
Application Number	Date of Appln	Committee Date	Ward
139537/FO/2024	27th Mar 2024	25 th July 2024	Baguley Ward

Proposal Erection of a three-storey apartment block comprising 20 apartments following demolition of existing building, supported by access, parking, landscaping, drainage, and other associated works

Location Clever Clowns Day Nursery, Greenbrow Road, Manchester, M23 2UH

Applicant Stockport Developments Ltd in partnership with WCHG

Agent Poppy Oakey, Eden Planning & Development

Executive Summary

The proposals relate to the development of a site that currently contains a two-storey vacant building last used as a day nursery and prior to that a public house. The building is proposed to be demolished with the site redeveloped to provide 20 affordable residential apartments in a three-storey building with associated car parking area to the rear of the site.

Following notification of the application 7 representations were received objecting to the proposals.

Key issues are:

- Scale and height of the proposed building
- Impact on adjacent existing residential properties

Consideration of the proposals is set out in full in the remainder of this report.

Description of site

The application site currently comprises a two-storey vacant brick building that was last used as a children's day nursery but was also previously used as a public house. The site is located on the southern extent of Greenbrow Road which serves the Baguley ward connecting to Hollyhedge Road to the north and the wider strategic road network.



The existing two storey vacant nursery building

The surrounding area is predominantly residential in nature with two storey post war houses arranged along Greenbrow Road and side roads to the west of the application site and to its rear. A three-storey recently completed residential apartment block lies immediately adjacent the site to the east with a three storey mixed commercial and residential further to the east.

The existing building sits centrally within the plot with areas of hardstanding to the front, either side, and the rear with this area having been fenced off and used as outdoor play space for the previous nursery use. There are small pockets of landscaping within the site, to its frontage and boundaries containing a limited number of trees and shrubs. A low wall and railings form the front boundary treatment with two current access points into the site from Greenbrow Road. The site slopes downwards from the front towards its rear boundary.



Application site edged in red

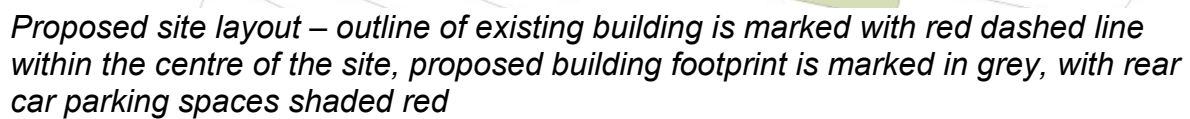
Description of development

The application proposals are for the redevelopment of the site following the demolition of the existing building on site and the erection of a three-storey building comprising 20 no. apartments with associated car parking and landscaping.

The proposed building would be sited closer to the eastern boundary of the site and the adjacent electrical sub-station, and three storey apartment building separated by a landscaped strip comprising hedgerow and grass. An area for off-street car parking would be provided to the rear of the building with a modified access from Greenbrow Road on its western side, with level access provided from the 2 no. accessible parking spaces. A detached dedicated bin store is sited adjacent the proposed building and access road, with a dedicated 2m wide access path being provided from the site access to the rear of the building. Landscaping is proposed to the front and eastern side of the building, together with other pockets of soft landscaping adjacent the site access from Greenbrow Road and to the rear boundary of the site adjacent the car parking area.

Pedestrian entrances are located to the front and rear of the building affording direct access from Greenbrow Road and the car parking spaces to the rear of the building. Together with the pedestrian accesses the ground floor also comprises internal bin and bike store with direct access doors to external areas, lobby area, and access to lift and staircase. The 20 proposed apartments are arranged to the front and rear of the building separated by an internal central corridor with 6 apartments located on the ground floor (5no. x 1 bedroom and 1no. 2 bedroom apartments), and 7 apartments on each of the first and second floors (1no. x 2 bedroom and 6 no. x 1 bedroom apartments). All first and second floor apartments have access to at least one external balcony area.

The proposed building would be three-storeys in height and has been designed to include recessed detailing around windows to provide visual interest to the built form projecting balconies to the front and rear and would be finished in two brick types a light and dark finish, window frames would be of a dark coloured aluminium finish



096586/FU/2011/S2 - Change of use of public house to children's day nursery (D1) for up to 50 Children and the creation of a first floor two bedroom flat in connection with the day nursery and office accommodation and basement staff room. Approved 16.08.2011

Consultations

- The proposals would result in overlooking of adjacent properties;
- Loss of direct sunlight particularly in the winter to property and gardens;
- Side facing windows would give rise to overlooking;
- Concerned about the occupiers and effect on crime and safety in the area;
- Impacts of the demolition and construction works including excess traffic, noise, dust and travel disruption, including disruption to residents;
- Concerned about damage to property;

- Rats have been spotted at the property already and concerned building work would create more rats in the area;
- The proposed properties would generate additional noise, more parking problems on the street from new residents and visitors;
- Will the site be secured as the property has already been set on fire and vandalised;
- Will the bin area be kept clean;
- What type of barrier would be installed to the car parking area to prevent collision with fences.

Responses were also received from statutory and non-statutory consultees and these are summarised below:

MCC Highway Services - The proposed development is not considered to have a detrimental impact on highway operations and the submitted information demonstrates that there are no underlying safety issues in the vicinity of the site. The site is located in an accessible location with numerous bus services operate in close proximity of the site along Greenbrow Road and the site is located adjacent to various amenities.

The proposals include 20no. internal cycle parking spaces to be provided at ground-floor level and accessed from the rear car-park area. This level of provision (100%) is considered acceptable by Highways.

A total of 13no. parking spaces are proposed within a car-park to be accessed from Greenbrow Road. The proposed provision comprises:

- 8no. standard parking bays;
- 2no. disabled bays; and
- 3no. EV charging bays.

This level and mix of provision is acceptable based upon the submitted transport statement, it is recommended that a car park management plan should be conditioned as part of any approval to reduce the likelihood of overspill parking onto the adopted highway.

Access into the site is considered to be acceptable and in accordance with required standards in relation to visibility splay on to Greenbrow Road. Double yellow lines will be required in the vicinity of the access into the site to protect this from parked cars.

The proposed location of ground floor bin store is accepted with servicing of this taking place adjacent to Greenbrow Road.

The submitted interim travel plan is acceptable, it is recommended that a full travel plan be developed prior to first occupation secured by condition.

MCC Environmental Health – Raise no objections to the proposals but recommend a number of conditions relating to submission and approval of: a demolition and construction management plan; a residential acoustic insulation and overheating scheme for the development; an external plant and equipment condition to ensure this is designed to achieve noise rating 5 db below the typical background level from the nearest noise sensitive location; waste stores and collection area are accepted,

however final details are required on the management of the presentation and return of the bins to the collection area; provision of electric vehicle charging points as proposed; details of site investigation works of ground conditions reporting of the findings together with the remediation strategy to be undertaken as part of the development and verification that this is implemented;

Greater Manchester Ecology Unit – The site will be able to achieve a net gain in biodiversity as demonstrated in the submitted information. Conditions are recommended to ensure clearance of any trees or vegetation takes places outside of bird nesting season (unless otherwise demonstrated to be absent); and the installation of bird and bat boxes within the development. An informative should be attached to any approval to ensure that applicant is aware that whilst the building to be demolished has been found to have negligible bat roosting potential bats are highly mobile creatures and it is an offence to disturb, harm or kill bats.

MCC Flood Risk Management Team – Raise no objections to the proposals but do recommend conditions be attached to any approval for the submission and approval of a surface water drainage scheme and the maintenance and management plan for the installed scheme.

United Utilities – Recommend a condition be attached to any approval for the submission and approval of a surface water drainage scheme prior to the commencement of development.

Electricity North West – Raise no objection to the proposals but recommend the applicant ensure that the development does not encroach over either the operational land or rights of access or cable easement. The applicant is advised to contact Electricity North West to verify the details of the electricity distribution assets in the vicinity of the site.

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 SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. The proposals seek to provide additional diversity in terms of type of housing within the area and towards the creation of neighbourhoods of choice.

Policy DM1 (Development Management) states that new development should have regard to more specific issues including: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy H1 (Overall Housing Provision) Identifies the requirements for provision of new residential development across the City and indicates that new housing will be predominantly in the North, East, City Centre and Central Manchester.

Policy H7 (Wythenshawe) – Indicates that Wythenshawe is expected to accommodate around 3% of new residential development over the lifetime of the Core Strategy. New high quality high density development will be encouraged within the district centres of Northenden, Baguley and Wythenshawe and upon small infill sites where it contributes to the stock of affordable housing and where it complements Wythenshawe's garden city character. The proposals are for the provision of new high quality, high density affordable housing and are considered to accord with the principles for residential development in Wythenshawe set out in this policy.

Policy H8 (Affordable Housing) states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The proposals are for the provision of 20 units to be provided as affordable housing in the form of a mix of social rented and rent to buy units and would provide an affordable housing compliant scheme.

Policy EN1 (Design Principles and Strategic Character Areas) – The proposals are considered to be of a layout and scale that is compatible with the surrounding area.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) & Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies).

The proposed development takes an enhanced building fabric led approach to minimising energy demand by minimising heat loss from the building envelope and building systems together with the inclusion of an energy efficient servicing provision to maximise the buildings' performance.

Policy EN 8 (Adaptation to Climate Change) - All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.

Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. The proposals incorporate an outline landscaping scheme which includes, hedge, shrub and tree planting.

Policy EN14 (Flood Risk) - The site is located in Flood Zone 1, which is designated as land having less than a 1 in 1000 probability of river or sea flooding. A drainage management strategy has been prepared to accompany the application which indicates that the drainage strategy for the development would seek a betterment in terms of the rate of surface water discharge to the public sewer network. A condition for the final detailed drainage scheme to be submitted for approval is proposed.

Policy EN 15 (Biodiversity and Geological Conservation) - The policy indicates that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. The applicant has undertaken an ecology and biodiversity net gain assessment of the site which does not raise any significant ecological concerns but makes a series of recommendations with regards to biodiversity net gain on the site.

Policy EN 16 (Air Quality) – The application is accompanied by an air quality assessment. This report assesses the potential changes in air quality due to the construction and operation of the proposed development and whether these potential changes would significantly alter air quality. This confirms that with the implementation of mitigation measures the demolition and construction phase are not considered to give rise to significant impacts and the operational phase would not give rise to impacts. It is concluded that the proposed development is not expected to have a significant impact on local air quality.

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.

Policy EN 18 Contaminated Land and Ground Stability – The site has been subject to a desk study which is considered adequate. If the proposals are granted approval site investigations together with remediation strategy and verification would be required, and these could be secured via an appropriately worded condition.

Policy EN19 Waste – The proposals drawings indicate that bin stores would be provided for the apartments.

Policy T1 Sustainable Transport – The application is accompanied by a transport statement assessment and interim travel plan that concludes the proposals would not have negative effects on highway operation or road safety.

Policy T2 Accessible Areas of Opportunity and Need – The application site is accessible by foot, cycle and public transport networks.

Places for Everyone - The approved 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.

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-Strat14: A sustainable and integrated transport network
- JP-C8: 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
- JP-G8: A Net Enhancement of Biodiversity and Geodiversity

Saved Unitary Development Plan Policies - Policy DC26.1, DC26.2 and DC26.5 Development and Noise – A noise assessment has been prepared to accompany the application.

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 20 residential units on a previously developed site.

Section 6 – (Building a strong and competitive economy) - The proposal would create jobs during construction.

Section 8 (Promoting healthy and safe communities) – The proposals are accompanied by details on 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 by public transport.

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

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 located in Flood Zone 1, which is designated as land having less than a 1 in 1000 probability of river or sea flooding. A drainage strategy has been prepared and submitted alongside the application.

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.

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.

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

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 principle of the redevelopment of previously developed brownfield land for new homes in the City is long established and prioritised within the adopted development plan policies of the Core Strategy, the NPPF, and the Places for Everyone GM plan. Re-using this site for residential use in a predominantly residential area is therefore acceptable in principle. However, further consideration is required of impacts on residential and visual amenity; the character of the area; highway, and car parking implications.

Loss of the Nursery – The previous nursery use of the site and buildings ceased in January 2023. The application documents indicate issues with the operation of the site which led to its closure including declining attendance levels, poor Ofsted review and implications on the viability of the operation in seeking to resolve the issues raised through its review, the provider also resigned their registration.

It should be noted that there is a fallback position where the conversion of the existing building to a residential use could be undertaken through a prior approval process where such a change of use is permitted subject to consideration of implications in terms of waste, highways, natural daylight, land contamination, noise, and would not result in the loss of a registered nursery.

As such the loss of this facility has to be balanced against the provision of affordable housing on a previously developed site in a sustainable location.

Residential development type (including Affordable Housing provision) – The application seeks approval for 20 no. apartments. Adopted Core Strategy policies H1 and H7 set out the framework for determining residential developments in this part of the City. This suggests that “New high quality high density development will be

encouraged within the district centres of Northenden, Baguley and Wythenshawe and upon small infill sites where it contributes to the stock of affordable housing and where it complements Wythenshawe's garden city character. There is also the potential for additional family housing for sale." The proposal would provide affordable housing in the form of 20 no. residential units for social rent and rent to buy (with the eventual mix to be confirmed). The proposals would exceed the affordable housing requirement of 20% set out in Core Strategy policy H8 and allow a broader range of affordable housing types to be provided in the local area. This would assist in providing a mix of housing types within this area and would meet a priority in delivering an identified shortfall for affordable housing in the area as identified in policy H7.

As such it is considered that the proposal complies with the strategy set out in the adopted housing policies of the Core Strategy. To secure the provision of affordable housing as outlined within the application submission an appropriately worded planning condition is recommended.

Redevelopment of the Site and Contribution to Regeneration -The proposal would redevelop a site which is currently vacant and occupies a site adjacent to other residential properties including recently completed apartment block immediately to the east. The site is located within easy access to Wythenshawe Town Centre and other services are also located close by to the site. The loss of the existing building would support a viable redevelopment to provide affordable provision in Wythenshawe. It is considered that any perceived harm arising from the loss of the existing building is outweighed through bringing the site into a residential use including through diversification of housing choice, job creation through the construction process and benefits to the local economy via increased expenditure at local businesses.

Standard and Mix of Accommodation – The property has been designed to accord with the space standards set out within the residential design guidance. Apartments on the first and second floors all have access to outdoor balcony space and ground floor apartments do have access to some amenity space to the front of the site although this cannot be considered to be private space given its location adjacent to the Greenbrow frontage. The site is in close proximity to outdoor public amenity space which is less than 250 metres to the north of the site which provides a direct green corridor connecting to Milky Button Park to the north-west.

The proposals provide 17no. one bedroom apartments and 3no. two bedroom apartments. The applicant has set out that the intended mix of units within this building seeks to allow the registered provided to seek rightsizing opportunities and to allow allocating homes to older tenants who may be currently under occupying 3 and 4 bedroom properties within their estate and to free larger family accommodation to address demand and overcrowding issues within Wythenshawe. The applicant indicates they currently have in excess of 1,000 homes under occupied in Wythenshawe and have had a 72% increase in demand for properties from 2021/2022 – 2022/2023. In this instance the proposed mix of residential units is considered acceptable.

Accessibility – The proposals incorporate level access into the buildings two accesses including level access from the 2 no. accessible parking spaces within the car parking area. A lift is to be provided internally providing access to each floor and all apartments are designed to meet the M4(2) accessibility guidelines, ensuring that they are accessible and adaptable. Doorways are wide enough to accommodate wheelchairs and mobility aids, and corridors are sized to allow easy manoeuvrability. Balcony access would be via individual apartments, and via a level threshold access point.

Residential Amenity - Concerns have been raised by objectors to the impacts of the proposed building in terms of loss of privacy and overlooking. The proposed building would have front and rear facing windows serving habitable rooms, whilst side windows on the western elevation of the proposed building would serve a corridor and bedroom on the first and second floors.

The proposed bedroom windows on the first and second floor of the western elevation would face towards the gable end of the nearest residential property on Greenbrow Road which contains first floor side windows, and across the front garden of this property, the distance between the proposed windows and the boundary of the site would be approximately 13 metres. Given this distance separation and positioning of the proposed windows it is not considered that this would give rise to unacceptable relationships between the proposed and existing residential properties in terms of overlooking or loss of privacy. The proposed corridor windows would be set centrally on the western elevation of the proposed building and would be directed towards the gable end and rear garden of the existing neighbouring residential property. Given the communal nature of the corridor windows it is recommended that these windows be opaquely glazed to restrict direct views towards the existing neighbouring property and external areas.



Visualisation of the western side elevation of the proposed building



View towards adjacent residential properties on Greenbrow Road from the western side of the site

The rear elevation of the proposed building comprises habitable windows and balconies serving the apartments located within the rear section of the proposed building. The building has been sited to sit approximately 12 metres from the rear boundary of the site at its closest point on its eastern side increasing to 21 metres at its widest extent on its western edge. The distance to the rear elevation of the closest existing residential property on Barnwood Road would be approximately 23 metres. This is a greater distance than that afforded by the recently completed apartment block to the east and is more reflective of separation distances elsewhere in the area. The proposed rear facing windows in the apartment block would provide views towards the rear of properties on Barnwood Road. However, these views would be across the rear parking area and given the extent of rear gardens and the rear parking area these relationships and distances between windows are considered acceptable.



View across the rear of the site towards the rear of properties on Barnwood Road

Concerns have been raised with regards to the windows to the front of the building facing Greenbrow Road and potential impacts on existing properties located opposite. The proposed building is located approximately 21 metres from the front boundary of existing residential properties on the opposite side of Greenbrow Road and 29 metres from the front elevations of those properties. This separation distance across Greenbrow Road is considered to not give rise to unacceptable impacts on occupiers of those properties.



View south from the site towards existing residential properties on Greenbrow Road

The eastern elevation of the proposed building contains no windows, this elevation faces towards the recently constructed 4 storey apartment block adjacent the application site. Whilst there are side facing windows in this building the approved plans for that development indicate these serve staircases within that building. Other windows in this elevation face north and south towards themselves and do not face outwards over the application site, the approved drawings for this building indicate the rooms served by these windows are a bedroom and bathroom. Given the siting and no windows being located within this elevation the proposal is not considered to give rise to unacceptable impacts on this building.



View north across the application site with the adjacent apartment building to the right

Loss of light – The proposed building would be approximately 1.4 metres lower in height than the adjacent four storey building approved by Planning Committee at its meeting on the 22.08.2019 (see relevant planning history section above). The proposed building would be approximately 1.5 metres taller in height and approximately 7.5 metres wider and 5 metres greater in depth than the existing building on site. Given the siting of the building from boundaries with adjacent properties as set out above, together with it being three storeys in height it is not considered that the application proposals would give rise to unacceptable impacts in terms of loss of light or overshadowing to existing properties.

Comings and goings/Noise – A residential use would generate activity, comings and goings associated with the proposed use. These activities and movements would largely be similar to other residential properties in the immediate area. Given the existing lawful use of the site (class E – commercial use) and that this was unrestricted in terms of operational hours, a residential use is considered to be consistent with the prevailing character of the wider neighbourhood. The rear of the site and areas of hardstanding were formally used as outdoor play space, the introduction of car parking could give rise to impacts because of activity associated with vehicles and comings and goings. The proposals do incorporate retaining structures and 1.8m high boundary fencing, together with a setting off from the rear boundary of the site which would assist in minimising these potential impacts.



Rear of the site showing area of hardstanding proposed to be used as car parking for the proposed development

It is not considered that noise generated by the use of the site for residential purposes and associated car parking areas would be significant. On balance, the proposal would have a positive and beneficial effect to the area and are not considered to give rise to significant impacts on the residential amenity of existing residential properties and their occupiers.

Highways and transport – The proposals are accompanied by a transport statement which has been fully assessed. The proposals are not considered to give rise to unacceptable impacts on highway or pedestrian safety or highway.

The proposals would utilise the existing vehicular access from Greenbrow Road to access the off street car parking area which would provide 13 no. spaces (including 2 no. accessible spaces). Some amendments would be required to this existing access and the other redundant crossing would need to be reinstated as part of the development.

The site is considered to be located in a sustainable location close to local amenities and served by a bus route, given this and the provision of secured and covered cycle parking together, the level of on-site car parking to be provision is considered acceptable in this instance. The proposals are not considered to give rise to impacts on highway or pedestrian safety subject to conditions relating to the identified highway works being carried out, the provision of a residential travel plan that seeks

to reduce the use of the private car by occupiers of the development, and a car parking management plan.



View out of the site with existing access to the right to be amended and existing nursery building to far left

Design and Visual Amenity – The proposed apartment building would be three storeys and provide a strong built form frontage to Greenbrow Road. The proposals would be finished in two different coloured bricks and would incorporate elements of brick details that would provide a high-quality finish and visual interest. The final choice of materials would be subject to an appropriately worded condition; however, the design, scale and layout of the proposals are considered acceptable in this local context. It is not considered that the proposals would give rise to unacceptable impacts on the character and visual amenity of the area and the submitted details indicate a design and layout that would successfully assimilate into the area.



Visualisation of the front elevation of the proposed building



Visualisation of the rear elevation of the proposed building

Ecology/ Biodiversity Net Gain – The proposals are supported by appropriate ecological surveys of the site and existing buildings to be demolished. Appropriately worded conditions and informative are needed to secure biodiversity enhancements and to remind the applicant of their legal responsibilities in respect of protected species that may be present on the site. The proposals do include a landscaping scheme that incorporate areas of soft landscaping, hedgerow planting and tree planting on site, to replace the limited poor-quality landscaping and shrubs present on the site, the submitted landscaping scheme is considered acceptable and is to be secured via an appropriately worded condition. In addition, the submitted Biodiversity Net Gain (BNG) assessment indicates that it would be possible to secure a greater

than 10% increase in BNG on site. As such the provision of this would be subject to the statutory BNG condition with enhancements to be based upon the submitted information. An additional condition is proposed to capture additional biodiversity enhancements through the provision of bat and bird boxes.

Sustainability – The development is proposed to prioritise an enhanced ‘fabric led’ solution together with a full electric servicing provision. This together with energy efficient servicing and controls will achieve carbon dioxide emission reductions in accordance with adopted planning policies. The enhanced material specification would provide the following benefits:

- High performance thermal insulation
- Thermal efficient double-glazed windows
- Low air tightness to minimise uncontrolled ventilation

In terms of efficient building services the proposals would incorporate the following:

- Low energy and LED lighting
- Kitchen energy recovery system . To recover excess heat waste energy from kitchens and bathrooms to low cost renewable hot water.
- Electric panel heating
- Intermittent extract ventilation
- Sophisticated heating controls

The submitted information indicates that the proposed renewable energy solution for this particular development is the use of air source heat pumps to provide the following benefits:

- Highly energy efficient water heating system
- Low carbon footprint technology due to the efficiency of the heat pump process
- No fuel storage issues associated with heat pumps
- Omission of fossil fuel connection from the proposed scheme and will enable the development to track the decarbonisation of the UK electricity grid

Air Quality – The application is supported by an Air Quality Assessment which has assessed the potential changes in air quality due to construction and operational phase of the development. Recommendations are made in respect of the demolition and construction phase to mitigated impacts from dust associated with these aspects of the development and these are to be secured via an appropriately worded construction and demolition management plan condition. The AQA confirms that the operational phase of the development would not give rise to significant impacts on local air quality, the development will also incorporate electric vehicle charging points.

Crime and Safety – The application has been accompanied by a Crime Impact Statement, this indicates that the proposals have been designed to minimise the impacts of crime and would introduce residential accommodation to a currently vacant site. The layout of entrances and windows allow for natural surveillance of external areas of the development and Greenbrow frontage. Recommendations are made in respect of detailed matters relating to security measures to be installed into the development such as lighting of external areas, security certified doors and locks.

A suitably worded condition is proposed to deal with these matters and to ensure the development achieves secured by design accreditation.

Construction impacts – 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 in a residential area that an appropriately worded condition is proposed that requires a construction management plan to be submitted to and agreed in writing.

Conclusion – The proposals seek the redevelopment of a vacant building for the provision of 20 affordable residential units within a sustainable location. The proposals are considered to be of a high-quality design providing good size accommodation. Whilst concerns have been raised with the proposals it is considered that the building has been sited to reduce impacts on the residential amenity of occupiers of existing residential properties and it is concluded that it would not give rise to significant impacts.

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 APPROVE

Article 35 Declaration

The application has been determined in a positive and proactive manner, in this instance issues have been raised with the applicant and further information has been provided.

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:

PL02 REV L Proposed Plans (Floor Plans)

PL03 REV J 'Proposed elevations/Site sections'

PL01 REV P 'Proposed site plan'

EX01 REV A 'site location plan'

EX05 REV X 'demolition plan'

382-LST-XX-XX-DR-L-0101 Rev C 'Landscape General Arrangements' prepared by Land studio

- Planning Statement prepared by Eden Planning EDN2289
- Design and Access Statement prepared by D2 Architect
- Air Quality Assessment prepared by Miller Goodhall 103100V2
- Broadband Assessment
- Crime Impact Statement prepared by Greater Manchester Police reference 2011/0612/CIS/01
- Ecological and Biodiversity Net Gain Assessment including Metric prepared by Kingdom Ecology received 14th and 22nd March 2024
- Environmental Standards prepared by Elements Sustainability March 2024 ref 2023.305
- Geoenvironmental Report, including Soakaway Suitability Letter prepared by IGE reference 4031-01
- Transport Statement prepared by SK Transport 240208/SK22381/TS01(-01)
- Noise Impact Assessment prepared by Enviro Standards 7 March 2024
- Waste Management Strategy prepared by D2 Architects

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

- Quantification / classification of vehicular activity associated with construction including commentary on types and frequency of vehicular demands together with

evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway;

- 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.
- Storage of plant and materials;
- Highway dilapidation survey and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site;
- A community consultation plan.

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.

4) 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) Prior to first occupation of the development hereby approved, 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).

5) The development shall not commence (excluding demolition works) 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 (excluding demolition works)

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

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 Manchester Core Strategy.

6) Prior to the commencement of development (excluding demolition) a surface water drainage scheme prepared in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards shall be 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, levels and connectivity;
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- The proposed development site is located in CDA. Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations;
- 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;
- Assessment of overland flow routes for extreme events. 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.
- 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;
- Construction details of flow control and SuDS elements.

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

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.

7) a) Before the development commences (excluding demolition) a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units 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 - To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating 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.

8) 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 Core Strategy policy DM1 and saved Unitary Development Plan policy DC26.

9) Prior to the commencement of development (excluding demolition works) and notwithstanding the details submitted, a scheme for the provision of affordable housing as part of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include:

- i. the type and tenure (such tenures being consistent with the definition of affordable housing in Annex 2 of the NPPF or any definition of affordable housing that replaces it) which shall consist of 100% of the dwelling houses;
- ii. confirmation that the affordable dwellings will be made available on affordable housing terms for both first and subsequent occupiers of the affordable housing dwellings (subject to such exclusions and exemptions as may be approved by the City Council); and
- iii. the eligibility criteria to be used for determining who may occupy the affordable housing dwellings (which shall not be required to include any local connection criteria in the case of shared ownership housing).
- iv. The approved affordable housing scheme shall be implemented as part of the development subject to the following exclusions and exemptions:
 1. The affordable housing scheme shall not be binding upon a mortgagee, chargee or any receiver (including an administrative receiver) appointed by such mortgagee or chargee or any other person appointed under any security documentation to enable such mortgagee or chargee to realise its security or any administrator (however appointed) including a housing administrator (each a receiver) of the whole or any part of the affordable housing or any persons or bodies deriving title through such mortgagee or chargee or receiver.
 2. The affordable housing scheme which is the subject of this condition shall cease to apply (and shall be of no further effect) to any dwelling that has been acquired by an individual owner/purchaser and/or their mortgagee OR any dwelling in respect of which a statutory or voluntary right to buy or acquire has been exercised.

Reason - To contribute to the delivery of affordable housing, pursuant to policy H8 of the Manchester Core Strategy.

10) Prior to first occupation of the development hereby approved, full details of all necessary off-site highway works 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: - Details of all proposed vehicular and pedestrian accesses, associated tactile paving, dropped kerbs, TRO protection of the site access, and reinstatement of redundant accesses 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.

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

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

12) a) Prior to above ground works commencing, details of bat and bird boxes to be installed within the development shall be submitted to and approved in writing by the City Council as local planning authority, the submitted details shall include timescales for their installation.

b) Prior to the first occupation of the development a verification report and supporting evidence confirming the inclusion of the biodiversity enhancements within the development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To secure the biodiversity enhancements to the site pursuant to policy EN15 of the Core Strategy.

13) Prior to the commencement of above ground development, all materials to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples and specifications of all materials to be used on all external elevations of the development. The approved materials shall then be implemented as part of the development.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy.

14) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to first 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 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 Manchester Core Strategy.

15) Before the use hereby approved commences external lighting shall be designed and installed in accordance with a scheme previously submitted to and approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties.

Reason - To safeguard the amenities of the occupiers of nearby properties and protected species pursuant to policy DM1 of the Core Strategy.

16) Prior to first occupation of the development hereby approved, details of certification that the development has achieved Secured by Design Accreditation shall be submitted to and approved in writing by the City Council as Local Planning Authority .

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.

17) 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.

18) The scheme for the storage and disposal of refuse as set out within the approved plans and documents 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 amenity pursuant to policy DM1 of the Core Strategy.

19) 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 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 at 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.

20) Prior to the first occupation of the development hereby approved, full details of electric car charging points to be installed at the development 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.

21) No part of the development hereby approved shall be occupied until the space and facilities for bicycle parking have been provided in accordance with the details shown on drawings referenced PL02 REV L 'Proposed Plans (Floor Plans)' and PL01 REV O 'Proposed site plan'. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

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.

22) The car parking indicated on the approved drawings 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.

23) Prior to the first occupation of the development hereby approved a car parking management plan for the site shall be submitted to and approved in writing by the City Council as local planning authority. The plan shall set out how the on-site car parking is to be managed and allocated to occupiers of the development. The development shall be operated in accordance with the agreed details.

Reason – In order to manage the car parking spaces associated with the development whilst it is occupied, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

24) Prior to the first occupation of the dwellings hereby approved, the boundary treatments as detailed on approved drawing references 382-LST-XX-XX-DR-L-0101 Rev C and PL03 Rev J shall be fully installed and shall be retained in situ for as long as the dwellings are occupied.

Reason - In order to protect the future occupants of existing residential properties from noise sources and in the interests of the visual amenity and character of the area pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

25) The hard and soft landscaping scheme set out on approved drawing reference 382-LST-XX-XX-DR-L-0101 Rev C shall be implemented within 12 months from the first occupation of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

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

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

27) The residential 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.

28) 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 in the form of upward extensions to the building hereby approved 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.

29) Prior to the first occupation of the development the windows on the western elevation to the first and second floor serving the internal corridor as identified on the approved plans shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

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

30) Prior to the commencement of development, a biodiversity gain plan shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be subsequently carried out and maintained in accordance with the approved plan.

Reason – In the interests of biodiversity net gain being achieved on site pursuant to Core Strategy policy EN15, Places for Everyone Policy JP-G8 and schedule 7A of the Town and Country Planning Act 1990 as amended.

Informatives to be attached to any decision to approve

1) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority: Monday - Friday: 7.30am - 6pm Saturday: 8.30am - 2pm Sunday / Bank holidays: No work

2) In order to discharge the acoustic insulation scheme condition attached to this permission noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved: Bedrooms (night time - 23.00 - 07.00) - 30 dB LAeq (individual noise events shall not exceed 45

dB LA_{max,F} by more than 15 times) Living Rooms (daytime - 07.00 - 23.00) - 35 dB
LA_{eq} Gardens and terraces (daytime) - 55 dB LA_{eq}

3) Whilst the building to be demolished has been assessed as low risk for bats, the applicant is reminded that under Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

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: 139537/FO/2024 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:

**Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Electricity Northwest
Greater Manchester Ecology Unit
United Utilities Water PLC**

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

Representations were received from the following third parties:

Relevant Contact Officer :	Robert Griffin
Telephone number :	0161 234 4527
Email :	robert.griffin@manchester.gov.uk

