

Planning

Growth & Development

Delegated officer report for planning application

Application no.	140916/FO/2024
Date registered valid:	3 September 2024
Proposal:	Erection of a two storey annexe building, following demolition of existing restaurant building, to form an additional 30 hotel bedrooms and breakfast room, together with alterations to the car park and proposed landscaping works.
Address:	Premier Inn, Derwent Avenue, Manchester, M21 7QS
Ward(s):	Chorlton Park Ward
Applicant:	Premier Inn Hotels Ltd
Agent (if any):	Mr Jake McLeod, Walsingham Planning
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	8 November 2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 13 September 2024

Standard consultations:

Printed: 10 September 2024 Expired: 1 October 2024

Neighbour notifications

Printed: 10 September 2024 Expired: 1 October 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/area

This application relates to the Premier Inn complex on the commercial estate located to the west of the Princess Road/Barlow Moor Road junction. The hotel complex consists of the accommodation block and the restaurant block, the latter of which is circled red below and is the subject of this application.

To the north of the site, on the opposite side of Barlow Moor Road, lies Southern Cemetery, while to the south and west there are further commercial uses in operation. To the east there is a spur road connecting Princess Road to Barlow Moor Road.



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

Description of development

The applicant is proposing to demolish the restaurant block and erect a two storey building to provide an additional 30 hotel bedrooms and associated breakfast room. In addition, alterations to the existing car park are proposed, along with associated landscaping works., together with alterations to the car park and proposed landscaping works.

Consultations & Notification Responses

Local Residents – No comments received.

Campaign for Real Ale – An objection has been received from the Trafford and Hulme branch of the Campaign for Real Ale, the comments are as follows:

- The application seeks to define the non-hotel element of the current development as a 'restaurant' while this building is actually a public house (sui generis use). Previous planning considerations of this site, including submitted planning applications by Whitbreads or one of its subsidiary companies, support the view that, in planning terms, this area is a public house.
- The CAMRA definition of a Pub is that the licensed premises must: (1) be open to and welcome the general public without requiring membership or residency and without charging for admission* (2) allow drinking on the premises without requiring food to be consumed. *Except when entertainment is provided on limited occasions when an entry charge may apply.
- Given the above indicating that use of the premises has been as a pub, including clear acknowledgement by Whitbread, the Town and Country Planning (General Permitted Development) (England) (Amendment) (No.2 Order 2017) which removed permitted development rights including the demolition of pubs is now a material factor.
- National Planning and Policy Framework (NPPF) (December 2023) para 97 notes that in order to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should plan positively for the provision and use of shared spaces, community and other local services to enhance the sustainability of communities and residential environments, as well as guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.
- The closest nearest remaining pubs to the Christie Fields are, looking towards West Didsbury, the Woodstock Arms (.6 miles) and bars on Burton Road (.7 miles). These are across the busy, multi-lane A5103/Princess Parkway which forms a significant barrier between communities and inhibits easy access. Perhaps more relevant to the Christie Fields catchment and looking towards Chorlton, there is the Drop Bar and Cafe (1.1 miles away) and the Lead Station and Bowling Green (1.3 miles away), all of which are some way distant and are located in the Chorlton district centre with limited car parking. There is no other local facility where the local community in the areas to the south of Barlow Moor Road towards Chorlton might readily come together socially.
- The planning application is submitted as part of the Whitbread national approach to convert/repurpose licensed premises into hotel accommodation and makes no allowance for local considerations. In this case, public house use can clearly be demonstrated, and no effort has been made to demonstrate that the public house is not commercially viable. If the applicant claims it is not viable, then those claims should be tested using CAMRA's Public House Viability Test which is available on the CAMRA website.

Chorlton Civic Society (CCS) – CCS comment as follows:

- No objection in principle to the replacement of the restaurant with a hotel annexe.
- However, they do object to the proposed design of the annexe, which is bland and inappropriate for such a prominent location at a major highway gateway. The existing restaurant building, with its distinctive roofline, is of some character and is an attractive feature at the corner. The proposed building is of generic design which fails to respond to the location. The gable wall for example, which would be prominent at the corner, is featureless.
- The site layout fails to provide adequate cycle parking.
- The Biodiversity Net Gain Assessment fails to consider the scope to provide nesting boxes on the existing and proposed buildings. Given the proximity to the Mersey Valley, it would be appropriate require installation of swift and bat boxes.

Highway Services – Have made the following comments:

- The existing trip generation (hotel and restaurant) assessment anticipates that there are 27 two-way movements in the AM peak and 46 two-way trips in the PM peak. The proposed trip generation (hotel and extension) assessment anticipates that there are 34 two-way trips in the AM peak and 29 two-way trips in the PM peak. Therefore, the net impact could generate 2 additional two-way trips in the AM peak and 17 fewer two-way trips in the PM peak. The number of vehicular trips associated with site is expected to not be significant and therefore it is accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.
- The proposed parking accumulation is anticipated to peak with 110 vehicles at 11pm, which is an occupancy rate of 77%. The results show that the proposed 142 parking spaces can accommodate the likely parking demand.
- MCCs Core Strategy states that Maximum number of car parking spaces associated with a hotel should be 1 space per bedroom, including staff. Therefore, the 142 car parking spaces is acceptable to Highways. It is requested that 6% of the parking spaces are accessible (total of 9 spaces) in order to meet MCCs Core Strategy.
- All vehicular traffic currently accesses the site via Christie Way and would continue to do so as part of the proposals. Minor alterations are proposed to the site, but the overall layout of the site will remain as existing. All vehicles will be able to continue to enter and egress the site in forward gear. It is understood therefore that the proposals will not impact on the adopted highway and as such a S278 agreement will not be required.
- The Transport Statement confirms that 2 Sheffield stands will be provided which will offer parking for 4 other cycles. It is requested that this cycle parking is secure and sheltered.
- The submitted draft travel plan is acceptable to Highways. The development, submission, implementation and monitoring of a final travel plan should be included in the conditions of any planning consent.

City Arborist – No objection to the proposals for this site and the mitigation planting proposals are acceptable.

Environmental Health – Recommends that a number of conditions designed to protect residential amenity and public health be attached to any consent granted.

MCC Flood Risk Management – Suggests the imposition of a number of conditions worded to protect against flood risk and ground water contamination.

Greater Manchester Ecology Unit (GMEU) – GMEU have made the following comments:

- The information submitted with the application includes a Preliminary Ecological Appraisal, Biodiversity Net Gain (BNG) report and statutory Biodiversity Metric from Arbtech Ltd (September 2024). The appraisal found the site had some ecological value, being largely modified grassland, urban trees, shrubs and hedgerow. After construction of the development, onsite biodiversity remediation and the 10% net gain requirement there is due to be a gain of 0.27 Area Habitat units and 0.02 Linear Hedgerow Units;
- The Preliminary Ecological Appraisal (Arbtech – September 2024) assessed the buildings (B1 & B2) potential to support roosting bats as negligible. GMEU have no reason to question the findings of the ecologist and no further surveys are required. However, the imposition of an informative about bats and the Habitat Regulation is suggested.
- The habitat surrounding the hotel may be used by bats and other fauna to forage and commute, as a result a condition concerning external lighting is suggested..
- A condition limiting when vegetation can be cleared is suggested in this instance.
- A condition regarding the imposition of reasonable avoidance measures for small mammals is recommended.

Cadent Gas Ltd – Requests that an informative, regarding the possible presence of gas infrastructure, be attached to any consent granted.

United Utilities Water PLC - Suggests the imposition of a conditions requiring the submission of an acceptable drainage system.

Policies

The National Planning Policy Framework (December 2023) – 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 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.

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.

Section 8 (*Promoting healthy and safe communities*) is also of relevance in this instance. Paragraph 97 states that to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;
- c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;
- d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and
- e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

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-P2: Heritage (Heritage) – This policy states that the member authorities will proactively manage and work with partners to positively conserve, sustain and enhance their respective historic environments, heritage assets and their settings.

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 DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, of which the following are of most relevance:-

- 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.
- Community safety and crime prevention.
- Design for health.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

Saved UDP Policy DC26, "Development and Noise" – Policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a) the effect of new development proposals which are likely to be generators of noise; and
- b) the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Policy DC26.2 states that new noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

Issues

Principle of the Proposal – The concerns of CAMRA are noted. However, the building in question is primarily a restaurant with bar facilities, not a public house with an ancillary food offer. It is not considered that the building is a public house in the traditional sense. The original planning permission made it clear that the building to be demolished was primarily a restaurant:

068241/FO/2003/S2 - Erection of 80 bed "Travel Inn" hotel and free-standing restaurant and associated car parking and landscaping. Approved 27.11.2003

Given this, it is not considered that the guidance contained within paragraph 97 of the NPPF is material consideration in this instance. Accordingly, the erection of a building to provide additional bedspaces is considered acceptable in principle. Notwithstanding this, the impact of the proposal upon existing levels of residential and visual amenity, along with pedestrian and highway safety, must be assessed.

Design – The design of the proposed building has been informed by the existing hotel block. As can be seen below, the building would be constructed from a mix of brick, render and cladding to match the existing accommodation block and it would be topped by a pitched roof of the same material as the existing.





The design of the new accommodation block is considered acceptable.

Sustainability – The proposed building has followed the GLA’s energy hierarchy to qualify the carbon emissions reduction targets have been met. This process has involved calculation of carbon emissions at each stage of the hierarchy using building simulation software. The carbon reductions detailed in the submitted Energy Strategy have been calculated using Part L accredited modelling software to ensure that the proposed development’s carbon emissions have been calculated using a more sophisticated carbon calculations methodology, as opposed to the more simplistic SBEM methodology.

This Energy Strategy proposes an all-electric building services strategy due to the adverse effect on local air quality proposed by decentralised or on-site combustion building services. This will ensure lower carbon emission at present and in addition, increasingly reduced carbon emissions as the electricity grid decarbonises. Accordingly, the submitted Energy Strategy confirms that the overall development’s carbon emissions would be reduced to 14.1 tonnes per annum of CO₂, which is a reduction of 8.35% below the Part L 2021 baseline. This is welcomed.

The implementation of the various measures referenced in the submitted Energy Statement would be the subject of a condition (no. 22).

Siting – The siting of the building, which follows the curvature of the site, is considered acceptable.

Residential Amenity – Given the separation distances between the proposal and the nearest residential properties (as seen below), is it not considered that the development would lead to overlooking/loss of privacy or overshadowing. As such, it is not considered that the proposal would have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of the nearest dwellings.



Notwithstanding this and at the request of Environmental Health, a number of conditions (fume extraction, noise insulation and refuse storage) would be attached to any consent granted in order to protect existing levels of residential amenity.

Visual Amenity – Given the design and siting of the proposed building it is not considered that the proposal would have a detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site.

Pedestrian and Highway Safety – It is not considered that the proposal would give rise to a unacceptable rise in traffic movements to and from the site. Accordingly, it is not considered that the proposal would have an unduly detrimental impact on the existing levels of pedestrian and highway safety enjoyed within the vicinity of the site.

Landscaping – As can be seen seem below, the proposed building would be accompanied by a significant amount of planting, amongst which would be nine silver birch. In light of this, the proposed landscaping scheme is considered acceptable.

PLANT SCHEDULE

Trees

Number	Species	Height	Girth	Specification
9 No.	Betula pendula	3.5-4.0m	12-14cm	HS :RB :Double staked

Shrubs

Number	Species	Height	Specification	Density
158 No.	Cotoneaster conspicuus 'Decorus'	30-40cm	2L Pot	4/m ²
132 No.	Hebe 'Mrs Winder'	20-30cm	3L Pot	4/m ²
109 No.	Prunus laurocerasus 'Otto Luyken'	30-40cm	3L Pot	4/m ²

Thicket

Number	Species	Height	Specification	Density
40 No.	Cornus sanguinea	60-80cm	I + I :BR	2/m ²
99 No.	Corylus avellana	60-80cm	I + I :BR	2/m ²
80 No.	Crataegus monogyna	60-80cm	I + I :BR	2/m ²
21 No.	Euonymus europaeus	60-80cm	I + I :BR	2/m ²
21 No.	Ilex aquifolium	30-40cm	CG :3L	2/m ²
21 No.	Malus sylvestris	40-60cm	I + I :BR	2/m ²
40 No.	Prunus spinosa	30-40cm	CG :3L	2/m ²
40 No.	Rosa arvensis	60-80cm	I + I :BR	2/m ²
21 No.	Viburnum lantana	60-80cm	I + I :BR	2/m ²
21 No.	Viburnum opulus	60-80cm	I + I :BR	2/m ²

Mixed Native Hedgerow

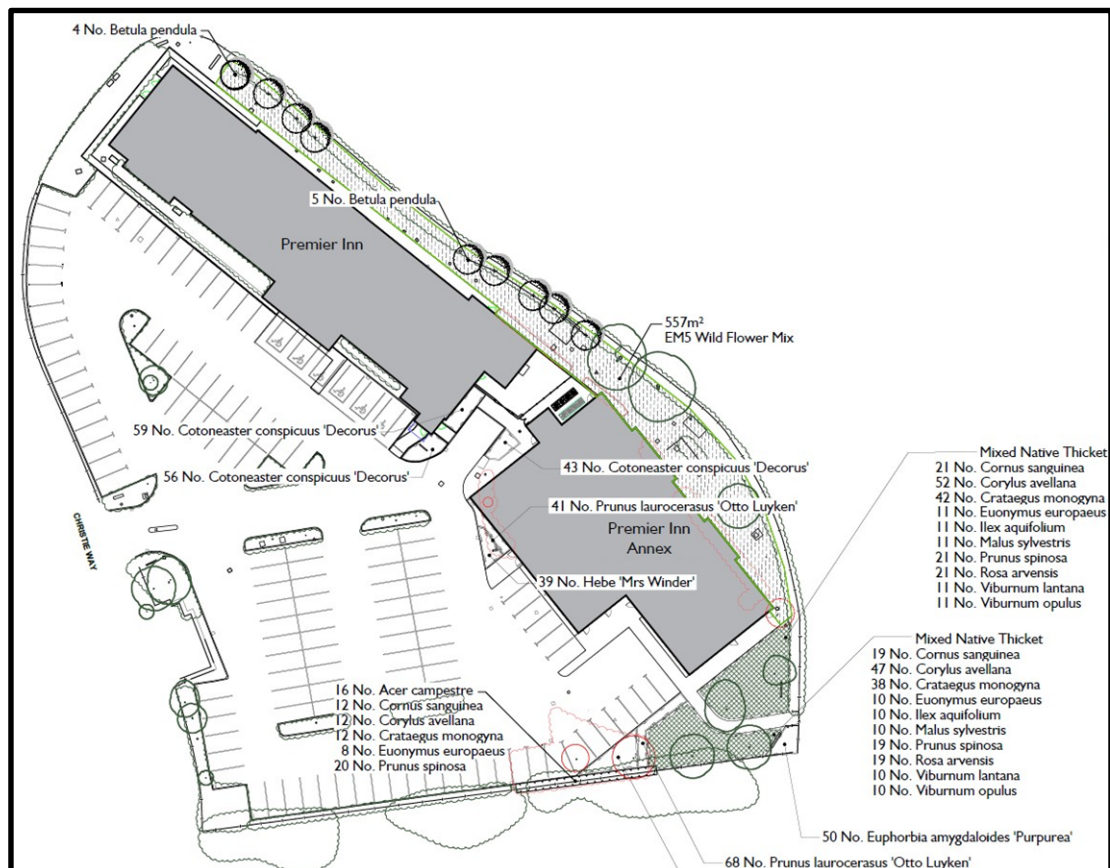
Number	Species	Height	Specification	Density	%
16 No.	Acer campestre	60-80cm	I + I :BR	0.5Ctr Double Staggered at 0.5m offset	20%
12 No.	Cornus sanguinea	60-80cm	I + I :BR	0.5Ctr Double Staggered at 0.5m offset	15%
12 No.	Corylus avellana	60-80cm	I + I :BR	0.5Ctr Double Staggered at 0.5m offset	15%
12 No.	Crataegus monogyna	60-80cm	I + I :BR	0.5Ctr Double Staggered at 0.5m offset	15%
8 No.	Euonymus europaeus	60-80cm	I + I :BR	0.5Ctr Double Staggered at 0.5m offset	10%
20 No.	Prunus spinosa	60-80cm	2L Pot	0.5Ctr Double Staggered at 0.5m offset	25%

Herbaceous

Number	Species	Height	Specification	Density
50 No.	Euphorbia amygdaloides 'Purpurea'	30-40cm	3L Pot	4/m ²

Wild Flower Seeding

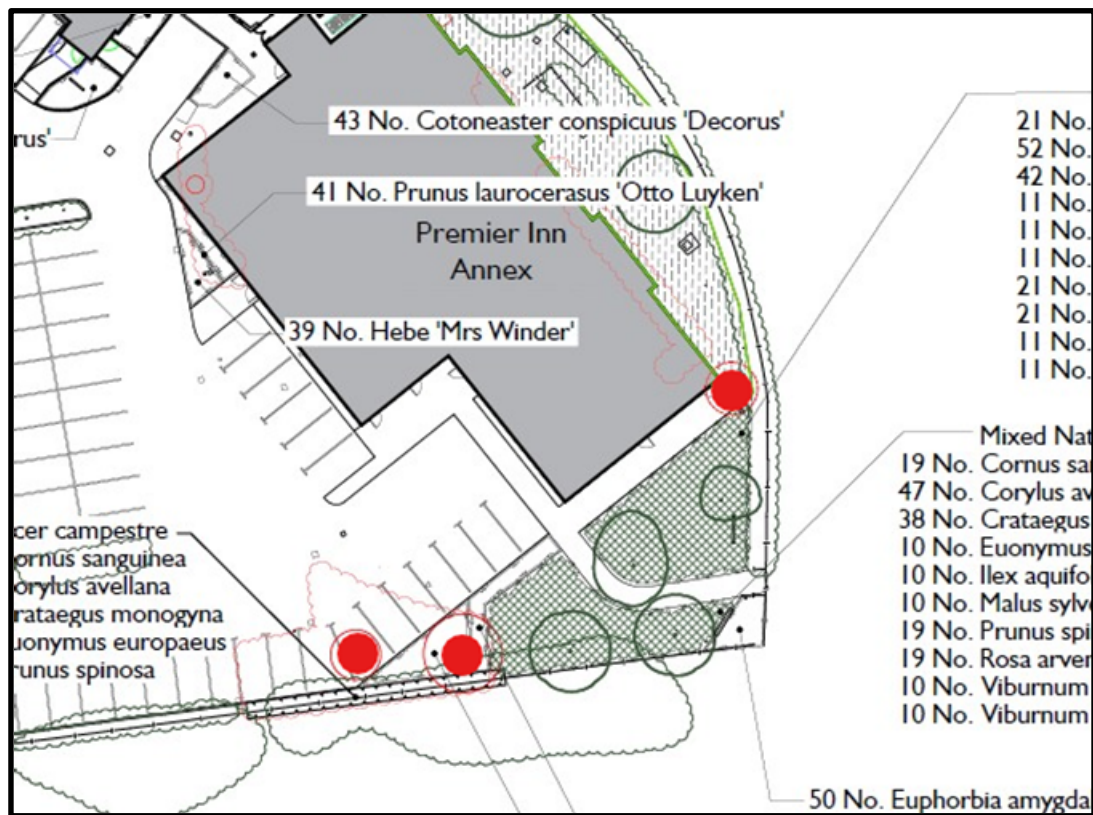
Area	Mix	Supplier	Rate
557m ²	EM5 - Wild Flowers for Loamy Soil	Emorsgate Seeds	1.5g/m ²



Trees – Three trees are to be felled, all of which are category C - trees of low quality with an estimated remaining expectancy of at least 10 years,

- T4 – Mountain Ash - stem leaning to north; bark wounds to stem.
- T9 – Common Hornbeam - no significant observations.
- T10 – Common Hornbeam - no significant observations.

There location is shown below:



Given the planting of the nine replacement silver birch trees referred to above, the loss of the three trees is considered acceptable in this instance. The City Arborist has no objections to the proposal.

Ecology – An ecology survey of the site was undertaken in May 2024, the results are as follows:

- Bats - The buildings at the site are considered to be of negligible value for roosting bats. Bats are very unlikely to be roosting within buildings B2 where the works are entirely confined and as such, there are not anticipated to be any impacts on bats in this location as a result of the proposed development.
- Birds - No evidence of nesting birds was found on site during the surveys; however, birds could use the shrubs and hedgerows at the site for nesting. No habitat for schedule 1 birds was observed. Any vegetation removal should be undertaken outside the period 1st March to 31st August. If this timeframe cannot be avoided, a close inspection of the vegetation should be undertaken immediately, by a qualified ecologist, prior to the commencement of work. All active nests will need to be retained until the young have fledged.
- Reptiles - The site largely contains unsuitable habitat for reptiles and due to high levels of hardstanding, significant levels of disturbance and high levels of development and infrastructure that surround the site. Given the above, reptiles are considered to be absent from the site.

- Amphibians - No ponds are known to exist within a 500m radius of the site. The site contains high levels of hardstanding and buildings, with other habitats comprising modified grassland and ornamental planting. All of the above are considered to represent poor-quality habitat for great crested newt. Given the above, amphibians are determined to be likely absent from the site. There are no great crested newt European Protected Species License (EPSL) within 2km.
- Badger - No evidence of badgers was found on or within 30m of the site.
- Riparian animals - There are no watercourses on or connected to the site.
- Hazel dormouse - The site is located outside the known range for hazel dormice and in addition to the above, the habitats present at the site do not provide the structural diversity suitable for nesting and therefore this species is considered to be likely absent from the site.
- Other e.g. hedgehog - The proposed development will not impact any habitats of increased value for hedgehog, however, construction activities could result in the death or injury of hedgehogs, if present.

As a result of these findings it is not considered that the proposal would have a detrimental impact upon an significant ecological features. However, in light of the comments of GMEU the following conditions, along with a bat informative, would be attached to any consent granted in order to further limit and impact and encourage wildlife to the site:

- Condition 12 – lighting scheme designed to limit impact on bats
- Condition 13 – a limit when vegetation can be cleared
- Condition 14 – *Reasonable Avoidance Measures* method statement for small mammals
- Condition 15 – introduction of additional bat and bird boxes.

Biodiversity Net Gain – GMEU have confirmed that after construction of the development, onsite biodiversity remediation and the 10% net gain requirement, there is due to be a gain of 0.27 Area Habitat units and 0.02 Linear Hedgerow Units and this is welcomed.

To ensure that the above is implemented in line with the submitted documentation, two conditions are suggested. Condition no. 16 would require the implementation of the ecological enhancements, while condition no. 17 concerns the future monitoring of these habitats.

Drainage – The condition suggested by Flood Risk Management and United Utilities would be attached to any consent granted.

Car Parking – The existing car park consists of 122 car parking spaces, this would increase to 142 parking spaces to accommodate the additional customers. Highway Services have confirmed that this level of parking provision is acceptable and would easily accommodate the predicted uplift in vehicle movements to and from the site.

Of these parking spaces seven would be dedicated for use by disabled guests. This level of provision is considered acceptable in this instance.

Cycle Parking – An additional two Sheffield style cycle stands would be provided on the site with capacity to securely hold a further four bicycles. Their provision would be the subject of a condition (no. 21).

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 issues arising from the consideration of this 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 3rd and 6th September 2024:

- a) Location Plan;
- b) Existing Site Plan (Dwg no. AP101);
- c) Existing Restaurant Elevations and Floor Plan (Dwg no. AP102);
- d) Existing Hotel Elevations (Dwg no. AP103);
- e) Proposed Site Plan (Dwg no. AP104);
- f) Proposed Ground and First Floor Layout (Dwg no. AP105);
- g) Proposed Annexe Building Elevations (Dwg no. AP106);

- h) Detailed Landscape Proposals 1 of 2 (Dwg no. 1157-SW-01 rev. A) prepared by Indigo;
- i) Detailed Landscape Proposals 2 of 2 (Dwg no. 1157-SW-02 rev. B) prepared by Indigo;
- j) Tree Survey prepared by Arbtech;
- k) Arboricultural Impact Assessment prepared by Arbtech;
- l) Arboricultural Method Statement prepared by Arbtech;
- m) Tree Protection Plan prepared by Arbtech;
- n) Preliminary Ecological Appraisal and Roost Assessment prepared by Arbtech;
- o) Biodiversity Net Gain Assessment prepared by Arbtech;
- p) Statutory Metric Calculation completed by Arbtech;
- q) Energy Strategy prepared by Thornley & Lumb Partnership;
- r) Sustainability Statement prepared by Whitbread;
- s) Transport Statement prepared by RGP;
- t) Travel Plan prepared by RGP;
- u) Flood Risk Assessment and Drainage Scheme (Booth King)

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) Prior to the commencement of the development hereby approved, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, in light of national policies within the NPPF and NPPG and pursuant Policies EN8 and EN14 in the Manchester Core Strategy.

5) Prior to the first occupation/use of the development hereby approved details of the implementation, maintenance and management of the surface water drainage scheme, as approved by Condition 4, shall be submitted for approval in writing by the City Council, as Local Planning Authority. Those details shall include:

Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition 4.

Provide As Built construction drawings OR confirm that they align with the original design construction drawings.

Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, in light of national policies within the NPPF and NPPG and pursuant Policies EN8 and EN14 in the Manchester Core Strategy.

6) a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

b) Prior to commencement of the use hereby approved confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to Policy DM1 in the Manchester Core Strategy.

7) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the 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 minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26.

8) a) Prior to the commencement of above ground works 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 Policy DM1 in the Manchester Core Strategy.

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

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

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

b) When the development within each phase commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

10) The car parking hereby approved shall be laid out, demarcated and made available prior to the operational phase of the development hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

11) Before the development hereby approved is operational, a detailed Travel Plan, based on the draft Travel Plan document (RGP, reference 2024/7847/TP01) received on 3rd September 2024, 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 residing at 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 Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

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

12) Prior to the commencement of above ground works, details of any lighting scheme and how this has been designed and would be operated to ensure that any impact on foraging bats would be negligible shall be submitted to and approved in writing by the City Council as Local Planning Authority. The strategy shall:

a) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and

b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed and operated in accordance with agreed specifications and locations set out in the strategy

Reason: In the interests of the protection of bat roosts and associated foraging and commuting areas pursuant Section 15 of the National Planning Policy Framework and pursuant to Policies EN15 and SP1 in the Manchester Core Strategy.

13) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

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

14) Prior to any earthworks, vegetation clearance or demolition, a Reasonable Avoidance Measures method statement for small mammals, including a timetable for their installation and maintenance regime, shall be submitted to and be 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 and 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.

15) Above grounds works shall not commence until details of biodiversity enhancements (e.g. 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.

16) The development hereby approved shall be implemented in accordance with the findings of the Biodiversity Net Gain Assessment and Matrix (Arbtech), received on 6 September 2024.

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

17) The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP)], prepared in accordance with the approved Biodiversity Gain Plan referenced in condition no. 16, and including:

- a) a non-technical summary;
- b) the roles and responsibilities of the people or organisation(s) delivering the HMMP;
- c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
- d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
- e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority,

has been submitted to and been approved in writing by City Council as Local Planning Authority.

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

18) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing nos. 1157-SW-01 rev. A and 1157-SW-02 rev. B, received on 3 September 2024, shall be implemented not later than 12 months from the completion of works. 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 Manchester Core Strategy.

19) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained in the Arboricultural Impact Assessment and Method Statement received by the City Council as local planning authority on 3rd and 6th September 2024; 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.

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.

20) No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Expected number and type of vehicles accessing the site: Deliveries, waste, cranes, equipment, plant, works, visitors; Size of construction vehicles; The use of a consolidation operation or scheme for the delivery of materials and goods; Phasing of works;
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Locations for storage of plant/waste/construction materials;
- Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- Any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes;

- Method of preventing mud being carried onto the highway;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason - In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

21) The additional cycle parking referred to in the Transport Statement (paragraph 5.7.2), received by the City Council as Local Planning Authority on 3rd September 2024, shall be installed and thereafter maintained before the development hereby approved becomes operational.

Reason - To promote sustainable development, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

22) The development hereby approved shall be implemented in full accordance with the measures as set out within the Energy Statement (Thornley and Lumb Partnership Ltd, ref: C8804-TLP-00-XX-XX-BP-100 P02) received by the City Council as local planning authority on 3rd September 2024. 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.

Informatives

1) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

2) Informative for Condition 4 (Drainage) - The submitted drainage scheme shall include:

a) Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.

- b) Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- c) Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
- d) A finalised drainage layout showing all components, outfalls, levels and connectivity.
- e) An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- f) Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.
- g) A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).
- h) Construction details of flow control and SuDS elements.
- i) Finished floor levels and proposed ground levels plan.

3) Bats - Whilst the buildings to be developed have been assessed as negligible risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If safe to do so, the tongue and groove cladding and roof flashings of the buildings should be removed by hand to protect and solitary roosting bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

Appendix 1 – List of consultees & neighbours notified

Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 MCC Flood Risk Management
 Greater Manchester Ecology Unit
 Cadent Gas Ltd
 United Utilities Water PLC
 1 Christie Way, Manchester, M21 7QY
 3 Christie Way, Manchester, M21 7QY
 2 Christie Way, Manchester, M21 7QY
 2A Derwent Avenue, Manchester, M21 7QP
 Christie Fields, Derwent Avenue, Manchester, M21 7QS

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
 Article 4 Direction - South Manchester PD Restriction - Class B1(a) To C3
 Susceptible to Surf Water Flood (Less) -
 Susceptible to Surf Water Flood (Less) -
 Susceptible to Surf Water Flood (Less) -

[illegible]