

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139977/FO/2024

Date registered valid: 13 June 2024

Proposal: Conversion of building to form 8no. residential dwellings (Class C3), together with the erection of a four-storey side extension and single storey roof extension

Address: Junction Inn, Queens Road, Manchester, M9 5FF

Ward(s): Crumpsall Ward

Applicant: Mr Darren Ford, Bloom Property Holdings Ltd

Agent (if any): Mr Ali Siddique, Footprint Design Ltd

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 6 August 2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 12 July 2024

Standard consultations:

Printed: 20 June 2024 Expired: 11 July 2024

Neighbour notifications

Printed: 20 June 2024 Expired: 11 July 2024

Site notice

Posted: 12 July 2024 Expired: 2 August 2024

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site relates to a detached, three storey building of masonry construction incorporates a cylindrical shaped frontage with arched windows, situated at the junction of Queens Road and Park View.



View of building frontage

The building which has been vacant for several years was previously occupied as a nightclub and originally a public house (Junction Inn).



View of building rear from Queens Road

The building occupies a small footprint which takes up almost the entire site. To the rear, the topography of the site drops away towards the Hendham Vale and the River Irk corridor.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The site lies adjacent to the main arterial route of Queens Road. In terms of the immediate surroundings, the site is flanked by Queens Park to the north, as well as the green river corridor area of Hendham Vale to the north, south and west. Opposite, to the east on the other side of Park View is a 3-storey apartment development, beyond which are two storey dwellinghouses.

Description of development

Planning permission is sought for the conversion of a vacant, former nightclub/public house building to form 8 residential apartments, comprising 6 x 2 bedroom units and 2 x 1 bedroom units.



Image of proposed conversion

To facilitate the conversion, a 4-storey rear extension is proposed, along with a rooftop extension and minor elevational alterations.

Due to the constraints of the site, no garden area or off-road parking is proposed.

Consultations & Notification Responses

Local Residents/Occupiers – 2 representations have been received objecting to the proposal based on concerns surrounding a lack of off-road parking provision which could exacerbate on-street parking along Park View, as well as an increase in traffic and access difficulties along Park View.

Environmental Health – No objection. Conditions are requested in relation to acoustic insulation, waste management, air quality, construction hours and ground conditions.

Highway Services – The following, principal comments are made:

Trip Generation - In comparison to the former use, the level of trips generated is not anticipated to be dissimilar and as such no highways concerns are expected.

Accessibility - The site is well accessed by sustainable modes, with Queens Road Metrolink Station located within walking distance of the site (450m, equivalent to 6min walk). Regular bus services also operate along Queens Road.

Parking - The development would be a car free development and therefore no parking spaces would be provided.

Cycle Parking – The submission confirms that 8no. cycle parking spaces would be provided for the apartments. This is a provision of 100% which is acceptable.

Waste Management - A designated refuse storage has been accommodated at the ground floor of the site and would be accessed from the front via Queens Road. On collection days building management will remove the bins to the collection point on Park View following the existing arrangement. Refuse vehicle will temporarily stop on Park View for on-road servicing which is considered acceptable.

Travel Plan – the submission of a Travel Plan is welcomed. A full Travel Plan should be produced for the development and include objectives, targets and indicators, management strategy, measures to encourage sustainable travel, marketing strategy and the monitoring and review plan.

CMP - A draft Construction Management Plan has been submitted as part of the application. A full/detailed CMP should be conditioned as part of any planning approval.

Relevant Planning History

124085/FO/2019

Conversion of building to radio station and ground floor cafe (sui generis) together with the erection of a four-storey rear extension including balconies, a roof extension to create additional floor and associated car parking. *Approved 3 December 2019.*

084156/FO/2007/N1

Erection of 3 storey extension to rear of existing building and erection of external timber staircase at rear of building to form fire escape from basement to ground levels. Approved 29 July 2008.

Policy

The following policy and guidance is considered relevant to the consideration of this application:

-Policies DM1, SP, H1-H3, T2, EN1, EN3, EN4, EN14, EN16-19 of the Manchester Core Strategy;

-Saved policy DC26 and E3.3 of the Unitary Development Plan;

-Places for Everyone Greater Manchester Joint Development Plan (March 2024). Relevant policies are JP-S1, JP-S2, JP-S5, JP-S6, JP-S7, JP-C5, JP-C7, JP-H1, JP-H3: Type, JP-H4 and JP-P1;

-The Guide to Development in Manchester (SPD) ;

-Manchester Residential Quality Guidance (2016);

-National Planning Policy Framework - Sections 4, 5, 11, 12 and 16 and are considered relevant to the consideration of this application.

Issues

Principle

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

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

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

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

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

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

In this case, the site would regenerate a vacant, infill site on brownfield land that makes no meaningful contribution to the function of the host street or the appearance of the street-scene.

The proposed dwellinghouses would make best use of the site to provide new dwellinghouses, adding to the diversification of housing stock in the area. The site is also appropriately situated within a sustainable location close to local amenities and existing housing stock. On this basis, the principle of the proposed development is considered acceptable.

Specific planning issues are addressed further below.

Redevelopment of the Site and Contribution to Regeneration

The proposed development would regenerate a vacant building which could otherwise be left to further deteriorate and would substantially uplift the appearance of the area, by providing a decent quality development which would enhance the appearance of the street-scene whilst contributing to local housing growth objectives. On this basis, the proposal is considered to have a positive regenerative impact.

Residential Amenity

In this instance, the proposed development would introduce a residential use into the context of an established residential area.

Whilst it is acknowledged that there will be some increase in activity at the site due to the introduction of new occupiers and as the site has been vacant for some time, the relatively limited number of prospective occupiers is unlikely to significantly undermine the amenity of existing residents in terms of coming and goings, noise and disturbance within the context of a dense residential area and when taking into account the former uses of the building as a public house and later, a nightclub.

In terms of any impact because of the physical presence of the proposed extensions, including any potential over-dominance, overshadowing or overlooking, it is believed that given the interface/separations distance, relationship with neighbouring properties and proposed window positioning, there is unlikely to be any significant, adverse impact upon living conditions.

To safeguard nearby occupiers from over intensification of use, a Class C3 use restriction condition is included to prevent the proposed properties from being occupied as HMOs, as well as a condition which would prevent the building being used for serviced accommodation.

It is considered that on balance, the impact upon the amenity of nearby occupiers would not be substantial and the proposed development can be satisfactorily accommodated in this location.

Amenity Space

Whilst the proposed development incorporates minimal, usable, outdoor amenity space, the building lies immediately next to Queens Park which bounds the site to the north. Due to the constraints of the site and when balanced against the benefits of the building being renovated and reoccupied, this is considered an acceptable compromise.

Design, Scale and Appearance

The principle of the proposed rear extension and rooftop extension has previously been considered acceptable following permission being granted for the conversion of the building into a café and radio station (Ref: 124085/FO/2019).

The proposed 4 storey rear extension is of a similar design and occupies a small footprint to the southern side of the building facing Queens Road.

It is considered that the proposed extension is proportionate in scale in comparison to the host building, incorporating the use of traditional brickwork to match the existing building. Due to the immediate context and the relationship with neighbouring buildings, the nearest being to the opposite side of Park View, the scale of the proposed extension is entirely consistent with its surroundings, with no concerns surrounding over-dominance or overshadowing.

To the roof, a lightweight addition is proposed to add contrast between the old and the new to the main building, using a mixture of glazing and black, zinc, standing seam cladding. Existing brickwork is also to be repaired.

The overall appearance of the building has sought to be sympathetic to the characteristics of the existing building and through the use of materials would result represent a high-quality design which would enhance and uplift the building, without being strident or out of character. On this basis, it is believed that design, scale and appearance of the building is acceptable.

Impact to the Highway

As is currently the case, no off-road parking is proposed. Any vehicles associated with the proposed apartments would therefore park on the adjoining highway. As the building is to be marketed as car free, parking demands are anticipated to be low, given occupiers would know in advance that there would be no off-road parking availability.

Whilst there is potential for a marginal increase in traffic along Queens Road and nearby Park View, it is not considered that the anticipated amount and frequency of vehicle movements would be so excessive that it would jeopardise highway or pedestrian safety or cause any localised congestion. Highway Services have not expressed any concern in this regard and consider that any parking demand can satisfactorily be sustained.

It should also be recognised that the site is situated within a highly accessible location with regular buses along Queens Road and a nearby Metrolink stop within walking distance of the site to the west. Public transport options would be supplemented by 100% secure cycle storage provision and a Travel Plan to promote travel by non-car modes. To secure these requirements, relevant conditions have been included.

In light of the above, when balanced against the benefits of redevelopment and the contribution to local housing supply, coupled with accessible location of the site and the anticipated impact to the adjoining highway, the lack of off road parking is considered acceptable.

Waste Management

The application has been accompanied by a waste management strategy which indicates that an appropriate number of receptacles and recycling arrangements would be provided within an internal waste storage within the ground floor. The bins store would be accessed from Queens Road.

Whilst Environmental Health request further details as the waste management operations, the location and general arrangement is considered acceptable. Highway Services are satisfied with the proposed collection arrangements. A suitable condition requiring a more detailed waste strategy is included.

Residential Standards

All 8 of the apartments proposed are in excess of the City Council's internal space standards, with all habitable rooms capable of receiving adequate natural light. On this basis, the residential quality of the proposed conversion is considered acceptable.

Heritage Impact

Paragraph 209 of the NPPF states that proposals should consider:

'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage assets'.

In this case, the host building can be considered to be a non-designated heritage, due to its architectural and social significance and its contribution to the character and appearance of the immediate area.

It is considered that on balance and when weighed against the public benefits arising from the addition of further housing in the area and the reoccupation and regeneration of the building to prevent its further decline, the public benefits outweigh any perceived heritage impact, which in this case are considered less than substantial.

The proposal would retain the original building for beneficial use and the architectural detailing and alterations are considered sympathetic to the original character of the host structure and would provide an appropriate contrast between old and new to reflect the style and proportions of the host building. In turn, this would sustain the significance of the non-designated heritage asset, reflecting the relevant guidance contained within the NPPF.

Bio-diversity

The proposed development is exempt from legislative bio-diversity net gain requirements due to the affecting less than 25 sqm of on-site habitat and also as the development relates to a development of less than 9 units, comprises a site of less than 0.5 hectares and consists of exclusively of dwellings that are self-build or custom housebuilding.

However, in line with the requirements of the NPPF, a condition is included which requires bio-diversity enhancement as part of development. Given the size constraints of the site, this could include bat and bird boxes.

An 'informative' is included to remind the applicant of their legislative responsibilities should any bats be encountered on site during works.

Affordable Housing

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

In this case, the proposal relates to only 8 units and therefore falls below the policy threshold for affordable provision.

Crime and Disorder

Given the windows of the host building are presently boarded-up, it is considered that proposal would aid natural surveillance to the street frontage and neighbouring park entrance and this in turn would enhance security in the immediate area.

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

Climate Change

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

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

Due to the low number of anticipated vehicle trips associated with the proposal because of the lack of off-road parking, road traffic exhaust emission impacts are predicted to be less than significant.

Whilst there would be some limited impact upon air quality during the construction phase, the impact is not considered significantly harmful. Through effective mitigation and construction management, the impact upon air quality can be appropriately controlled.

Ground Conditions

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

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a

legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter. The proposal is considered to be acceptable and therefore determined within a timely manner.

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

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

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

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

Drawings referenced A097_L(00)001 (existing location plan), A097_L(00)006 (location plan), A097_L(00)007 (proposed ground floor plan), A097_L(00)008 (proposed upper floor plan), A097_L(00)011 (proposed section), A097_L(00)009 (proposed elevation 1) and A097_L(00)010 (proposed elevation 2), received by the City Council as Local Planning Authority on 9 May 2024.

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

3) No above ground development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as Local

Planning Authority. The development shall only be implemented in accordance with the agreed materials.

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

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

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

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

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

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

5) Notwithstanding details submitted, the apartments hereby approved shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

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

b) Prior to first occupation of the residential units, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been

met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

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

7) a) Prior to commencement of the development, an air quality exposure assessment together with any mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as Local Planning Authority.

b) Prior to occupation of the development, any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy.

8) Notwithstanding details submitted, the use hereby approved shall not become operational until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority. Details shall include the number of spaces, means of enclosure, shelter, access and security measures. The approved space and facilities shall then be retained and permanently reserved for bicycle parking so long as the use is operational.

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

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

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

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

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

10) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. No occupation of the development shall take place until the completion/verification report is submitted to and approved by the City Council as local planning authority.

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

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

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

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

12) A Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to the use hereby approved becoming operational. 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 attending or employed in the development;
- (2) A commitment to surveying the travel patterns of staff and customers 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.

13) Prior to above ground works for the development hereby approved commencing, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in

writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote bio-diversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

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

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

15) Prior to first 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:

-The provision of a dropped kerb and tactile paving is between the building and gates into Queens Road, along with any necessary resurfacing of the adjoining footway.

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.

16) 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 Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

17) 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.

Informative

1) The applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

2) It is noted that there is an existing lighting column is located adjacent to the building Queens Road. The Proposed Plans indicated that the existing lighting column will be relocated. It is recommended that the applicant liaises with MCCs Street Lighting Team (streetlighting@manchester.gov.uk) regarding the relocation of the existing street lighting column with costs funded by the applicant.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Parks & Events
Greater Manchester Police

4 Park View, Harpurhey, Manchester, M9 5EJ
2 Park View, Harpurhey, Manchester, M9 5EJ
Flat 4, 351 Queens Road, Manchester, M9 5FF
Flat 3, 351 Queens Road, Manchester, M9 5FF
Flat 2, 351 Queens Road, Manchester, M9 5FF
Flat 6, 351 Queens Road, Manchester, M9 5FF
Flat 5, 351 Queens Road, Manchester, M9 5FF
Flat 1, 351 Queens Road, Manchester, M9 5FF
71 Keyhaven Walk, Manchester, M40 7TQ
355 Queens Road, Manchester, M9 5FF
353 Queens Road, Manchester, M9 5FF
21 Tarvington Close, Manchester, M40 7TP
75 Keyhaven Walk, Manchester, M40 7TQ
73 Keyhaven Walk, Manchester, M40 7TQ
69 Keyhaven Walk, Manchester, M40 7TQ
25 Tarvington Close, Manchester, M40 7TP
23 Tarvington Close, Manchester, M40 7TP
19 Tarvington Close, Manchester, M40 7TP

Appendix 2 – Planning constraints

Article 4 Direction - Removal of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Area Team Boundary - Name: NORTH AREA