MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	139522/FO/2024
Date registered valid:	9 July 2024
Proposal:	Change of use of existing building to form 8 no. residential apartments with associated demolitions, extensions and elevational alterations, together with the erection of a two and a half storey building to form 4 no. residential apartments (Class C3), with associated landscaping and car parking
Address:	Westwood Nursing Home, 8 Polygon Road, Manchester, M8 5DD
Ward(s):	Crumpsall Ward
Applicant:	Mr Muhammad Adnan Aslam, T & A Textiles & Hosiery Ltd
Agent (if any):	Mr DK Seddon, Howard & Seddon ARIBA
Case officer:	Steven McCoombe Tel: 0161 234 4607 Email: steven.mccoombe@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	8 October 2024

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 2 August 2024

Standard consultations:
Printed: 11 July 2024 Expired: 1 August 2024

Neighbour notifications
Printed: 3 September 2024 Expired: 13 September 2024

Site notice
Posted: 2 August 2024 Expired: 23 August 2024

Press advert
Published: 16 July 2024 Expired: 6 August 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site is situated in a prominent position at the corner of Polygon Road and Crumpsall Lane within the Crumpsall Lane Conservation Area.

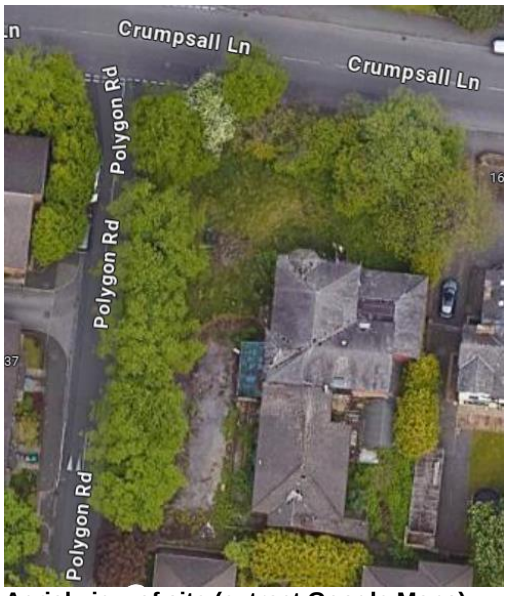
The site is occupied by a large, single building which has been heavily extended. The building which has been vacant since 2014 is in a poor state of repair and was formerly occupied as a nursing home.

The building comprises the following principal elements:

-The original two storey villa (plus basement) with an 'L' shaped plan form and main entrance fronting Polygon Road. The building is principally in red brick with stone dressings and a slate roof. The windows are currently over-boarded but available photographs confirm many (if not all) the original windows have previously been unsympathetically replaced.

-2 x two-storey extensions of relatively modern construction. The one to the east side of the original villa is 'L' shaped and wraps around the Crumpsall Lane and east elevations of the original house. The one to the south side is larger in footprint and largely rectangular in plan. Both of these extensions are both in red brick with pitched roofs and have some limited architectural detailing all intended to provide them with some resonance with the original building. The modern-day storey heights of these extensions result in them being subservient to the original built form which remains visually legible.

-A single storey extension to the west elevation formerly used as a conservatory. This is a highly obtrusive and unsympathetically designed feature planted on, and obscuring part of, the Polygon Road frontage of the original villa.



Aerial view of site (extract Google Maps)

The external areas around the building are in an unkempt condition and include a lawned area to the northern and part of the western sides of the building and a hard surface for car parking to the remain area of the western side of the building, accessed off Polygon Road.


View of existing villa and later two storey extension when viewed from Polygon Road

There are mature trees close to the street boundaries. The boundary to Polygon Road is demarcated by a low stone wall (mostly with a stone coping). The boundary to Crumpsall Lane has a brick wall with a clay-based coping tile. These walls are topped with a more recently installed timber fence – the overall height of the boundary structure being approximately 1.3 metres high. The southern boundary is a modern and relatively low brick wall. The visible length of the eastern boundary suggests a variety of poor-quality structures.

Listed building: Not applicable

Conservation area: Crumpsall Lane Conservation Area 2004

Tree Preservation Order: No

Description of area

The immediate area is predominantly residential in character comprising buildings of various architectural style, largely ranging from 2-4 storey in height and a mixture of individual dwellinghouses, flat conversions, care homes and purpose-built flats. Immediately to the south of the site is a relatively modern, two storey flat development managed by Housing Association.

Description of development

Planning permission is sought for the conversion of the existing building to form 8 no. residential apartments with associated demolitions, extensions and elevational alterations, together with the erection of a two and half storey building to form 4 no residential apartments (Class C3), with associated landscaping and car parking.

The current proposal represents a revised scheme. Due to the Council's concerns regarding some of the proposed alterations to the existing building, tree loss and the design and scale of the new build element, revised drawings were submitted to include tree retention, removal of the roof dormer and terrace to the existing building, alterations to its façade, the incorporation of conservation style rooflights and second floor height level retained.

For the new building, the building has been redesigned and set back to allow for the retention of trees fronting Polygon Road. The building has been reduced to two and half storey culminating in a reduction from 6 to 4 apartments in this element and a different elevational approach, including the some of the windows incorporated obscure glazing to prevent potential overlooking issues, changes to the windows proportions, the setting back of windows into the reveals and the introduction of stone window surrounds.

Externally, the parking has been reconfigured to reduce encroachment into the garden area and to reflect the reduction in the number of units.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environmental Health – No objection. Conditions are suggested in relation to construction/demolition management, acoustic insulation, waste management and ground conditions.

Flood Risk Management - The development is in Flood Zone 1 and the proposed use will have a vulnerability classification of 'More Vulnerable'.

A condition is requested which require the submission and agreement of a surface water drainage scheme and for its subsequent maintenance.

Greater Manchester Ecology Unit (GMEU) – No objection based on ecology grounds.

Greater Manchester Police (Design for Security) - The Crime Impact Statement is based on a different set of drawings rather than the submitted plans. The applicant should provide an updated Crime Impact Statement.

Highway Services - It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns

The site is considered to be adequately accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus and tram.

It is requested that 20% of the parking spaces are EV Charging and usage is monitored and when necessary, more EV charging provision provided.

A separate pedestrian access will be in place from Polygon Road and provide access to the entrance of the building. Vehicular access to the site is gained from Polygon Road. It is understood that this will be via a new access. In order to facilitate access into the site, a new vehicular crossover will be required. Tactile paving is required on each side of the access and the entirety of the adjacent footway on Polygon Road and Crumpsall Lane will be required to be resurfaced. It is noted that an existing access will no longer be retained and therefore it is requested that the access is reinstated as footway as part of the S278 proposal.

100% cycle parking will be provided. This is acceptable.

The waste management and servicing arrangement are acceptable.

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from 600mm upwards to ensure adequate visual permeability for child pedestrians. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

It is recommended that a Construction Management Plan be provided prior to any construction works beginning.

Arboriculture – In response to the application as originally submitted, the proposal was not supported from an arboriculture perspective due to the removal of Cat A and B Tilia specimens fronting Polygon Road. The loss of these trees was considered to have a significant adverse impact on the overall aesthetics of this road and the wider conservation area.

Following these comments, revised drawings have been received to show the retention of these trees and therefore removing concerns subject to satisfactory to protecting the surrounding root environment.

Relevant Planning History

108021/FO/2015/N1

Conversion of existing building to create 9 self-contained apartments (8 no. two-bedroom and 1 no. one-bedroom) (Use Class C3a), with hard and soft landscaping, and car parking. *Approved 10 April 2015.*

047359/FO/NORTH1/95

Two storey extension to provide a fire escape staircase to existing nursing home. *Approved 4 May 1995.*

028551

Change of use from an old peoples rest home to an old people nursing home. *Approved 2 April 1987.*

024856

Change of use to an old peoples rest home. *Approved 4 September 1995.*

028931

Two storey extension at rear to form additional bedrooms and day centre. *Approved 18 June 1987.*

026009

Two storey extension to elderly persons rest home to provide five additional bedrooms. *Approved 12 March 1986.*

Policy

Local Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'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 also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy H1 (Overall Housing Provision) states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

The policy goes on to state that that new residential development should take account of the need to:

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

Policy H2 (Strategic Housing Location) states that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

Developers should take advantage of these opportunities by:-

- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.

- Including environmental improvements across the area.
- Creating sustainable neighbourhoods which include complementary facilities and services.

- Considering the scope to include a residential element as part of employment-led development.

The proposal will comply with the densities identified within this policy and bring about significant regeneration in an area identified for change.

Policy H3 (North Manchester) – relates to new housing in north Manchester and states that over the lifetime of the Core Strategy, north Manchester will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes, as well as along high frequency public transport routes.

Policy EN1 (Design Principles and Strategic Character Areas) - All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the city should be fully realised, particularly on major radial and orbital road and rail routes.

Policy EN3 (Heritage) – states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Policy EN4 (Reducing CO_2 Emissions by Enabling Low and Zero Carbon Development) concerns reducing CO_2 emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodies carbon in new development and refurbishment schemes is also sought.

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

Policy EN16 (Air Quality) – states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

Policy EN17 (Water Quality) states that developments should minimise surface water run-off and minimise ground contamination into the watercourse construction.

Policy EN18 (Contaminated Land and Ground Stability) - The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

Policy EN19 (Waste) states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

In addition to the above, a number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy DC5 (Flat Conversions) - The Council will have regard to the standard of accommodation, the effects upon adjoining occupiers, the adequacy of car parking, the general effects upon the character of the neighbourhood, access arrangements, refuse storage and private outdoor amenity space.

Policy DC7.1 (New Housing Development) state that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disable people, including those that use wheelchairs wherever this is practicable.

Policy DC18.1 (Conservation Areas) – relates to development proposals within conservation areas and seeks to preserve and enhance the character of its Conservation Areas by considering the relationship of new structures to neighbouring buildings and spaces, the effect of changes to existing buildings and the desirability of retaining existing features. Consent to demolish a building within a Conservation Area will be granted only where it can be shown that is beyond repair, incapable of beneficial use or where its replacement would benefit the appearance or character of the area.

Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

Places for Everyone Greater Manchester Joint Development Plan (March 2024)

Places for Everyone Joint Development Plan was published in March 2024 and has been produced by Greater Manchester Combined Authority to provide a long-term plan for jobs, new homes, and sustainable growth for nine of Greater Manchester's districts.

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 Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs.

Policy JP-S1 is of relevance.

The Guide to Development in Manchester (SPD)

This document contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.
The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

Make it Manchester;
Make it bring people together;
Make it animate street and spaces;

Make it easy to get around;
Make it work with the landscape;
Make it practical;
Make it future proof;
Make it a home; and
Make it happen.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Manchester Climate Change Framework 2020 - 2025

The Manchester Climate Change Framework (2020-2025) was published in February 2020 and sets out the Council high level strategy for Manchester to be a thriving, zero carbon, climate resilient city.

National Planning Policy Framework

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Sections 4, 5, 11 and 12 and are considered relevant to the consideration of this application.

National Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.
The relevant sections of the NPPG in this case are as follows:

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other;
- form – the shape of buildings;
- scale – the size of buildings;
- detailing – the important smaller elements of building and spaces;

- materials – what a building is made from.

Issues

Principle

Having regard to the existing planning policy framework, City Council policy and national planning guidance, the principle of the development is considered acceptable.

Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the city between 2009 and 2027. This growth is expected to be accommodated principally within the North, East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

New developments in the city are therefore expected to contribute towards this growth strategy ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice.

Policy H1 goes on to state that the Regional Centre is a priority area for residential schemes in order to support regeneration and drive regional growth.

Policy H3 states further that north Manchester will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained.

Further policy support is also given within policies SP1 and H1 which seek to encourage development on previously developed land, including the renewal of areas characterised by poor quality housing, whilst the NPPF advocates a presumption of sustainable development particularly where existing resources can be utilised and shared.

In this case, the site would regenerate a vacant, dilapidated site brownfield land that currently makes a negative contribution to the area, due to is poor condition and neglected state.

The proposed apartments would make best use of the site to provide new places to live, adding to the diversification of housing stock in the area. The site is also appropriately situated within a sustainable location close to local amenities and existing housing stock.

The proposed demolition of the existing, more recent extensions is welcomed, as these detract from the appearance of the building, have little architectural merit and would return the original built form and the site layout more to its original form, to the benefit of the heritage significance of the Conservation Area.

The siting of the new build element would retain the legibility and visual dominance of the built form of the original villa and retain a sense of built form within grounds, albeit relatively close to the eastern boundary.

Given the condition of the main villa building, the new build element represents enabling development which would allow for funding to redevelop the entire site and conserve the historical elements of the existing building which have been devalued by the poor quality additional which are to be demolished.

On this basis, the principle of the proposed development is considered acceptable.

Specific planning issues are addressed further below.

Design, Scale and Appearance

The proposed building relates to a revised design following the Council's initial concerns regarding the appearance and scale of the new building and some of the façade and roof alterations to the existing building.

The scale and massing of any new built form would retain the legibility and visual dominance of the built form of the original villa and the elevational design would resonate rather than detract from principal building. In terms of materials, traditional masonry, slate roof and timber windows are proposed. The exact specification would be determined via an attached planning condition.

The design of the new building is considered appropriate taking into account its scale, siting and relationship with existing buildings and would assimilate sympathetically and effectively into the local context.

The scale of the development is proportionate to the neighbouring residential blocks on Polygon Road and has a lower height that other apartment blocks in the area.

It is considered that on balance, the appearance of the proposed development would result in a cohesive, high-quality design which maintains the character of the street-scene and conservation area.

Site Layout

The proposed layout is largely dictated by the existing building, site boundary constraints and the overlooking distances with adjacent buildings.

A large vehicle area already exists within the site adjacent to the west elevation which detracts significantly from the appearance of the site and the heritage significance of the conservation area.

The removal of the later extensions would allow for consolidation of the on-site car parking provision and the ability to provide an appropriate soft landscaped setting and meaningful amenity space for future residents.



Proposed site layout

Vehicular access to the parking area would be taken from a new entrance off Polygon Road. The garden area to the north and west of the existing building would be preserved and enhanced. A new communal garden area to front, side and part of the rear of the new building would envelope the building and new parking area. Existing boundary treatment is to be retained and repaired.

It is considered that taking into account the floorspace lost by the proposed extensions to be demolished, the layout represents an acceptable balance of built form and garden space which would not undermine the spatial character of the conservation area.

Heritage Impact

The site is in the Crumpsall Lane Conservation Area. None of the buildings on site are listed and there are no listed buildings situated nearby that would be directly affected.

There is a need to have special regard to the desirability of preserving the character of conservation areas as outlined within Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 which requires Local Planning Authorities to pay special attention to the desirability of preserving or enhancing the character and appearance of designated areas. This is supported by policies EN3 and DC18.1 of the Core Strategy, along with Section 16 of the NPPF, which underline the need for due consideration to be given to the impact of new developments on heritage assets

Paragraph 201 states:

> *'Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal'*

Paragraph 203 advises that:

'In determining applications, local planning authorities should take account of:
a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
c) the desirability of new development making a positive contribution to local character and distinctiveness'.

Paragraph 208 states that:

'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use'.

In this case it is considered that the proposal seeks to retain and restore the best elements of the site.

The new build would respond effectively and sympathetically to its context, using architectural language and materials that reflect existing and neighbouring buildings. The height would be appropriate in heritage terms, providing a balance between visual impact and viability in order to ensure the holistic refurbishment and redevelopment of the site

It is considered that on balance and when weighed against the public benefits arising from the reuse and refurbishment of the vacant existing building on site, any perceived impact is of neutral or of less than substantial impact which can be sustained in this instance.

Overall, it is believed that the proposal would enhance the character of the Conservation Area, pursuant to the aforementioned policies and relevant guidance contained within the NPPF.

Residential Amenity

Given the authorised use of the site as a nursing home and the levels of activity this would predicate, coupled with the principally residential context of the immediate surroundings, the introduction of a relatively modest number of flats is considered unlikely to result in adverse conditions as a consequence of activity levels and associated noise and disturbance.

To ensure prospective occupiers are protected from any undue effects, conditions are included with respect to acoustic insulation, waste management and a restriction on the use of the apartments for HMOs and serviced accommodation.

In terms of the physical alterations to the site, it is considered that the removal of the later extensions would increase views and allow permeability through the middle of the site to present a feeling of increased openness.

Whilst the new build element would be sited closer to the southern boundary, there would be gap of around 2 metres between the proposed new build and common boundary and given the scale of the building and the relationship and interface distance with neighbouring residential buildings, it is not anticipated that neighbouring occupiers would be unduly impacted in terms of the physical presence of the building or in terms of overlooking, over-dominance or overshadowing. As a safeguard to prevent any perceived overlooking, some of the windows to the south facing elevation are proposed to be obscure glazing. An appropriate condition is included.

On this basis, the impact to residential amenity is considered acceptable.

Access

The proposed buildings would comply with Part M of the Building Regulations. The units themselves are of a good size, adhere to the Council's internal space standards and offer a good level of circulation space internally. An accessible sparking space is provided adjacent to the main entrance of the retained villa with level access entry into the main front door immediately next to the parking space.

Impact to the Highway

In comparison to the authorised use of the site as a nursing home, it is anticipated that the proposal is unlikely to generate a significant increase in the level of vehicular trips. Highway Services raise no concerns in this regard.

Similarly, sufficient space is proposed for off road car parking. At 12 spaces, equating to 1 space per unit, the proposal would meet with the Council's parking standards are represents a satisfactory parking ratio.

Vehicular access to the site is to be gained from Polygon Road via a relocated access. In order to facilitate the access, a new vehicular crossover would be required. It is noted that an existing access would no longer be retained, and the crossover would need to be reinstated as pavement. Such works would be subject to a S.278 agreement.

Cycle storage

The proposal incorporates secure and covered 100% cycle parking provision to the south-eastern corner of the site. This is acceptable to Highways. A condition has been included to ensure implementation of such provision.

Waste Management

The application has been accompanied by a waste management strategy which shows a dedicated external area to south-eastern corner of the site for storage of bins. Further details are required in relation to collection arrangement management arrangements. A suitable condition is included.

Ecology and Bio-diversity

The application is supported by a Preliminary Ecological Appraisal and Roost Assessment, Arboriculture Assessment and a Biodiversity Net Gain & Biodiversity Metric.

The proposed plan would result in a 44% net gain in habitat units and a 112.3% gain in hedgerow units. This is more than the 10% target of biodiversity net gain and therefore meets the trading rules and legislation. No objection is raised by Greater Manchester Ecology Unit (GMEU).

The development would be subject to the statutory condition for the retained and enhanced habitats on site to be subject to a 30-year habitat management and monitoring plan. An appropriate condition is included.

Trees

The application is accompanied by an Arboricultural Assessment which proposes to retain all trees with the exception of a group of, category C trees to the eastern boundary. Some trees have the potential for root zones to be affected, but with appropriate mitigation, the trees are capable of retention. The report notes the following with reference to the trees identified within the assessment.

Category A trees - For trees T1, T5, T7; T9; T11 and T12, potential exists for impacts on the root protection areas (RPAs) from proposed car parking, bin storage and pedestrian access pathway. However, it is proposed that specialist construction methods and solutions can be implemented which will mitigate any long-term adverse impact to the rooting environment from the proposed features.

Category B trees - For trees T2, T3, T4, T6 and T8, potential exists for impact on the RPAs from proposed car parking and bin storage area. However, it is proposed that specialist construction methods and solutions can be implemented which will mitigate any long-term adverse impact to the rooting environment from the proposed features.

Category C trees - It is proposed that group G2 should be removed to facilitate the proposed development along the eastern boundary due to the trees contained within being in an inappropriate position for continued growth and pruning.

For tree T10, potential exists for impact on the RPA from the proposed pedestrian access. However, it is proposed that specialist construction methods and solutions can be implemented which will mitigate any long-term adverse impact to the rooting environment from the proposed feature.

Category U trees - It is proposed that trees T14 and T15 are removed due to dieback and decline.

After concerns was initially expressed by the Council's Arboriculturist regarding tree loss along Polygon Road to facilitate the new access, the proposal has been redesigned to allow the retention of such trees.

The development has been designed to accommodate and retain the majority of existing trees on-site. However, due to the incursion of development works occurring across a large area of retained tree Root Protection Areas, sensitive construction methods and materials would need to be adopted to prevent adverse impact to the rooting environment and health of trees, as detailed within the submitted assessment.

Subject to the appropriate methodology being implemented and the through satisfactory landscaping to be included as attached conditions, the impact to trees and the integrity of the wider conservation area is considered satisfactory.

Environmental Standards

City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

A condition has been included which requires the submission of an Environmental Standards statement and post construction verification to confirm the agreed measures have been incorporated within the development.

Affordable Housing

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed for development to contribute to the City-wide target for 20% of new housing provision to be affordable.

In this case, the proposal relates to only 12 units and therefore falls below the policy threshold for affordable provision.

Climate Change

As the proposal would result in a modest number of additional residential units within the context of a principally residential environment, the impact upon climate change is considered less than substantial.

The proposed development would result in an appropriate density for this location and given the surrounding context, the impact upon climate change is considered less than significant.

Due to the low number of anticipated vehicle trips associated with the proposal and a likely lesser amount than those associated with the authorised use of the building as a care home, road traffic exhaust emission impacts are predicted to be less than significant.

Whilst there would be some limited impact upon air quality during the construction phase, the impact would be temporary and is not considered significantly harmful. Through effective mitigation and construction management, the impact upon air quality can be appropriately controlled. On this basis, the impact to climate change should not form a barrier to redevelopment of the site for the use proposed.

Drainage and Flood Risk

The application site is located wholly in flood zone 1 ‘

A condition has been included to ensure the submission and agreement of a satisfactory surface water drainage scheme and for its subsequent maintenance.

Ground Conditions

An appropriate condition has been included which requires the submission and approval of a site investigation report and any subsequent remediation strategy prior to the commencement of development. A further condition requiring a verification report to demonstrate the work is completed in accordance with agreed methodology is also included.

Construction Management

To ensure construction and demolition is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes to the site, a condition is included which requires the submission and approval of a construction management plan which would detail amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Crime and Disorder

It is considered that proposal would eliminate a neglected site that could attract anti-social behaviour and fly tipping and would enhance natural surveillance to Crumpsall Lane and Polygon Road. Through the provision of new boundary treatment, would allow for a satisfactory level of defensible space and perimeter security to the development proposed.

To ensure the development incorporate sufficient security measures, a condition is included which require details of security measures to be included, which shall be 'Secured by Design' standards.

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

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

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

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawings referenced 13148 205/A, received by the City Council as Local Planning Authority on 13 March 2024, drawing referenced 13148 301/D, 13148 302/D, 13148 310/B, 13148 311/B, 13148 312/C, 13138 313/C, 13148 314/B, 13148 206/A, 13148 207/A and 13148 208/A, received by the City Council as Local Planning Authority on 12 August 2024, drawings referenced 13148 303/G, 13148 321/E and 13148 313/E received by the City Council as Local Planning Authority on 3 September 2024, drawing referenced YD2_PLY_LP001/B,
received by the City Council as Local Planning Authority on 5 September 2024 and drawing referenced 13148 321/D, received by the City Council as Local Planning Authority on 16 September 2024.

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 development that is hereby approved 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. The development shall only be implemented in accordance with the agreed materials.

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, pursuant to policies SP1, EN3 and DM1 of the Manchester Core Strategy.

4) Prior to the commencement of demolition and construction, a management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.
-Loading and unloading of plant and materials;
-Storage of plant and materials;
-Site hoarding; scaffolding and acoustic fencing.

The development shall only be carried out in accordance with the approved construction management plan.

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

5) Before first occupation of the new apartment building hereby approved, the windows shown as being obscured glazed on drawings referenced 13148 303/G, 13148 321/E, 13148 313/E

and 13148 321/D received by the City Council as Local Planning Authority on 3 September 2024 and 16 September 2024 respectively, shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

6) a) Prior to the apartments hereby approved being occupied, a scheme for acoustically insulating the proposed residential accommodation against noise from Crumpsall Lane shall be submitted to and approved in writing by the City Council as Local Planning Authority. The potential for overheating shall also be assessed and the noise insulation scheme should take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the approved flats are occupied.

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

Reason - In order to safeguard the amenity of existing and future occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1, H1 and DM1 of the Manchester Core Strategy

7) Prior to the commencement of the development hereby approved, a surface water drainage scheme for the development site, based on sustainable drainage principles, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

-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.

-For surface water connections, evidence of agreement in principle from the relevant authority/service provider is required to ensure there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of a proposed new connection would suffice.

-Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment. Provide at least a 50% reduction in brownfield runoff rate or greenfield runoff rate.

-Finalised surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events.

-Hydraulic calculations of the proposed drainage system, including all design parameters. Results must demonstrate no flooding of buildings for the 1 in 100 + 45% Climate Change.

-Where flows less than 5 l/s are proposed, a blockage risk assessment must be undertaken. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant authority.

-A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

-Construction details of flow control and SuDS components.

-Details of how the scheme shall be maintained and managed after completion.

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

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

8) 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 the 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.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

9) When the development 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. No occupation of the development shall take place until the completion/verification report is submitted to and approved 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 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 policies DM1 and SP1 of the Manchester Core Strategy.

10) The development shall not be occupied until details of the security measures to be incorporated into the development, which shall be to 'secured by design' specification, have been submitted to and approved in writing by the City Council as Local Planning Authority. This shall include details of external fittings, boundary treatment, gates and dusk till dawn lighting. The development shall only be carried out in accordance with these approved details which shall be retained thereafter.

Reason - To reduce the risk of crime pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

11) Prior to the first occupation of the development hereby approved, a 30-year Habitat Management and Monitoring Plan for the on-site biodiversity enhancements shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall be implemented and maintained in accordance with the agreed details and shall be retained thereafter.

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).

12) The hard and soft landscaping scheme approved by the City Council as Local Planning Authority shown on drawing referenced YD2_PLY_LP001/B, received by the City Council as Local Planning Authority on 5 September 2024 shall be implemented not later than 12 months from the date of commencement 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.

13) The car parking indicated on drawing referenced 13148/321/D (proposed site plan) received by the City Council as Local Planning Authority on 16 September 2024 shall be surfaced, demarcated and made available for use prior to any of the residential apartments hereby approved being occupied. The parking areas shall be for the sole use of residential occupants of the development and shall be available for use at all times whilst the apartments are occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

14) Notwithstanding details submitted, no above ground development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment/gates to be erected. The boundary treatment/gates shall be completed before the apartments hereby approved are occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority, pursuant to policies SP1, EN3 and DM1 of the Manchester Core Strategy.

15) (a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than those identified with the submitted Site Report, Appraisal and Plan prepared by Christians Environmental (Ref. 4505-BS-001) received by the City Council, as Local Planning Authority on 5 September 2024.

(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 City Council as 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.

16) The development hereby approved shall only be implemented in accordance with the recommendations and measures contained within the submitted Site Report, Appraisal and Plan prepared by Christians Environmental (Ref. 4505-BS-001) received by the City Council, as Local Planning Authority on 5 September 2024.

Reason - In order avoid damage to trees/shrubs and associated root zones 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.

17) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees 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.

18) No works or vegetation clearance shall take place during the optimum period for bird nesting (1st March - 31st August inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy.

19) Notwithstanding details submitted, prior to the first occupation of the apartments hereby approved, full details of electric car charging points shall be submitted for approval in writing by

the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of the apartments and retained thereafter.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy.

20) Notwithstanding details submitted, no part of the development hereby approved shall be occupied until full details of the space and facilities for bicycle parking have submitted to and agreed in writing by the City Council as Local Planning Authority. This shall include means of enclosure. The agreed cycling parking space and facilities shall the implemented as part of the development and retained thereafter.

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

21) Prior to above ground development commencing, an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency. The development shall only be implemented in accordance with the agreed measures.

Reason - In order to minimise the environmental impact of the development, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework.

22) Notwithstanding details submitted, the apartments hereby approved shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as Local Planning Authority. 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 DM1 and SP1 of the Manchester Core Strategy.

23) Prior to first occupation of the apartments hereby approved, full details of all necessary off-site highway works to be implemented via a S.278 agreement, shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works should include:

-The creation of new vehicular crossover to facilitate access to the site and tactile paving to each side of the access.

-The making good of redundant vehicle crossovers and the reinstatement of footway and kerbline.

-The resurfacing of the footway adjacent to the application site along Polygon Road and Crumpsall Lane.

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation. The development shall only be occupied in accordance with the agreed works.

Reason - In the interests of highway safety, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

24) The development hereby approved shall include a lighting scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority prior to commencement of any lighting works. The approved scheme shall be implemented in full before the development is first occupied and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

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

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

26) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) none of the residential units hereby approved shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

27) The residential apartments hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as short-term lets, serviced apartments/apart hotels, do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit
Crumpsall Residents Association

Flat 2, 23 - 25 Polygon Road, Manchester, M8 5DD
Flat 10, 23 - 25 Polygon Road, Manchester, M8 5DD
Flat 5, 23 - 25 Polygon Road, Manchester, M8 5DD
23 - 25 Polygon Road, Manchester, M8 5DD
N F C House, 6 Polygon Road, Manchester, M8 5DE
Flat 6, N F C House, 6 Polygon Road, Manchester, M8 5DE
Room 31, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 29, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Flat 7, 16 Crumpsall Lane, Manchester, M8 5FB
Thompson House, 6A Polygon Road, Manchester, M8 5DE
33 Polygon Road, Manchester, M8 5DE
27 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
15 Crumpsall Lane, Manchester, M8 4ED
14 Crumpsall Lane, Manchester, M8 5FB
7 Crumpsall Lane, Manchester, M8 4ED
Flat 4, Tunstead Court, 39 Polygon Road, Manchester, M8 5EF
Flat 3, Tunstead Court, 39 Polygon Road, Manchester, M8 5EF
Flat 11, Tunstead Court, 39 Polygon Road, Manchester, M8 5EF
Flat 12, Tunstead Court, 39 Polygon Road, Manchester, M8 5EF
12A Crumpsall Lane, Manchester, M8 5FB
9 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
14 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
Flat 4, 23 - 25 Polygon Road, Manchester, M8 5DD
Flat 11, 23 - 25 Polygon Road, Manchester, M8 5DD
Flat 1, N F C House, 6 Polygon Road, Manchester, M8 5DE
Room 10, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 3, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 16, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 22, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Flat 1, Thompson House, 6A Polygon Road, Manchester, M8 5DE
37 Polygon Road, Manchester, M8 5DE
16A Crumpsall Lane, Manchester, M8 5FB
Flat 10, Tunstead Court, 39 Polygon Road, Manchester, M8 5EF
6 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
5 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
Room 8, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 25, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 19, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Flat 2, 16 Crumpsall Lane, Manchester, M8 5FB
Room 1, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Flat 3, Thompson House, 6A Polygon Road, Manchester, M8 5DE
Flat 4, Thompson House, 6A Polygon Road, Manchester, M8 5DE
Flat 7, 29 Polygon Road, Manchester, M8 5DD

Flat 9, 29 Polygon Road, Manchester, M8 5DD
Flat 5, Tunstead Court, 39 Polygon Road, Manchester, M8 5EF
23 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
12 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
28 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
Flat 1, 23 - 25 Polygon Road, Manchester, M8 5DD
Flat 5, N F C House, 6 Polygon Road, Manchester, M8 5DE
Room 24, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 17, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 32, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 28, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Flat 4, 16 Crumpsall Lane, Manchester, M8 5FB
Room 14, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Flat 2, Thompson House, 6A Polygon Road, Manchester, M8 5DE
31 Polygon Road, Manchester, M8 5DE
29 Polygon Road, Manchester, M8 5DD
Flat 4, 27 Polygon Road, Manchester, M8 5DD
18 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
4 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
15 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
Flat 1, Tunstead Court, 39 Polygon Road, Manchester, M8 5EF
Flat 8, 23 - 25 Polygon Road, Manchester, M8 5DD
Flat 7, 23 - 25 Polygon Road, Manchester, M8 5DD
Room 34, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 23, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 21, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 18, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 9, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 7, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
35 Polygon Road, Manchester, M8 5DE
Flat 3, 27 Polygon Road, Manchester, M8 5DD
25 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
16 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
29 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
10 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
8 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
17 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
Flat 6, 23 - 25 Polygon Road, Manchester, M8 5DD
Flat 2, N F C House, 6 Polygon Road, Manchester, M8 5DE
Flat 4, N F C House, 6 Polygon Road, Manchester, M8 5DE
Room 20, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 5, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 11, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Flat 5, Thompson House, 6A Polygon Road, Manchester, M8 5DE
Flat 8, 29 Polygon Road, Manchester, M8 5DD
Flat 10, 29 Polygon Road, Manchester, M8 5DD
Flat 6, 29 Polygon Road, Manchester, M8 5DD
27 Polygon Road, Manchester, M8 5DD
3 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
17 Crumpsall Lane, Manchester, M8 4ED
Flat 7, Tunstead Court, 39 Polygon Road, Manchester, M8 5EF
12 Crumpsall Lane, Manchester, M8 5FB
19 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
24 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB

Flat 8, Tunstead Court, 39 Polygon Road, Manchester, M8 5EF
Flat 9, 23 - 25 Polygon Road, Manchester, M8 5DD
Room 12, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 4A, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 2, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 30, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Flat 3, 16 Crumpsall Lane, Manchester, M8 5FB
Flat 6, Thompson House, 6A Polygon Road, Manchester, M8 5DE
Flat 1, 29 Polygon Road, Manchester, M8 5DD
Flat 2, 27 Polygon Road, Manchester, M8 5DD
Flat 9, Tunstead Court, 39 Polygon Road, Manchester, M8 5EF
26 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
22 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
20 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
2 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
9 Crumpsall Lane, Manchester, M8 4ED
Flat 3, 23 - 25 Polygon Road, Manchester, M8 5DD
Flat 12, 23 - 25 Polygon Road, Manchester, M8 5DD
Flat 3, N F C House, 6 Polygon Road, Manchester, M8 5DE
Room 6, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 27, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 4, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 26, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Room 33, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Flat 5, 16 Crumpsall Lane, Manchester, M8 5FB
Flat 1, 16 Crumpsall Lane, Manchester, M8 5FB
Room 15, Israel Sieff Court, 7A Bennett Road, Manchester, M8 5DU
Flat 5, 27 Polygon Road, Manchester, M8 5DD
11 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
Flat 6, 16 Crumpsall Lane, Manchester, M8 5FB
Flat 6, Tunstead Court, 39 Polygon Road, Manchester, M8 5EF
Flat 2, Tunstead Court, 39 Polygon Road, Manchester, M8 5EF
7 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
21 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB
1 Spring Bank Court, 2A Holland Road, Manchester, M8 4EB

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 - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Conservation Area - Crumpsall Lane Conservation Area 2004
Area Team Boundary - Name: NORTH AREA