

Application Number	Date of Appln	Committee Date	Ward
138662/FO/2023	28th Nov 2023	25 th July 2024	Moss Side Ward

Proposal Erection of a 4 storey building to form 42 no. residential units (Use Class C3) with ground floor commercial restaurant / cafe and retail units (Use Class E and sui generis), car parking, cycle parking and associated infrastructure following the demolition of the existing building on site.

Location 98 Wilmslow Road, Manchester, M14 5AL

Applicant Mr Patrick Sheridan, Views Holdings Limited

Agent Miss Louisa Fielden, AshtonHale

Executive Summary

The proposals subject of this report seek the demolition of the existing building on site and the redevelopment of the site for a residential development in the form of a 4 storey building providing 42 no. residential units with ground floor commercial units.

Following the notification process of the application proposals 13 responses were received 11 of these raising concerns and objections and 2 indicating support.

The key issues are:

- The scale and massing of the proposals
- Impact on residential amenity and neighbouring properties
- Highway impacts arising from the development
- Demolition and construction impacts

Description of area

The application site contains a former MOT single storey industrial building with metal clad pitched roof and area of hardstanding to the front accessed from Wilmslow Road with it's side wall extending along Grandale Street, the site and building have been converted to a café use with outdoor seating areas to the front. The site is located centrally within Rusholme District Centre.

A segregated cycle lane runs north and south along Wilmslow Road connecting the City Centre with areas to the south, limited waiting on street car parking bays are also located within the highway serving the district centre.



Application site identified edged in red

The existing building on the site is set back from the Wilmslow Road frontage although the predominant building line through the district centre is set towards the back of pavement with three storey Victorian terraced properties in commercial uses with later 20th Century infill developments to the north of the application site, these are again predominantly three storeys in height with commercial uses at ground and upper floor levels. Some residential provision is also present on upper floors throughout the centre.

Residential areas comprising of two storey Victorian terraced streets and post war two storey residential estates are located to the west, south and north west of the application site.



Front elevation of existing building on site



Grandale Road elevation of existing building

Description of development

The proposals have been amended since originally submitted. These amendments include an alteration to the northern elevation facing the adjacent 'Jobs Centre Plus building' to improve the window relationship of proposed residential units to that site and also alterations to the internal layout including relocation of the entrances to the retail units so these reflect the more commercial frontages on Wilmslow Road and

Grandale Street opposite the site. These amendments were subject to further renotification of residents and consultees.

The application proposals are for the demolition of the existing building on site and the development of a four-storey building to comprise 42 no. residential units (Use Class C3) with ground floor commercial restaurant / cafe and retail units (Use Class E and sui generis), car parking, cycle parking and associated infrastructure. The proposed building would encompass the whole of the application site being built up to the party wall of a single storey commercial property to its rear (west) and the three storey building to the immediate north in use by Job Centre plus.

The four-storey element of the building would be confined to the Wilmslow Road frontage and would turn the corner onto the Grandale Street elevation before dropping in height along the majority of the Grandale Street elevation where fourth floor residential accommodation is located within the roof space. The building would sit forward of the adjacent three storey job centre building taking in the majority of the site, whilst above ground floor the building would be set off the northern boundary of the site to provide external terrace area at first floor.



Proposed Grandale Road elevation

The ground floor car and cycle parking area, resident access, bin store accesses would all be accessed from the Grandale Street elevation. Whilst access to three retail units would be taken from the Wilmslow Road frontage and Grandale Avenue towards the junction with Wilmslow Road, reflecting the commercial property on the opposite side of Grandale Street.

A new dropped crossing would be provided to the car park access on Grandale Street and the submitted plans identify provision in the highway of a loading bay on Grandale Street.

This application submission follows the refusal of a previous scheme for the sites redevelopment in December 2022 (planning application reference 133748/FO/2022) due to: impacts on car parking within the surrounding streets; the form of development could prejudice the redevelopment of the adjacent site; impacts on residential amenity; standard of accommodation; and, an over dominant form of development. The current proposals seek to overcome the previous reasons for refusal through the provision of: additional evidence in respect of car parking

demands arising from the proposals; daylight and sunlight information; and revisions to the arrangement of the development.

Relevant Planning History

133748/FO/2022 - Development of a residential accommodation block, comprising 42 no. residential units (Use Class C3) with ground floor commercial restaurant / cafe and retail units (Use Class E and sui generis), car parking, cycle parking and associated infrastructure. Refused 01.12.2022

125252/JO/2019 - Variation of conditions 2 (approved drawings), 5 (restriction on outdoor seating and smoking) and 7 (opening hours) attached to planning permission 118025/FO/2017 to allow for the creation of an external seating area for the smoking to tobacco products, revisions to the bike and bin storage areas and associated waste collection arrangements and to allow the premises to open between 10.00am to 11.30pm Monday to Thursday, 10.00am to 12.30am Friday and Saturday and 10.00am to 11.00pm Sunday. Refused 23.12.2019 (Subsequent appeal dismissed)

121710/JO/2018 - Variation of Condition 2 (Specified Plans) and Condition 7 (Opening Hours) attached to planning permission reference 118025/FO/2017 to amend the approved drawings by reducing the size of the cafe / public area, to create a storage area for refuse bins, erection of a boundary fence above the existing masonry wall adjacent to Grandale Street and amendment of opening hours to Monday to Thursday 10.00am to Midnight and Friday, Saturday 10.00am to 1.00am and Sundays 11.00am to Midnight. Refused 20.12.2018 (Subsequent appeal dismissed)

118025/FO/2017 - Change of use from former exhaust/tyre fitting centre (Class B2) to cafe (Class A3) with associated elevational alterations, waste storage, cycle storage and car parking. Approved 19.02.2018

Consultations

The application was subject to advertisement in the Manchester Evening News, site notice and notification letters to 227 nearby properties. Due to amendments to the submitted scheme a further period of notification was undertaken. As a result of the notification process 13 responses were received, 2 in support of the proposals and 11 objecting. A summary of the comments made are set out below:

- The proposed building is too high, everything in the area is 3 storey, a 4 storey building will block light and cover the skyline, Grandale Street is already always in the shade.
- Grandale Street is already a very congested street used heavily in the day, evening and night.
- Residents nearby are impacted by noise from Wilmslow Road and this will be brought onto Grandale Street by the proposals.
- The shops in this area already stay open till midnight so having more shops on Grandale Street will increase noise, activity, traffic and parking.
- The level of car parking proposed is too low and residents already struggle to park near homes. Wilmslow Road and surrounding area is already struggling

with parking issues. Even with the implementation of the parking scheme, which still isn't being enforced; the area is overrun with anti-social parking.

- Concerns about impacts on ongoing business operations including external car parking area for adjacent premises during demolition and construction works.
- The proposed building would block air vents to internal rooms serving the adjacent building.
- Support this scheme, rents and house prices are rising rapidly in Manchester, the City desperately needs more homes and this cannot all be accommodated in the city centre.
- The key to Manchester's growth is small-scale, gentle density schemes like this which would put more footfall on local high streets in close proximity to excellent transport connections.
- This is an excellent proposal, the city has a chronic housing crisis and the council needs to start prioritising the city and its people over cars.

MCC Environmental Health – Do not object to the proposals but recommend a series of conditions to deal with: sound insulation of the residential properties based upon an updated noise assessment; final details of fume and odour control; external plant and equipment to be acoustically treated to minimise impacts; acoustic insulation of the commercial units to limit noise breakout; schedule of hours and days for the use of external areas; opening hours of the commercial units; delivery and serving hours, waste management for both residential and commercial uses; construction management plan; implementation of air quality mitigation measures proposed; and post demolition site investigation and remediation strategy.

MCC Flood Risk Management Team – Have assessed the submitted flood risk assessment and confirm that the recommendations within it to set finished floor levels no lower than existing ground levels should be adhered to. Conditions are recommended for details of the final drainage scheme to be submitted to and approved together with a maintenance and management plan of the approved drainage scheme.

MCC Highways – Have fully assessed the submitted Transport Statement and the addendum to that statement which was prepared following the implementation of the residents parking zone in the area, in addition the applicant has undertaken updated parking surveys of the area which have also been reviewed. It is not considered that the proposals would give rise to concerns regarding highway or pedestrian safety and would not have impacts on highway capacity. The site is well accessed by sustainable modes of transport and has a GMAL accessibility rating of 8 (the highest level of accessibility to public transport networks).

The development will provide 15 on-site car parking spaces following review of the updated parking surveys and the sustainable location of the site this level of provision is acceptable. It is recommended that car parking should be monitored as part of the Travel Survey and future residents made aware of parking arrangements and not having access to the RPZ prior to occupation of the site, this would need to be conditioned as part of any approval.

The site will be accessed by vehicle via Grandale Street and would require the existing on street pay and display bays to be displaced. The access will be 4.8m in

width to facilitate egress and access. The access provides a visibility splay of 2.4m x 25m as per the standards set out in Manual for Streets for a 20mph road. In order to achieve this visibility a double yellow line parking restriction will be in place and will be provided via a S278 agreement.

The proposed loading bay on Grandale Street would require the extension of TROs and replace existing limited waiting bays. The option proposed by the applicant to the removal of the northern parking bays and conversion of the southern bays from '3-hour maximum stay' bays to '1-hour maximum stay' bays is accepted in principle.

The provision of 100% secure and covered cycle parking provision within the ground floor of the development is acceptable.

Conditions are recommended in addition to those referred to above to deal with the submission and approval of a travel plan for the site, demolition/construction management plan, and provision of electric vehicle charging points.

Greater Manchester Ecology Unit - No evidence of bats was found during the survey and the building for demolition was found to have negligible potential to support roosting bats. It is recommended that: any new external lighting be designed in line with best practices to avoid impacts on nocturnal animals such as bats; Work (including building demolition and any vegetation and site clearance) should be timed to avoid the main bird nesting season (March - August inclusive) unless it can otherwise be demonstrated that no active bird nests are present; delivery of biodiversity enhancements as identified within the submitted ecology report; and an informative so the applicant is aware of the legal protection that certain species receive and that the granting of planning permission does not negate the need to abide by the laws in place to protect biodiversity.

United Utilities – Would require some elements of the detailed drainage design to be further developed and agreed. A condition is recommended to deal with this matter.

Policy

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012), the Places for Everyone Joint Development Plan (adopted March 2024) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

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 together with the recently adopted Places For Everyone (PfE) Joint Development Plan.

'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, PfE, saved UDP policies and other Local Development Documents.

The following policies within the Core Strategy are considered relevant:

Policy SP 1 Spatial Principles - Sets out that the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport.

Policy H1 Overall Housing Provision - Identifies the requirements for provision of new residential development across the City. High density development (over 75 units per hectare) is identified as being appropriate in the City Centre and parts of the Regional Centre.

Within the Inner Areas in North, East and Central Manchester densities are identified as being lower but generally around 40 units per hectare (where the application site is located).

The policy clarifies that the proportionate distribution of new housing, and the mix within each area, will depend on amongst other things:

- The number of available sites identified as potential housing sites in the SHLAA;
- Land values and financial viability;
- The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester.

Policy H 5 Central Manchester - Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.

Policy H8 - Affordable Housing - New development will contribute to the City-wide target for 20% of new housing provision to be affordable. The applicant has indicated that the provision of 20% affordable units within the development would impact on the financial viability of the development and therefore no affordable housing on site is proposed.

Policy C2 (District Centres) - states that 20,000 square metres net of convenience retail floorspace and 15,000 square metres of net comparison retail floorspace will be delivered within district centres by 2027. Housing will also be considered an

appropriate use within district centres providing it supports the vitality and viability of centre.

Policy C6 (South Manchester District Centres - Chorlton, Didsbury, Fallowfield, Levenshulme and Withington) - states that across the area there is capacity for both further convenience and comparison retailing floorspace. In total, approximately 8,000 square metres of convenience and 4,500 square metres of comparison retail floorspace will be promoted up to 2027.

Policy C10 (Leisure and the evening economy) – Sets out the policy for developments that support the evening economy and those matters that require consideration for such uses including: cumulative impacts of late night uses where these would be detrimental to the vitality and viability of a centre, consideration of impacts on residential amenity, and the balance of uses within a centre.

Policy T1 Sustainable Transport - The development would provide low levels of on site car parking and secure cycle parking facilities for each residential unit and is located in close proximity to a range of public transport modes. However, it is not considered that the proposals would relieve traffic congestion in the area. This matter is discussed in more detail within the issues section of this report.

Policy T2 Accessible Areas of Opportunity and Need - The proposed development would provide low levels of on-site car parking which is considered appropriate for the sites location in this instance and as set out within the issues section of this report.

Policy EN1 Design Principles and Strategic Character Areas - The site is located at a cross point of the Central arc, Southern and Higher Education Precinct character areas. The opportunity exists for development on a large scale using innovative urban design solutions. These should use district centres and key nodes of public transport as focal points and involve existing communities. New development needs to retain the identity and focus of activity associated with the historic district centres. As detailed in the issues section of this report the proposals are considered to add to the district centre and its focus for activity.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon and Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies and EN 6 - Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies

An Environment Standards report has been prepared to accompany the application. The proposed development takes an enhanced fabric-led approach and through improvements in the efficiency of the mechanical and electrical systems.

Policy EN 8 Adaptation to Climate Change - The energy statement sets out how the building has been designed to consider adaptability in relation to climate change. This includes reducing the carbon emissions that arise as a consequence of the occupied development.

Policy EN9 Green Infrastructure - The supporting statements indicate as part of the proposals; three planters are being included at roof level to support three modest trees.

Policy EN14 Flood Risk - The site falls within Flood Zone 1 and is at low risk of flooding. A Flood Risk Assessment and drainage strategy has been prepared.

EN15 Biodiversity and Geological Conservation - The supporting Preliminary Ecological Assessment and Potential Bat Roost Survey identifies the site as having an overall negligible conservation and wildlife value, in addition the building on site has a negligible potential for roosting bats. Other than some limited planting to the roof of the proposed building, the submitted information identifies potential provision of bat and bird boxes on the building.

Policy EN 16 Air Quality - An air quality assessment has been submitted alongside the application which does not identify significant impacts in respect of air quality impacts through either the construction or operational phase.

Policy EN 17 Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised, appropriately worded conditions are proposed in relation to contaminated land.

Policy EN 18 Contaminated Land and Ground Stability - Given the previous use of the site as a MOT and vehicle maintenance workshop there are contaminated land risks associated with the sites redevelopment. Further site investigations would be required, secured via an appropriately worded condition.

Policy EN19 Waste - The application is accompanied by a Waste Management Strategy and bin stores are identified within the proposed plans. Further details are required to ensure recyclable materials are collected which would be captured via an appropriately worded condition.

Policy DM 1 Development Management - This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The application is considered in detail in relation to the above issues within the Issues section below.

Saved Unitary Development Plan Policies

DC26.1, DC26.2 and DC26.5 Development and Noise - A noise assessment has been prepared to accompany the application which makes recommendations in terms of mitigating noise from nearby noise generating activities such as road traffic and commercial properties. Further information is required and suitably worded conditions would be recommended to be attached to any approval.

Places for Everyone - The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. As it has now been adopted it forms part of Manchester's development plan.

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. Securing higher densities in the most accessible locations is identified as helping to maximise the ability of people to travel by walking, cycling and public transport and reduce the reliance on the car.

Relevant policies of PfE in this instance are:

- JP-S1: Sustainable development
- JP-S2: Carbon and Energy
- JP-S5: Flood Risk and the Water Environment
- JP-S6: Clean Air
- JP-S7: Resource Efficiency
- JP-Strat14: A sustainable and integrated transport network
- JP-C5: Walking and Cycling
- JP-C7: Transport Requirements of New Development
- JP-H1: Scale, Distribution and Phasing of New Housing
- JP-H3: Type, Size and Design of New Housing
- JP-H4: Density of New Housing
- JP-P1: Sustainable Places

Relevant National Policy

The National Planning Policy Framework (December 2023) sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role.

The NPPF outlines a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and 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. The following specific policies are considered to be particularly relevant to the proposed development:

Section 5 (Delivering a sufficient supply of homes) - The proposals would provide 37 residential units on a previously developed site.

Section 6 - (Building a strong and competitive economy) - The proposal would create jobs during construction that would support commercial premises within the local area.

Section 8 (Promoting healthy and safe communities) - The proposals are accompanied by details on how the site and occupiers which indicates measures to be included into the development to reduce the opportunities for crime and the fear of crime.

Section 9 (Promoting Sustainable Transport) - The proposal is in a location accessible to a variety of public transport modes.

Section 11 (Making Effective Use of Land) - The proposal would re-use previously developed land for the provision of residential properties.

Section 12 (Achieving Well-Designed Places) - The proposals are supported by a Design and Access statement that sets out the context of the site and the design process undertaken. This matter is considered in more detail within the issues section of this report.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) - The proposal has been designed to reduce energy demands. The site is within Zone 1 of the Environment Agency flood maps and has a low probability of flooding.

Section 15 (Conserving and enhancing the natural environment) - The documents submitted with this application have considered issues such as ground conditions, noise and the impact on ecology and demonstrate that the proposal would not have a significant adverse impact in respect of the natural environment.

Section 16 (Conserving and enhancing the historic environment) - The site is located within the Albert Park conservation area and adjacent two others. A number of listed buildings are also in close proximity to the site. The applicant has prepared a Heritage Statement to accompany the application and the impacts on these designated assets is considered in more detail within the issues section of this report.

Planning Policy Guidance (PPG)

The PPG provides additional guidance to the NPPF and the following points are specifically highlighted as relevant in this instance.

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

Other Material Considerations

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007)

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The design, scale and siting of the proposed development is considered in more detail within the issues section of this report.

Hot Food Takeaway Supplementary Planning Document (2017) – Sets out policies to deal with applications that involve Hot Food Takeaway uses including: the consideration of the impacts on the vitality and viability of a centre where the amount of HFTAs threatens the balance of uses within a centre. Rusholme District Centre is identified as an exception as its key role is to serve the night time economy and is an attraction for visitors.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (MGBIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development.

Manchester Residential Quality Guidance (July 2016) (MRQG) - This document provides specific guidance on what is required to deliver sustainable neighbourhoods of choice where people would want to live and also raise the quality of life across Manchester.

Residential Growth Strategy (2016) - This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place as confirmed within other policies of the Core Strategy.

Manchester Housing Strategy 2022 to 2032 - A report prepared for the Executive Committee meeting on the 22nd July 2022 indicates that the Manchester Housing Strategy (2022-2032) sets out a long-term vision which considers how best to deliver the city's housing priorities and objectives, building on progress already made, whilst tackling head on the scale and complexity of the challenges ahead. The priorities for the new Housing Strategy are:

1. Increase affordable housing supply & build more new homes for all residents
2. Work to end homelessness and ensure housing is affordable & accessible to all
3. Address inequalities and create neighbourhoods & homes where people want to live

4. Address the sustainability & zero carbon challenges in new and existing housing stock

The Central Manchester Strategic Regeneration Framework - The Central Manchester SRF was adopted prior to the preparation of the Core Strategy policies. The SRF set out that the key characteristics of Central Manchester that shaped the vision and objectives for the SRF. Amongst the key objectives are:

- Generating sustainable housing markets within Central Manchester - Ensuring the area contains quality housing stock by building new high quality developments and improving the existing stock, offering a choice of properties for sale and rent in numerous sizes and styles, enabling existing and incoming residents to enter the housing market at various levels.
- Revitalising local centres to act as focal points for the neighbourhoods of Central Manchester - Improving retail, leisure and public service provision within local and district centres, to act as the centre of community life, supporting neighbourhoods and strengthening the appeal of the area as a place to live and work.

Our Manchester Strategy 2016-25 - sets out the vision for Manchester to become a liveable and low carbon city that will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) - This is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the MCCB to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these new targets.

The Zero Carbon Framework - This outlines the approach that will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester. Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon

currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are re-used and recycled as much as possible.

Legislative requirements

Section 149 of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 of the Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Issues

Principle - The general principle of the redevelopment of previously developed and brownfield land for residential purposes is one that is supported both by local and national planning policy objectives. The application site is identified as a capacity site in the Councils Strategic Housing Land Availability Assessment for up to 20 units. In this instance further consideration is required to the potential impacts of the proposed development on residential and visual amenity, highway implications and the density of development.

The inclusion of ground floor commercial units within Rusholme district centre is also considered to be acceptable, the proposals would replace existing commercial floorspace currently provided within the building on the site. As such the site has an established commercial use on the site, further consideration is required of the waste and servicing arrangements proposed, noise implications and arrangements for the extraction of fumes.



View north across the front of the application site from the corner of Grandale Street and Wilmslow Road, the gable wall of the adjacent building is central to the picture

Residential amenity - The closest residential properties are those located on upper floors opposite the site on Grandale Street, whilst residential areas along Ravensdale and Hibbert Streets are located to the south and north west of the application site, separated by intervening commercial uses on Grandale Road or the street themselves. Given these relationships and that the proposed building would not have any windows on its western elevation it is not considered that the proposed development would give rise to unacceptable impacts in terms of privacy or overlooking of residential properties. It should be noted that the blank western elevation of the proposed building would not preclude the redevelopment of the adjacent single storey commercial property on Grandale Road.

Views between windows of these residential properties would generally be across Grandale Street and have a relationship to the terraced streets close by. It is acknowledged that there would be an increase in height for the apartments on the opposite side of Grandale Street but this form of relationship is common and any overlooking and resulting impacts on privacy are considered to be acceptable and not unduly harmful. The relationship across Wilmslow Road is also considered to be acceptable.



View along Grandale Street towards the Wilmslow Road junction the side wall to the existing building on site is to the left of the picture, with commercial properties opposite

The proposals include a green roof, this is not indicated as providing outdoor amenity space for residents and access to is it limited to an access hatch. A suitably worded condition is proposed to ensure the roof is not uses as amenity space.

The proposed scheme has amended the location of the retail units to move these away from residential streets to the east and towards Wilmslow Road and the Grandale Street junction. This would concentrate commercial activity towards the district centre. Grandale Street particularly as you move towards Wilmslow Road is a busy area for the movement of pedestrians, vehicles and delivery vehicles given its adjacency to the district centre. Whilst the inclusion of vehicular access, pedestrian access into the building and bin storage areas would introduce additional activity to Grandale Street, this level and type of activity given the amendments to entrances to the commercial units in particular is not considered to be so significant as to give rise to unacceptable impacts on residential amenity.



View looking north-east along Grandale Street towards the rear of the application site – the extent of the existing building is highlighted red

The application is supported by a daylight and sunlight assessment based upon Building Research Establishment Guidelines (2022) to review potential impacts from the development on adjacent properties. This concludes that given the siting of the building in relation to the nearest residential properties and distances from it the proposals would not result in impacts in terms of daylight or sunlight to residential properties on Grandale Street, Hibbert Street or Wilmslow Road.

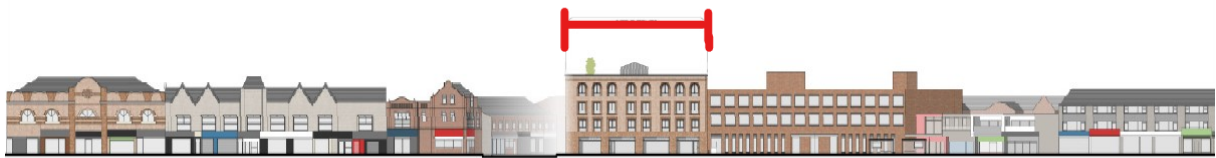
It is noted that elsewhere in the district centre there have been a number of planning application refusals and subsequent appeals dismissed relating to the smoking of shisha within commercial properties where this type of use has been determined to give rise to unacceptable impacts on residential amenity through noise, disturbance and odours. As such it is considered necessary given the commercial nature of the ground floor uses to include a condition to ensure none of the commercial units are brought forward for such a use unless a specific planning application is submitted for consideration by the Council as local planning authority.

In addition, the proposed commercial units could be operated and used for a number of uses including food and drink uses. As set out elsewhere in this report the inclusion of commercial units in a mixed use development within the district centre is supported. However, given one of the units takes its pedestrian access from Grandale Road there is the potential for this unit to generate comings and goings and general activity particularly if it were to be used for a hot food takeaway use. As such a condition is proposed for this unit to ensure it is not used as a hot food takeaway

unless a specific planning application is submitted for consideration by the Council as local planning authority.

A general condition is proposed to ensure that the hours of opening of each of the commercial units is agreed prior to their first occupation.

Visual Amenity - The proposals would introduce a built form of a scale currently absent from the site and that would be sited forward of the existing building. The introduction of built form to the Wilmslow Road frontage is considered to follow good urban design principles and would reflect the general character and built form observed on this part of Wilmslow Road. The scale at four storeys would be generally one storey taller than the immediate comparable buildings but such a height on the Wilmslow Road frontage is considered to be acceptable.



Wilmslow Road proposed front elevation in context with adjacent buildings



Grandale Street elevation in context with adjacent buildings

The stepping back of the building from the back of pavement on Wilmslow Road and Grandale Street to widen the pedestrian environment has assisted in reducing the visual impacts of the built form on the street scene that was evident from the previously refused scheme and allow greater circulation space around the building where the pedestrian environment is busy.



View across Wilmslow Road opposite the application site

The use of red brick together with the proposed detailing of the external elevations are considered to further assist in ensuring the building can successfully assimilate into the streetscene and would result in a high quality addition to this part of the district centre. It is considered that the proposed building would create a positive corner building on a prominent site within Rusholme district centre, and improving the visual appearance of the site.

Affordable Housing – Core Strategy policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing being affordable and 20% should be used as a starting point for calculating affordable housing provision.

The applicant has provided a financial viability assessment to accompany this planning application, this concludes that the scheme would not be viable if it was to support an affordable housing contribution, the position is tested with a zero affordable housing contribution which confirms that whilst an improvement in terms of viability the scheme would still be unable to support any affordable housing.

On this basis, the scheme could not support an affordable housing contribution if it is to be viable. The viability would be subject to review at an agreed date to reflect market conditions and costs which may improve the viability and secure a contribution towards affordable housing in line with policy H8. As a result, the recommendation is that the proposals be Minded to Approve subject to the signature of a Section 106 agreement that requires a retesting of the viability at a later date during development of the site.

Design – The application proposals seeks to respond positively to some of the Victorian character of Rusholme through its use of red brick and brick detailing in the elevational treatment and its built form which turns around the corner of Wilmslow Road and Grandale Street providing active frontages at the junction. There are common heights within the district centre of 3 storey terraced buildings in commercial use with more contemporary developments further to the north increasing in height to 6 and 8 storeys.



Visualisation of the proposed building when viewed north-west across Wilmslow Road

The proposed materials – brick, roof materials reflective of slate tiles - respond to the predominant appearance of buildings within the district centre which will assist in allowing the building to assimilate into the area. The arrangement of contrasting brick within the elevation of the building visually separates the commercial and residential elements.



Visualisation of the proposed Grandale Street elevation of the proposed building looking towards Wilmslow Road

The proposed commercial frontages would wrap around Wilmslow Road and Granville Street but are recessed into the brickwork.

It is considered that the design and choice of materials is acceptable in context of the sites location within Rusholme district centre and would provide a positive redevelopment of a prominent site.

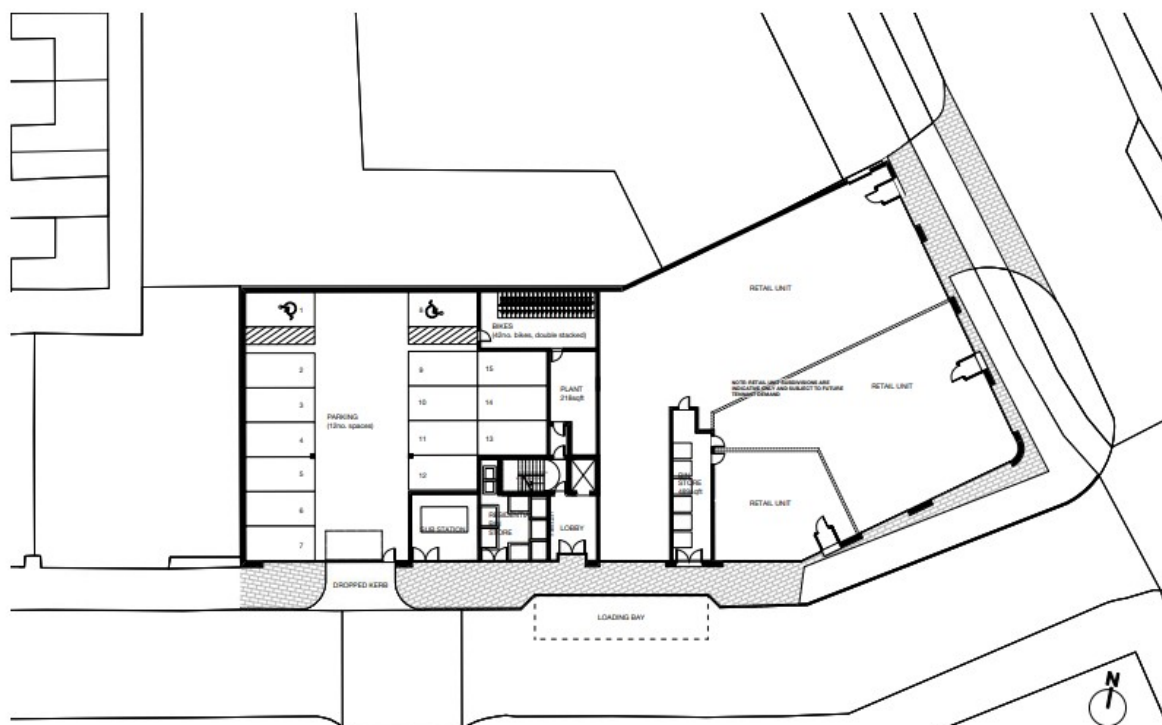
Highways considerations - The development is of a mixed-use nature, comprising 3 commercial retail units at ground floor, 42 residential units together with 15 car parking spaces (including 2 no. accessible spaces) for use by occupiers of the residential units and 42 cycle parking spaces. Further information has also been supplied to respond to the concerns originally raised with the applicant regarding the level of on-site car parking, through the provision of a transport statement addendum and updated parking survey of nearby streets following the commencement of the Rusholme resident parking zone in January 2024.

The application documents indicate that the applicant has investigated the potential provision of car club parking space in the vicinity of the site and has proposed the following:

- Excluding future residents from applying for a parking permit for the Residents Parking Scheme;
- Investigation of the implementation of a Car Club Bay (Applicant to cover TRO works associated); and
- Two years free Car Club membership to all residents and £40 driving credit.

It is acknowledged that the site is located in a sustainable urban location close to cycle lanes, pedestrian footway network and high frequency bus services. The

streets around the site including Grandale Street are subject to high levels of on street car parking, and objectors have raised this as a concern with the application proposals. Since consideration of the previous application a resident parking zone has now been introduced in Rusholme and on street in the vicinity of the site, this RPZ was designed to discourage all-day commuter parking to make it easier for residents to park close to their homes as well as to improve road safety and the flow of traffic. As such there are restrictions on the residential streets to the west and south of the application site where there is only permit parking Monday-Sunday 7am until midnight. The applicant undertook on street parking surveys prior to the commencement of the RPZ and subsequent to its introduction in January 2024. The results of these surveys have been fully assessed with the results from surveys prior to the RPZ operating indicating a significant pressure on residential streets associated with the commercial uses in the district centre particularly in the evening. The post RPZ surveys indicate that there is now spare capacity on-street for resident car parking.



Ground floor plan showing retail units and extended external pavements around building

Amendments are proposed to existing parking bays on the northern side of Grandale Street to accommodate the servicing bay, together with alterations to the time period for the on-street parking on the southern side of Grandale Street from 3 hours to 1 hour. MCC Highway Services indicate that these amendments are acceptable with alterations to TROs being funded by the developer.

The additional supporting highways evidence, together with appropriately worded conditions relating to travel planning for the site and other necessary highway works is considered to overcome previous highway concerns relating to the amount of development proposed for the site and level of on-site car parking. It is considered necessary that the provision of access to car club for two years and that new

residents could not apply for a parking permit should be secured within a section 106 agreement. The proposals are not considered to give rise to unacceptable impacts to pedestrian and highway safety or capacity of the highway network or to demands for on-street car parking in nearby residential areas.

Density of development - The proposals are for a high-density scheme located in and adjacent to Rusholme district centre. The general principle of high-density residential accommodation in this location is accepted and supported by adopted local planning policies. Consideration of impacts on residential and visual amenity, and highways implications are set out above, the application proposals are considered to have addressed the reasons for refusal for the previous proposals submitted for the redevelopment of the application site. Given the response of the applicant and amendments set out in this application it is considered that the level of development at the scale proposed is acceptable in this location.

Standard of accommodation – The proposals include 12 no. 1 bedroom apartments and 30 no. 2 bedroom apartments; all are indicated as exceeding the residential space standards. Accesses to the residential and commercial elements of the building would be via a level threshold and an internal lift is indicated on the submitted plans providing access to all floors of residential accommodation.

There were concerns with regards to the previously refused scheme about the standard of accommodation of the apartments located within the roof space of the building. The applicant has submitted further daylight and sunlight assessments based upon the Building Research Establishment Guidelines 2022 to address concerns about the level and amount of daylight serving these apartments. This concludes that the windows serving the roof level apartments would receive daylight amenity levels well in excess of those considered to be acceptable levels within the BRE guidelines.

The application has amended the elevational detail of the proposed building on the northern elevation that has a close relationship to the three-storey adjacent building that contains the Job Centre Plus. The proposed building has a series of recesses and a number of side facing windows that are set off from the boundary but still providing natural light to the proposed apartments in this part of the building. These amendments are considered to have addressed one of the reasons for refusal of the previous scheme which related to that scheme prejudicing the potential redevelopment of the adjacent site due to windows being placed close to the sites boundary.

Noise – The application is supported by a noise impact assessment which has been fully assessed. This assessment has reviewed the potential impacts arising from the proposed development - including vehicle movements to and from the development particularly along Grandale Street-and also on future occupiers. The submitted assessment concludes that there would be a negligible effect on the noise environment from vehicle movements under a worst case scenario given the current activity in the area and the current lawful use of the site as a café/restaurant.



View west along Grandale Street , application site to the right of the picture

It is not considered that the application proposals would give rise to unacceptable impacts on existing residential properties as a result of activity associated with the proposed commercial floorspace and residential apartments. The noise impact assessment makes a number of recommendations that would need to be incorporated into the building and its fabric such as glazing to ensure impacts on future residential occupiers from external noise and the proposed commercial uses are mitigated suitably worded conditions are recommended to be appended to any approval of the application to deal with these matters.

Fumes and Odours – The ground floor commercial uses could be used for a variety of uses including cafes or restaurants. An odour impact assessment has been prepared to accompany the application and plans indicate the inclusion of internal ventilation shafts to allow fumes and odours to be vented through the buildings roof, the submitted assessment indicates that mitigation will be required to reduce odours. Prior to the use of the commercial units, if they are to be used for such uses, final details of the extraction equipment to be installed will be required to be submitted for approval an appropriately worded condition is proposed.

Air Quality – An air quality assessment (AQA) has been prepared and submitted alongside the planning application to determine whether there would be exposure of future residents to elevated pollution levels and also assess the potential impacts as a result of the construction and operational phase of the development.

The AQA reviewed the potential construction phase air quality impacts from dust emissions as a result of demolition, earthworks, and construction activities. The use of good practice control measures during the construction phase are considered to provide suitable mitigation for a development of this size and nature and reduce

potential impacts to an acceptable level. Such measures would be secured via a suitably worded construction management plan condition.

The AQA concludes that predicted pollution levels for future residents were below the relevant criteria across the development and the site is therefore considered suitable for residential use from an air quality perspective.

During the operational phase of the development there is the potential for air quality impacts as a result of traffic exhaust emissions associated with vehicles travelling to and from the site. Due to the relatively low predicted number of vehicle movements generated by the proposals, road traffic exhaust emission impacts were not predicted to be significant. A condition is also proposed for electric vehicle charging points to be installed within the car parking area.

Ecology – A preliminary ecological assessment has been submitted in support of the application proposals. This undertook a survey of the site in terms of protected species and habitats. The site is a brownfield site which contains a building and areas of hardstanding. The existing building on site was found to have a negligible potential for roosting bats with no evidence of nesting birds. No notable habitats are either on the site or close to the site the ecology report makes a series of recommendations to increase biodiversity at the site through the introduction of landscaping and bat and bird boxes within the development. The application proposals provide limited opportunity for landscaping enhancements but do include for the flat roof element of the building to be covered in a sedum ‘green’ roof together with some identified areas for trees to be installed within planters. It is proposed to attach an appropriately worded condition to any approval for the final details of these enhancements to be submitted for approval for inclusion within the development.

Waste Management - The proposals incorporate on -site bin stores for both the commercial and residential elements of proposed development. This arrangement would allow all refuse to be stored within the site and off the surrounding public footways except for collection which would take place from Grandale Street. The general principle of the waste storage details are considered acceptable. Final detailed arrangements would be secured via an appropriately worded condition.

Environmental Standards - The application documents detail that the proposals would incorporate an enhanced fabric-led approach to improve the buildings performance together with a reduction in energy demand for both the residential and commercial elements through the following design measures and low carbon technology:

- High performance thermal insulation
- Low air permeability
- Maximising solar control to mitigate overheating risks
- Air Source Heat Pumps
- Heat Pump Hot Water Cylinders
- Heat recovery ventilation systems (MVHR)
- Electric Panel Heaters

The proposals would deliver a building that would have modern performance in terms of reducing energy demands and would be highly sustainable.

Ground conditions – The historic uses of the site including as a motor vehicle garage could mean the potential for contamination at the site. A preliminary risk assessment report has been prepared to accompany this application and has been assessed as part of the consideration of the proposals.

A number of recommendations have been made based on the findings of the risk assessment and risks associated with contamination at the site and the proposed change of use of the land for a mixed commercial/residential use. These recommendations include: pre-demolition asbestos survey of the building to be demolished; site investigations of the ground conditions across the site, and preparation of mitigation and remediation strategy. The further work required as set out in the recommendations of the submitted risk assessment would be secured by way of appropriately worded conditions attached to any approval.

Crime and Safety – A Crime Impact Assessment has been produced by Greater Manchester Police, Design for Security to accompany the planning application. The proposals are considered to provide active frontage to Wilmslow Road and Grandale Street providing natural surveillance over the surrounding public realm. Recommendations are made in respect of security measures that can be incorporated into the development such as the arrangements for access for the delivery of post, treatment of external ground floor surfaces to resist or allow cleaning of graffiti off surfaces, access controls to car parking and cycle store. A condition is proposed to be attached to any approval that the development meets secured by design accreditation.

Flood Risk and Drainage – A flood risk assessment and drainage strategy has been prepared to accompany the application, which has been fully assessed. The site is in flood risk zone 1 which has a low risk of flooding; however, recommendations are made within the flood risk assessment in relation to ensuring finished floor levels are no lower than existing to reduce the risk of groundwater flooding. The final surface water drainage scheme for the development would be required to be submitted for approval prior to its installation and a condition is proposed to deal with this matter and to ensure that ongoing maintenance and management of the scheme is also prepared and submitted for approval.

Construction Management – Concerns have been raised regarding potential construction impacts arising from an approval of the proposals. Whilst it is recognised that there would be impacts such as noise, parking and other associated activities arising from construction activity, these impacts would be for a temporary period whilst construction takes place and it is considered to be appropriate, and reasonable given the sites location that an appropriately worded condition is proposed that requires a demolition and construction management plan to be submitted to and agreed in writing.

Local Labour Agreement – The applicant has submitted information to confirm that it would work with the Council to maximise the recruitment of local residents in construction and related jobs and also explore working for the recruitment of local candidates within the commercial units. An appropriately worded condition is proposed to be attached to any approval of the proposals.

TV and Radio reception – The application is accompanied by a baseline reception survey to assess the possible effects and impacts on the reception of television and radio broadcast services from the proposed development given the proposed height of the building. This survey concludes that the development is unlikely to have an adverse effect on digital terrestrial television or VHF (FM) radio signals in the area. There is the possibility of some disruption to the reception of digital satellite television services in a highly localised area to the northwest of the site (Hibbert Street in particular). It is indicated that mitigation in the form of the repositioning of satellite dishes would restore all services. As such it is considered necessary for an appropriately worded condition to be attached to any approval to allow for post construction survey to be undertaken to determine whether mitigation as indicated would be required.

Other Matters – An adjoining property owner has raised concerns relating to potential impacts on air vents on the gable wall of their building that sits on the boundary with the application site. Whilst such matters are likely to be reviewed as part of any party wall agreement between the applicant and adjacent landowner that would be a separate process from the planning process, the applicant has provided details of a potential solution that would involve the inclusion of ducting (100mm deep x300mm wide) within the party wall to allow vertical natural ventilation into the design of the proposed building and the party wall to alleviate the concerns raised with the Council as local planning authority.



View of adjacent three storey building with the three air vents evident on the gable wall

Conclusion – The proposals are considered to have addressed concerns with previous proposals for the redevelopment of the site as set out above within the issues section of this report. The provision of a mixed-use development within Rusholme district centre on a prominent site would deliver a high quality form of development. The proposals would deliver a number of benefits including contributing towards additional housing supply within the City, deliver a suitable mix of commercial ground floor uses within a sustainable and energy efficient building.

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 the right to a fair hearing and to this end the Committee 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 of the application 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

MINDED TO APPROVE subject to the signing of a Section 106 Agreement to secure a late stage review of the viability to determine if there is any uplift in conditions to warrant a contribution towards affordable housing; and, provision of car club membership for 2 years and not permitting residents of the development applying for resident parking permits.

Article 35 Declaration

The application has been determined in a positive and proactive manner. In this instance revisions were requested from the applicant to address concerns, amended

drawings and supporting information were received and appropriately worded conditions are proposed.

Condition(s) to be attached to decision for approval

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

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

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

A454_P_310C 'Proposed Elevation A'

A454_P_412C 'Proposed Section CC'

As received by the City Council as local planning authority on the 23rd May 2024

A454_P_002E 'Block Plan';

A454_P_100M 'Proposed Ground Floor Plan';

A454_P_101G 'Proposed First Floor Plan';

A454_P_102E 'Proposed Second Floor Plan';

A454_P_103E 'Proposed Third Floor Plan'

A454_P_105E 'Proposed Roof Plan';

A454_P_312D 'Proposed Elevation C';

A454_P_313C 'Proposed Elevation D';

A454_P_314C 'Proposed Elevation E &F';

A454_P_110C 'Servicing Plan';

Transport Statement Addendum 77540-CUR-XX-XX-T-TP-00003 (Rev P02)

All as received by the City Council as local planning authority on the 22nd April 2024

Viability Assessment February 2024 prepared by Roger Hannah as received by the City Council as local planning authority on the 12th March 2024

A454_P_400B 'Site Section AA'

A454_P_401B 'Site Section BB'

77540-CUR-XX-XX-T-TP-00002-P03 INTERIM TRAVEL PLAN

Phase 1 - Preliminary Risk Assessment prepared by bEK Enviro Ltd Report Ref: BEK-21992-1 January 2022

Flood Risk Assessment and Drainage Strategy Ref: 079842-CUR-XX-XX-RP-C-92000-P01-FRADS Revision: V01 Issue Date: 10 February 2022

Preliminary Ecological Appraisal & Potential Bat Roost Survey - Ref: BEK-21992-2

Noise impact assessment 11255.1 -10th November 2023 Revision C

Television and Radio Reception Impact Assessment Issue 1.0

Odour Impact Assessment Reference: 4905-1r3 Date: 21st November 2023

Environment Standards Report November 2023 ref 2021.229

Crime Impact Statement Version A 14.02.2022 Ref 2016/0813/CIS/03

Air Quality Assessment Reference: 4905r3 Date: 21st November 2023

All as received by the City Council as local planning authority on the 28th November 2023

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

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 Core Strategy.

4) Prior to the commencement of demolition/development, a construction management and demolition 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:

- A Dust Management Plan;
- Identify measures to control dust and mud, including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- The routing of construction traffic;
- Detail the vehicular activity associated with the construction including appropriate swept path assessment;
- Compound locations where relevant;
- Details of the location and arrangements for contractor parking;
- Detail of an emergency contact telephone number to be displayed at the site;
- Loading and unloading of plant and materials;
- Storage of plant and materials;
- Timescales for the completion and scope of a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site;
- Site working hours.

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) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration

of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development. In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

6) 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 commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation 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 policies DM1 and EN18 of the Core Strategy.

7) No development (excluding demolition) shall take place until a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include the following:

- A finalised drainage layout showing all components, outfalls (maximum 5l/s), levels, and connectivity;
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;
- Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- 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;
- Hydraulic calculation of the proposed drainage system, including all engineering parameters;
- Construction details of flow control and SuDS elements.

The development shall be carried out in accordance with the agreed details.

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 local policies EN08 and EN14.

8) a) Prior to the commencement of above ground works a scheme for acoustically insulating the proposed development against noise from Wilmslow Road and nearby commercial premises shall be submitted to and approved in writing by local planning authority.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

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

Reason - To safeguard the amenity of nearby residential properties and to insulate the proposed residential accommodation against noise from Palatine Road pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and Policies DM1 and SP1 of the Manchester Core Strategy and national policy contained within the NPPF.

9) a) Fumes, vapours and odours shall be extracted and discharged from the retail units (class E and sui generis) 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 Core Strategy policy DM1.

10) a) Within three months of the commencement of development a scheme for the storage and disposal of refuse for the residential apartments hereby approved shall be submitted to and approved in writing by the City Council as local planning authority.

b) Within three months of the commencement of development a scheme for the storage and disposal of refuse for the ground floor commercial units hereby approved shall be submitted to and approved in writing by the City Council as local planning authority.

c) The details of the approved scheme approved under part a) and b) of this condition 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 of the Core Strategy.

11) 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 of the Core Strategy and saved UDP policy DC26.

12) Within three months of the commencement of development a scheme for biodiversity enhancements to be included within the development: comprising the provision of bat and bird boxes, and a sedum roof together with the timescales for its implementation and the ongoing management of the sedum roof, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out and managed in accordance with the agreed scheme.

Reason - To enhance the biodiversity of the site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

13) The external roof space including the sedum roof to the building hereby approved shall not be used for amenity purposes for occupiers of the development (other than the external terraces as identified on the approved plans of the first floor), with access to the external roof space only being for the purposes of maintenance and management.

Reason – In the interests of residential amenity pursuant to policy DM1 of the Core Strategy.

14) Prior to the first occupation of the development hereby approved, the City Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

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

15) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of a sustainable drainage scheme have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- A verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from 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.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to policy EN17 of the Manchester Core Strategy.

16) Prior to occupation of the development 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:

- Required amendments to TRO's
- Details of all proposed vehicular and pedestrian accesses, associated tactile paving, dropped kerbs etc
- Reinstatement of redundant accesses
- Amendments to parking bays on Grandale Road

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.

17) A detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the residential and/or retail units hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those residing in the development;

- (2) A commitment to surveying the travel patterns of residents during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. 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 reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

18) Prior to the first occupation of the development 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.

19) The approved space and facilities for bicycle parking as shown within the approved plans and documents listed in condition 2 of this decision shall be installed, retained and permanently reserved for bicycle parking for residents prior to the first occupation of the development.

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.

20) The car parking area indicated on drawing numbered A454_P_100M 'Proposed ground floor plan' received by the City Council as Local Planning Authority on the 22nd April 2024 shall be surfaced, demarcated and made available for use prior to any of the residential units hereby approved being occupied. The parking areas shall be for the sole use of residential occupants of the development and their visitors 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.

21) 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.

22) The residential units 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.

23) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development to the apartment building hereby approved, in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

24) No part of the retail units as identified on the approved and none of the areas outside the building plans shall be used for the smoking of shisha for use by patrons of the premises at any time.

Reason - For the avoidance of doubt and to safeguard the amenities of the occupiers of existing and future nearby properties, pursuant to saved policies DC10 and DC26 of the Unitary Development Plan and policies SP1 and DM1 of the Core Strategy.

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25) The retail unit with pedestrian access onto Grandale Road as shown on the approved plans shall not be used as a (sui generis) hot food takeaway use.

Reason - For the avoidance of doubt and to safeguard the amenities of the occupiers of existing and future nearby properties, pursuant to saved policies DC10 and DC26 of the Unitary Development Plan and policies SP1 and DM1 of the Core Strategy.

26) Prior to the first occupation and use of any of the ground floor retail units as identified on the approved plans, a schedule of hours of opening of each unit to be occupied shall be submitted to and agreed in writing by the City Council as local planning authority. Each unit shall be operated in accordance with the agreed details thereafter and whilst the unit is in use.

Reason – In the interests of residential amenity pursuant to saved policies DC10 and DC26 of the Unitary Development Plan and policies SP1 and DM1 of the Core Strategy.

27) Prior to the first use of the ground floor retail units hereby approved, a schedule of days and hours of operation of any external areas within the application site shall be submitted to and approved in writing by the City Council as local planning authority. The submitted details shall not allow for the use of amplified sound or any music to these external areas at any time. The operation of the retail units shall be carried out thereafter in accordance with the approved details whilst the units are in use.

Reason - In the interests of residential amenity pursuant to saved policies DC10 and DC26 of the Unitary Development Plan and policies SP1 and DM1 of the Core Strategy.

28) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:
07:30 to 20:00, Monday to Saturday,
no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation.

29) Within one month of the practical completion of the apartment building hereby approved or before the apartment building is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified Digital Satellite TV reception problems within the potential impact area as identified in the Television and Radio Reception Impact Assessment by GTech Surveys Limited a study containing the following with regard to television reception in the area shall be submitted to and approved in writing by the City Council as local planning authority:

- Assess the impact of the development on television signal reception within the potential impact area identified in the Television and Radio Reception Impact Assessment by GTech Surveys Limited against the baseline survey results.

- Identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the Baseline survey.

Any measures identified and required must be carried out either before the approved apartment building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

30) No vegetation clearance or demolition works shall take place during the main bird nesting season (March - August inclusive) unless it can otherwise be demonstrated by a suitably qualified person that no active bird nests are present on the site, the results of the survey shall be submitted to and approved in writing by the local planning authority prior to any such works taking place.

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 Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 138662/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Environmental Health
MCC Flood Risk Management
Highway Services
Greater Manchester Ecology Unit
Greater Manchester Police
Transport For Greater Manchester
Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Transport For Greater Manchester
Greater Manchester Ecology Unit**

A map showing the neighbours notified of the application is attached at the end of the report.

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Email : robert.griffin@manchester.gov.uk

