, colour and texture.

Reason - To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the extension, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

4. Window details
Notwithstanding the submitted details, full specifications of windows in the front northern elevation shall be submitted to and approved in writing by the City Council as local planning authority. For the avoidance of doubt this shall include materials, colouration, lintel details and reveal depths. The approved windows shall be retained in situ for the lifetime of the development.

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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

5. Tree protection
In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)
(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.
(d) Any excavation works within the RPA's must be undertaken with the use of handheld tools only.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy.

6. Hard and soft landscaping details

Prior to occupation, a hard and soft landscaping treatment scheme shall be submitted to and approved in writing by the City Council as local planning authority. For the avoidance of doubt this shall include details of:

- Replacement tree planting (species/age) – 6 trees in total
- Grasscrete parking surface
- New hedge screening (species)
- All 3 Gate specifications, design and colour (permeable)
- Fencing specification, design and colour (permeable)

The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

7. Mitigation tree planting

Prior to the first use of the new parking area hereby approved, the replanting of 6 additional trees shall be implemented in accordance with the submitted Proposed Site and Building Plan (plan ref: 23038-104 rev J, received 04/03/2025) and approved hard and soft landscaping treatment scheme (condition 5). The approved trees shall be retained in situ for the lifetime of the development. For the avoidance of doubt this planting shall take place in the exact locations specified on plan, unless otherwise agreed in writing by the City Council as local planning authority.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another heavy standard tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

8. Noise Insulation

a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

b) Prior to occupation of the development, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the 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 and Saved policy DC26 of the Unitary Development Plan.

9. Waste management

a) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.
New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

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 amenity and public health, pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

10. Travel Plan

(a) The scheme shall be implemented in full accordance with the measures, as set out in the submitted Amni Transportation, (initial) Travel Plan, dated 09/05/2024, stamped as received by the City Council as Local Planning Authority on 10/05/2024.

(b) Within six months of the first occupation of the development (or an alternative timescale to be agreed in writing with the Local Planning Authority), a revised Full Travel Plan, which takes into account a commitment to surveying the travel patterns of staff and visitors during the first three months of use of the development and thereafter from time to time, shall be submitted to and approved in writing by the City Council as local planning authority for the development.
(c) Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full for the development at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).

11. Traffic Management & Event Management Plan (TMEMP)
The scheme shall be implemented in full accordance with the measures, as set out in the submitted Amni Transportation, Traffic Management & Event Management Plan, dated 09/05/2024, stamped as received by the City Council as Local Planning Authority on 10/05/2024.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, T2, EN19 and DM1 of the Manchester Core Strategy (2012).

12. Car Park Management Plan (CPMP)
The scheme shall be implemented in full accordance with the measures, as set out in the submitted Amni Transportation, Car Park Management Plan, dated 09/05/2024, stamped as received by the City Council as Local Planning Authority on 10/05/2024.

Reason - To assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).

13. Car parking provision
The proposed car parking area indicated on plan ref: Proposed site and building plan (23038-104 rev J), shall be surfaced, demarcated and made available for use prior to the development hereby approved being operational. The car parking shall then be available at all times whilst the development is occupied.

Reason - To ensure that there is adequate parking for the proposed development in order to comply with policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

14. Cycle storage
Prior to occupation of the development, details of the specifications, elevations, siting and appearance of the secured and sheltered cycle storage shall be submitted to and approved in writing by the City Council as local planning authority. The agreed details shall be fully implemented prior to the first use of development, retained and maintained thereafter.

Reason - In the interest of residential amenity and to promote sustainable transportation modes pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

15. Level access

The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Manchester Core Strategy (2012) policy DM1.

Appendix 1 – List of consultees & neighbours notified

Neighbourhood Team Leader (Arboriculture)
Highways
Transport for Greater Manchester

68 Oakmoor Road, Manchester, M23 1NH
76 Floatshall Road, Manchester, M23 1HJ
74 Floatshall Road, Manchester, M23 1HJ
91 Floatshall Road, Manchester, M23 1JB
89 Floatshall Road, Manchester, M23 1JB
57 Floatshall Road, Manchester, M23 1WF
72 Oakmoor Road, Manchester, M23 1NH
66 Oakmoor Road, Manchester, M23 1NH
64 Heyland Road, Manchester, M23 1HE
Flat 5, 101 Oakmoor Road, Manchester, M23 1WL
Flat 2, 101 Oakmoor Road, Manchester, M23 1WL
Flat 4, 101 Oakmoor Road, Manchester, M23 1WL
Flat 3, 101 Oakmoor Road, Manchester, M23 1WL
Flat 1, 101 Oakmoor Road, Manchester, M23 1WL
74 Oakmoor Road, Manchester, M23 1NH
70 Oakmoor Road, Manchester, M23 1NH
64 Oakmoor Road, Manchester, M23 1NH
2 Leaton Avenue, Manchester, M23 1HL
78 Floatshall Road, Manchester, M23 1HJ
72 Floatshall Road, Manchester, M23 1HJ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 45M
Area Team Boundary - Name: SOUTH AREA