

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137985/FO/2023

Date registered valid: 12 September 2023

Proposal: Change of use of first floor into residential (Class C3) together with retained access ramp, new entrance and bin storage area and cycle store.

Address: First Floor, 166 Plymouth Grove, Manchester, M13 0AF

Ward(s): Ardwick Ward

Applicant: Grove Park

Agent (if any): Mr Saghir Hussain Create It Studio Architects

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 16 May 2024

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 13 October 2023

Standard consultations:

Printed: 14 September 2023 Expired: 5 October 2023

Neighbour notifications

Printed: 25 September 2023 Expired: 16 October 2023

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The immediate location of the planning application site is non-residential and comprises of commercial uses to the west, south and east of the site, including a car repair business. The offices of a social housing providers are located to the west of the site. The opposite (northern) side of Plymouth Grove is residential (Grove Village).

The application property is a 1960's style building over three storeys and comprising a flat roof and rectangular configuration. The principal elevation comprises of two panels of orange brickwork and centrally positioned cladding with columns and horizontal cross members. The third floor is recessed to allow the formation of balcony access in relation to existing apartments. The main entrance has an access ramp.

The principal elevation is set back from the pavement thereby allowing a hard surfaced area to be formed. It is used for car parking and is demarcated for the street by railing fencing and gates. A car parking area is situated adjacent to the southern elevation of the building and is accessed via a gated access road shared with a neighbouring car repair business. The car parking area is not separated for the service yard to the car repairs business by fencing.

Internally, the application property comprises:

- i. Ground floor – Art Gallery and associated offices and ancillary space (formed following a permitted change of use through former Class D1).
- ii. First floor – Office use (Class E)
- iii. Second floor – 1 x one bedroom apartment and 1 x two bedroom apartment.

External car parking – Six car parking spaces for office use and two car parking spaces residential use to the rear. Two car parking spaces for office use in the front forecourt.



Fig.1 – Views of the application site from Plymouth Grove.

Description of development

The proposed development involves:

- i. The conversion of the first floor of the building to form two, 2-bedroom apartments and one, 3 bedroom apartments. The apartments would be accessed via an existing door on the eastern side of the buildings (although a secondary staircase would be maintained on the western side of the building with links to the main entrance to the building. The staircase would also provide access to the retained second floor apartments.

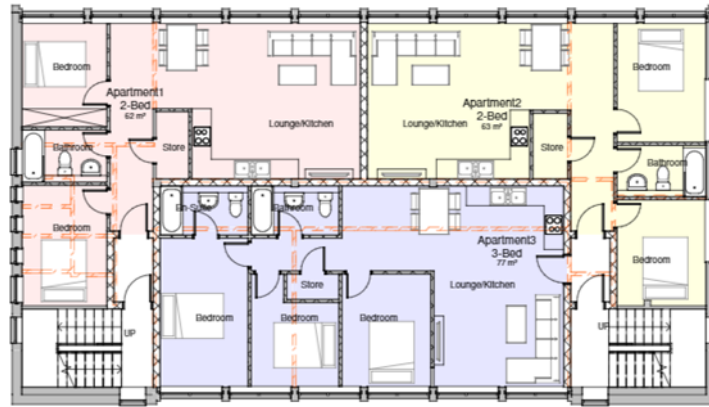


Fig.2 - First floor layout plan.

- ii. The ground floor would be retained as a gallery accessed via the main entrance. An access ramp to this entrance would be retained.
- iii. Externally, a bin enclosure with separate provision for the respective residential and gallery uses would be installed in the north-east corner of the front forecourt. The central area of the forecourt would be demarcated to form an accessible car parking space, which would be accessed via the existing gates to the forecourt (and linked to the service road to Plymouth Grove). A new pedestrian would be formed within the Plymouth Grove boundary with a demarcated route to the dedicated entrance to the apartments.
- iv. To the rear an existing car parking area (adjacent to the southern boundary of the building) would be reconfigured to provide five residents parking bays and three bays in relation to ground floor non-residential use. A cycle storage units would be formed adjacent to the car parking area and would be available for residential and non- residential use.

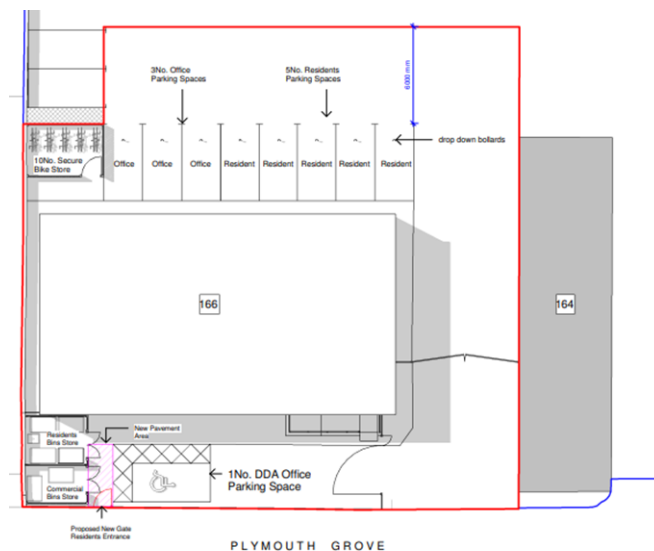


Fig.3 - Site layout

Site history

- i. 105464/AO/2014/N2: Approved - 22.05.2014
Ground Floor, 166 Plymouth Grove, Ardwick, Manchester, M13 0AF
Retrospective application for the installation of illuminated fascia sign on front elevation
- ii. 103383/FU/2013/N2: Approved - 14.10.2013
Corporate Identity Clothing , 166 Plymouth Grove, Ardwick, Manchester, M13 0AF

Change of Use of Ground Floor from Business Premises to Class D1 Use Physiotherapy Clinic

iii. 085620/FU/2008/N2: Refused - 19.06.2008

166A Plymouth Grove, Ardwick, Manchester, M13 0AF

Change of use from industrial storage warehouse (Class B8) to gymnasium/health club (Class D2) with ancillary car parking

iv. F02935: Refused - 25.07.1975

166 Plymouth Grove, Longsight.

Change of use of the 2 flats (on top of existing offices) to offices.

v. 048882/FU/CENTL2/95: Approved - 22.02.1996

Unit 6, Plymouth Court, 164-166, Plymouth Grove, Ardwick.

Change of use of industrial unit to "Peace Ministries" drop-in and social centre, including worship and counselling facilities

vi. F14041: Approved - 01.10.1980

166A Plymouth Grove, Longsight.

Change of use of building for the storage of motor cars, to the cleaning, rust proofing and customising of motor cars.

v. F/AD02926: Approved - 07.10.1980

166 Plymouth Grove, Longsight.

Illuminated single-sided box sign, on front elevation of business premises.

Consultations & Notification Responses

Local residents and businesses – One email of objection has been received expression the following concerns:

- i. The development would increase occupation of the building. In the absence of sufficient car parking, there would be potential for the displacement of cars onto neighbouring streets leading to additional congestion and harm to residential amenity.
- ii. Bins associated with the existing residential use are regularly left on the street following collection, which is harmful to the amenities of the area.

Environmental Health – The following comments have been received:

- i. A condition is requested relating to the approval and implementation of a scheme for acoustic attenuation and insulation of the proposed apartments to safeguard against noise from Plymouth Grove and neighbouring industrial and commercial uses, including the ground floor art gallery. The requested condition has been included.
- ii. The development should be supported with a comprehensive plan for the management of waste and recycling, which should be implemented as part of the development and should considered arrangements for the storage and collection of bins.
- iii. A condition is requested to safeguard air quality through the provision of electric vehicle charging points.

Highway Services – The following comments have been received:

- i. Confirm that the proposed accessible space to the front of the site, including its use of existing vehicular arrangements is acceptable (subject to its retention as an accessible car parking space).

- ii. A requested highways technical not has been assessed. It is accepted that the proposals would not significantly increase the number of vehicular trips or impact upon highway capacity.
- iii. All standard car parking spaces achieve minimum dimensions of 2.4 metres x 4.8 metres. It is recommended that spaces are allocated for respective residential, and gallery uses. Each space should incorporate a lockable bollard to prevent unauthorised use.
- iv. The application has been amended to retain the access ramp in its existing position and this arrangement is acceptable.
- v. The new pedestrian access gate, to be situated in the Plymouth Grove boundary, should be inward opening.
- vi. The proposed secured cycle enclosure would have a capacity for 10 cycles. These spaces should be distributed between the residential and gallery uses. At least one cycle storage space should be allocated to each of the proposed and existing apartments.
- vii. The applicant should clarify the arrangements for the collection of bins.
- viii. Given the scale of development, a travel plan is not required.
- ix. Construction management arrangement should be clarified.
- x. Any requirement for licensing, hoarding / scaffolding, skips and / or associated temporary traffic management arrangements should be agreed with the Council as local highways authority.

Greater Manchester Police Design for Security – No comments received.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 and subsequently in December 2023. It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, the following three overarching objectives need to be pursued mutually:

- i. The economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth.
- ii. The social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community.
- iii. The environmental role should protect and enhance the natural, built and historic environment.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. The following aspects of the Framework.

- i. Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion. The inclusion of residential use within the application property has been previously established and it is considered that the addition of three further apartments would be proportionate and would not depart substantially from levels of activity associated with an office use. It is considered that the

development is capable of being supported with appropriate security arrangements. On this basis it is considered that development would accord with Chapter 8.

iii. Chapter11: Making effective use of land - States that planning decisions should promote an effective use of land, while safeguarding and improving the environment and ensuring safe and healthy living conditions. It is considered that the development would deliver and sustainable use for existing floorspace and would thereby be appropriately related to Chapter 11.

iv. Chapter12: Achieving well-designed places - States that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. The development would not involve changes to the external elevations of the building and an appropriate standard of internal space would be formed. Chapter12 would thereby be accorded with.

The Places for Everyone Plan is a Joint Development Plan Document - Provides a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester.

The Places for Everyone Plan is adopted and forms part of Manchester's development plan. Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications.

The Plan and its policies must therefore be given significant weight in the planning balance. The following policy is relevant:

JPS1 - Sustainable development

Planning Practice Guidance (PPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the PPG, which have been appropriately responded to:

- i. Consultation and pre-decision matters
- ii. Design
- iii. Flood Risk Planning and Flood
- v. Health and well-being
- v. Noise.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.' The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles) - Specifies the Core Development Principles for the City. In this case, the relevant principles relate to the extent the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health,

safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;

- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The development would deliver a sustainable, re-use of floor space within the building. Operational conditions would safeguard the amenities and well-being of residents within and neighbouring the development. The appearance of the building and its setting would not be appreciably affected by the development. Policy SP1 would be accorded with.

Policy EC 2 (Existing Employment Space) – States that the Council will seek to retain and enhance existing employment space and sites, unless:

- i. The existing use is un-viable in terms of business operations, building age and format;
- ii. Proposals are brought forward, which deliver greater benefits than the existing use.

In this case the office space is located at first floor level and is further constrained by its internal layout. The loss of employment space would also offset by the positive benefits of delivering contribution towards local housing provision.

Policy EN1 (Design Principles and Strategic Character Areas) - States that all development in Manchester should meet high standards of urban design and opportunities for good design, which enhance the overall image of the City should be fully realised. The development would not change the external appearance of the building apart from the conditioned requirement to remove redundant business signage. A condition would ensure that other external works would be appropriately related to the surrounding context. Policy EN1 would be accorded with.

Policy EN 14 (Flood Risk) - States that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding. The application sites located in Flood Zone 1, and it is not apparent that the development would presents additional risk of flooding.

Policy EN19 (Waste) - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

Given the magnitude of the nature of the development, it is considered that construction waste could be managed and stored within the site prior to removal. The submitted waste management plan has been related to the development by condition. Policy EN19 would thereby be accorded with.

Policy H1 (Overall Housing Provision) – To the deliver of new housing within the city and the deliver of diverse housing types and tenures. It also seeks to respond diverse housing needs within communities.

Policy H 5 (Central Manchester) – Relates to the delivery of housing need in Central Manchester.

The development would make a small scale but positive contribution to local housing provision and would be appropriately related to policies H1 and H5.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues:

- o Appropriate siting, layout, scale, form, massing, materials and detail;
- o Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- o Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- o Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- o Community safety and crime prevention;
- o Design for health;
- o Refuse storage and collection.

It is considered that the development would accord with the relevant aspects of policy DM1.

Unitary Development Plan (Saved UDP) Policies -The following saved Unitary Development Plan policy is also considered to be relevant:

Policy DC26 (Development and noise) - Has been related to the proposals contribution to the local noise environment and how existing noise sources, including noise from neighbouring industrial / commercial uses, may impact on the proposed housing.

Policy DC26.5 has been related to the assessment of the development, in terms of measures to control noise, including the provision of noise insulation.

It is considered that appropriate acoustic attenuation could be delivered to secure compliance with policy DC5.

Manchester Residential Quality Guidance (MRQG) - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester. The guidance states that the delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. In this case, it is considered that the development has been affected by the configuration of the existing building. However, an appropriately spacious layout would be achieved based on the proposed density of occupation.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application. In this case, officers and the applicant's agent have engaged in discussion that have secured amendments to proposed arrangement for car parking, cycle storage and waste management. Discussions have also secured the submission of an assessment of potential highways impacts. The submitted and supplementary details have facilitated the appropriate assessment of the proposed development.

Principle of the development – The principle of residential use within the building and in a context of neighbouring industrial and commercial uses has been established by the existing second floor apartments. Appropriate demarcation of residential and non-residential space

within the building would be secured. The development would not be supported with external amenity space. However, the characteristics of the development would be comparable to residential uses above a Class E use, where the absence of amenity space is accepted and offset by the quality of the internal space that is to be delivered. It is considered that the included operational conditions would safeguard residential amenity, including the provision of appropriate noise attenuation, waste management and car parking and cycle storage would be provided. The development would not unduly harm residential amenity or the character of the area. The principle of the development is therefore acceptable.

Layout of internal – The proposed layout has been constrained by the configuration of the first floor. The layout has been assessed with reference to the space criteria in the MRQG. Whilst this guidance relates to new development, it can be used as a benchmark when considering the quality of the achieved space. The two, 2-bedroom apartment have been assessed on the basis of 3 person occupation and the related space criteria would be marginally exceeded. The three bedroom apartment has been related to 5 person occupation and there would be a 9 sq. metres shortfall in the related space criteria. However, the proposed layout represents the most practical arrangement of space and communal corridors.

Loss of employment space – The first floor provides very limited employment space and its configuration and relationship to other uses within the building may impact on its sustained occupation. The loss of employment space would also be offset by the positive benefits of delivering contribution towards local housing provision.

Removal of business signage – In recognition of the proposed change of use and in the interests of residential use, a condition has been included to ensure the removal of first floor signage relating to the business use, which would cease following the implementation of the proposed development. The condition also requires that, following the removal of the signage, the related elevation is reinstated to match the existing elevation thereby safeguarding visual and residential amenity. Signage and other visual images have been installed with appropriate permission in relation to the ground floor use. An included condition excludes these implemented displays from the authorised development. The unauthorised display of signage and images can be potentially addressed through separate enforcement procedures.

Inclusive access – The building does not incorporate a lift and inclusive access to the proposed apartments cannot be achieved. The retained ramp would maintain the existing access arrangements to the gallery. The provision of an accessible car parking space would improve the existing circumstances.

Noise – The established ground floor use falls with Class F1 and could thereby be potentially used for a variety of uses associated with the operation of learning and non-residential institutions. Some of these uses would have the potential to generate more noise than the existing gallery. To safeguard the future amenity of residents, a condition has been included that would ensure appropriate noise attenuation to prevent undue noise disturbance from existing and future ground floor uses. It would also address noise disturbance from neighbouring commercial and industrial uses and Plymouth Grove.

Accessibility - The building would maintain the existing access ramp ground floor office via an entrance in the principal elevation. The absence of a lift would prevent the delivery of inclusive access to the first floor apartments. Reconfiguration of the front forecourt has reduced car parking within it. However, it has facilitated the formation of an appropriately demarcated accessible area, which would improve the existing circumstance. The reconfiguration of the external space would improve access to bin enclosures and their related servicing. These aspects of the development are appropriate.

Car parking and highways issues – The development would reduce available car parking from 9 to 8 spaces. However, it would deliver cycle storage and an accessible car parking space, which would improve the existing circumstance. The site is in a sustainable location with regard to access to public transport. Reliance on car ownership would thereby be reduced. The development would be supported by existing car parking areas and established vehicular access and egress arrangements. Standard car parking spaces to the rear would meet required dimensions, as would the accessible space within the front forecourt. It has been established, through the submitted transport analysis, that the development not significantly increase vehicular activity. Conditions have been included to ensure the appropriate allocation and management of the parking spaces, including access to the secure car parking and cycle storage areas. On balance, it is not considered that the development would unduly impact on the local highways network.

Cycle storage – An enclosure with capacity for ten cycles would be located to the rear of the building adjacent to the car parking area comprising of close boarded timber elevations and a single leaf railing gate. The cycle store would have allocated capacities, i.e., 5 spaces for residents and 3 spaces for the Class C3 use. These arrangements would be acceptable.

Waste management – The applicant has submitted details of bin enclosures with the following the following bin capacities:

Residential – General refuse 1 x 700 litre bin
Pulpable recycling 1 x 1200 litre
Mixed recycling 1 x 1200 litre
Garden waste 1 x 1200 litre (not required)
Food waste 1 x 140 litre

Gallery - Two, 660 litre bins would be provided thereby improving the existing bin storage arrangements.

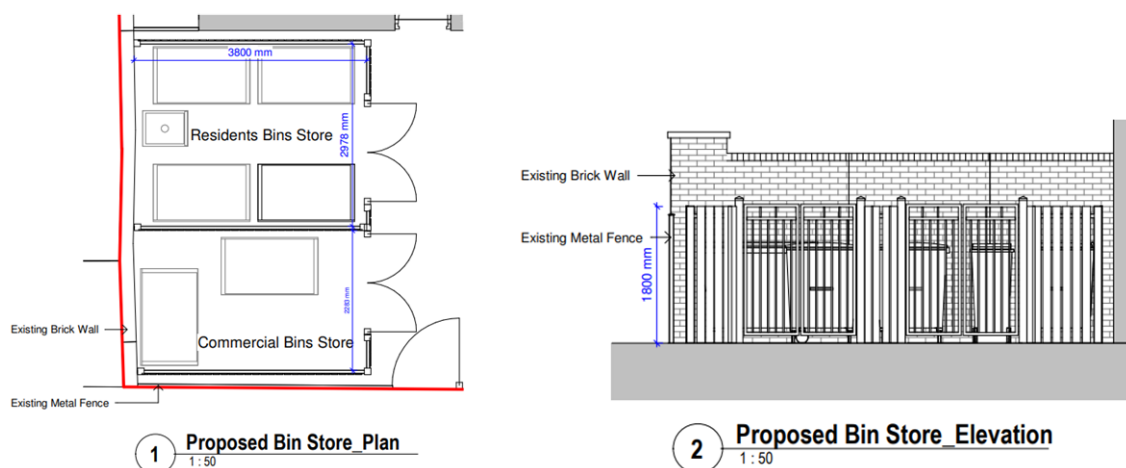


Fig.4 – Proposed bin storage enclosures

The bins would be store in two separate bin enclosures situated in the north-east corner of the application site. Servicing would be facilitated via the adjacent proposed pedestrian access gate to be positioned in the boundary fence to Plymouth Grove. Consideration has been given to the relocation of the bin store to the rear of the building. Such an arrangement has been discounted due to the distance involved in the transfer of waste and recycling to bin storage areas. It would also increase the frequency that refuse need to access the rear of the site and reverse onto Plymouth Grove. It is also noted that the established local practice for bin collection, in respect of residential and non-residential uses, to be undertaken from Plymouth Grove. It is therefore considered that the appropriate bin collection can be undertaken from the street rather from

within the wider site. A service plan condition has been included to ensure the return bin of bins following collection. The bin enclosures would be constructed with close boarded timber elevations and pairs of railing gates, which would be acceptable. Appropriate arrangements for the storage and collection of waste and recycling can therefore be delivered as part of the development.

Boundary gates – An included condition requires the submission and approval of the proposed pedestrian gates within the railing fence to the Plymouth Grove boundary. The submitted details would need to confirm that the gates would be inward opening and a sufficient width to facilitate the removal and return of larger bins. This condition is necessary in the interest of local amenity.

Construction management – Works to the building would relate to internal refurbishment and external works would be limited to the formation of bin and cycle stores and installation of a pedestrian gate. As related works can be contained within the site and construction management plan condition is not required. An informative has been included relating to the requirements for highways licensing during construction.

Flood risk – The development site is in Flood Zone 1 and there would be no apparent additional risk of flooding in association with its implementation.

Crime and security – Access to the proposed flats would be from the front of the building thereby aiding natural surveillance. A condition has been included requiring approval of arrangements to reduce the risk of crime and improve site security with implementation undertaken before the occupation of the development.

Conclusion – The established mix of uses within the building has demonstrated that further residential use can be satisfactorily accommodated subject to the implementation of the development in accordance with the included operational conditions.

Other Legislative Requirements

Equality Act 2010

Chapter 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

In this case, 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. Officers and the applicant's agent have engaged in discussion that have secured amendments to proposed arrangement for car parking, cycle storage and waste management. Discussions have also secured the submission of an assessment of potential highways impacts. The submitted and supplementary details have facilitated the appropriate assessment of the proposed development.

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 Chapter 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents received by the City Council on 4 September 2023, 10 January 2024, 15 February 2024 and 5 April 2024:

Planning application forms (amended by the details of approved drawings)
Location plan and existing site plan Ref: A1507(01)AP001 Rev P6 (amended by Proposed site plan Ref: A1507(02)AP001 Rev P11)
Proposed site plan Ref: A1507(02)AP001 Rev P11
Proposed ground floor plan Ref: A1507(02)AP002 Rev P11
Proposed first floor plan Ref: A1507(02)AP003 Rev P6
Proposed second floor plan Ref: A1507(03)AP004 Rev P6
Proposed bin store Ref: A1507(02)AP007 Rev P4
Proposed bike store Ref: A1507(02)AP008 Rev P8
Highways Technical Note by Focus Ref: J000482-HTN01a and appendices dated 9 January 2024

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 for the City of Manchester.

3) The development hereby approved relates to the use of the first floor use as 2 x two bedroom apartments and 1 x one bedroom apartment (Class C3) and for no other purposes.

Reason – In the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

4) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose

other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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

5) The residential use 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 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 Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

6) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority detailing a methodology for the removal of first floor fascia business signage to the Plymouth Grove elevation. The scheme shall include details of the reinstatement of the related section of the elevation using matching materials. The scheme shall be implemented upon occupation of the authorised first floor apartments and maintained in situ thereafter.

Reason – In the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

7) The development hereby approved does not confer consent for the display of fascia signage and visual images to the northern elevation of the ground floor unit presented to Plymouth Grove.

Reason – In the interests of residential and visual amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

8) Before the occupation of the development, the car parking spaces and pedestrian access routes shall be appropriately surfaced and demarcated in accordance with the details of drawings referenced: Proposed site plan Ref: A1507(02)AP001 Rev P11, including the allocation of five spaces for residential use and three spaces for non-residential use in the rear yard and one, accessible space in the front forecourt. The demarcated spaces shall be maintained in situ thereafter.

Reason - In the interest of pedestrian and highways safety and to ensure the provision of appropriate car parking pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

9) Before the occupation of the development, a scheme shall be submitted to the City Council and approved in writing by the City Council as local planning authority detailing arrangements for the management of access to the car parking spaces, as detailed on drawing referenced: Proposed site plan Ref: A1507(02)AP001 Rev P11. The submitted scheme shall include:

- i. Arrangements to provide secure and controlled access to rear car parking and cycle storage areas.
- ii. The design and specification of retractable bollards to the car parking space.
- iii. Signage identifying the allocation of residential and non-residential car parking spaces.

The approved scheme shall be implemented upon occupation of the development and maintained in situ thereafter.

Reason - In the interest of pedestrian and highways safety and to ensure the provision of appropriate car parking pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

10) a) Before the occupation of the development, a scheme for the installation of electric vehicle charging points shall be submitted to and approved in writing by the City Council as local planning authority.

b) Before 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 and to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy for the City of Manchester.

11) Before the occupation of the development, the cycle storage arrangements as detailed in drawings referenced: Proposed site plan Ref: A1507(02)AP001 Rev P11 and Proposed bike store Ref: A1507(02)AP008 Rev P8 shall be fully implemented and maintained in situ thereafter with seven spaces allocated for residential use and three spaces for non-residential use.

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

12) Before the occupation of the development, the arrangements for the management of waste and recycling, as detailed on drawings referenced: Proposed site plan Ref: A1507(02)AP001 Rev P11 and Proposed bin store Ref: A1507(02)AP007 Rev P4 and waste management proforma received on 23 October 2023 (including the installation of bin storage enclosures) shall be fully implemented and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

13) Before the first occupation of the authorised apartments, a residential management plan shall be submitted to and approved in writing by the City Council as local planning authority relating to the identification of collection vehicle pick up points and arrangements for presenting waste and recycling containers / bins to designated collection points and their same day return to the identified bin storage area (as shown on drawing ref: Proposed site plan Ref:

A1507(02)AP001 Rev P11. The approved scheme shall be fully implemented upon first occupation of the authorised apartments and remain in situ thereafter.

Reason - In the interests of residential amenity pursuant to policies SP1, DM1 and EN19 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework.

14) a) Before the occupation of the development, a scheme for acoustically insulating the proposed residential accommodation against noise from Plymouth Grove and neighbouring commercial and industrial uses, including the ground floor gallery, shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation and ventilation scheme shall be completed before the occupation of the residential units.

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 to protect future residents from noise disturbance, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

15) Before the occupation of the development, a scheme shall be submitted to the City Council as local planning authority, detailing the arrangements to reduce the risk of crime and improve site security. The required details include:

- i. Confirmation that all new locks and fittings to doors and windows would meet Secured by Design standards;
- iii. Provision of residential access controls, including an audio intercom linked to the apartment;
- iv. The apartment entrance door should be compliant with and certified to BS PAS 24 and should do not have fixed sidelights but be fitted with door viewers;
- v. The installation of 'Dusk 'til Dawn' lights, operated by photoelectric cell/daylight sensor, should be installed to all external doors;
- vi. External lighting must be provided to the rear of the building, covering the car parking and cycle storage areas operated by photoelectric cell/daylight sensor.

The agreed scheme shall be implemented before to occupation of the development and maintained in situ thereafter.

Reason - To reduce the risk of crime pursuant to policies SP1, EN1 and DM1 of the Core Strategy for Manchester and to reflect the guidance contained in the National Planning Policy Framework.

Informatives

1) Information for Developers guidance documents can be downloaded using the following link:
http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2) The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Contact Manchester (Email: highwaylicences@manchester.gov.uk).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

First Floor Flat, 164A Plymouth Grove, Manchester, M13 0AF
ATLAS CORPORATION (UK) LIMITED, Unit 4, Plymouth Court, 164 Plymouth Grove, Manchester, M13 0AF
164A Plymouth Grove, Manchester, M13 0AF
Unit 1A, Plymouth Court, 164 Plymouth Grove, Manchester, M13 0AF
Unit 2, Plymouth Court, 164 Plymouth Grove, Manchester, M13 0AF
First Floor Unit 1, Plymouth Court, 164 Plymouth Grove, Manchester, M13 0AF
Unit 1, Plymouth Court, 164 Plymouth Grove, Manchester, M13 0AF
SMARTER GROUP LTD, Ground Floor, Plymouth Court, 164 Plymouth Grove, Manchester, M13 0AF
166A Plymouth Grove, Manchester, M13 0AF
Unit 6, Plymouth Court, 164 Plymouth Grove, Manchester, M13 0AF
Unit 5, Plymouth Court, 164 Plymouth Grove, Manchester, M13 0AF
Flat 2, 166 Plymouth Grove, Manchester, M13 0AF
Wilson Carlile House, 172 - 174 Plymouth Grove, Manchester, M13 0AF
129 Plymouth Grove, Manchester, M13 9HX
133 Plymouth Grove, Manchester, M13 9HX
137 Plymouth Grove, Manchester, M13 9HX
Plymouth Court Business Centre, 164 Plymouth Grove, Manchester, M13 0AF
Unit 3, Plymouth Court Business Centre, 164 Plymouth Grove, Manchester, M13 0AF
Ground Floor, 166 Plymouth Grove, Manchester, M13 0AF
Flat 1, 166 Plymouth Grove, Manchester, M13 0AF
141 Plymouth Grove, Manchester, M13 9HX
4 Nevada Street, Manchester, M13 9GQ
170 Plymouth Grove, Manchester, M13 0AF
2 Nevada Street, Manchester, M13 9GQ
131 Plymouth Grove, Manchester, M13 9HX
135 Plymouth Grove, Manchester, M13 9HX
139 Plymouth Grove, Manchester, M13 9HX
Unit 1 166A Plymouth Grove, Manchester, M13 0AF
Unit 2 166A Plymouth Grove, Manchester, M13 0AF
Unit 3 166A Plymouth Grove, Manchester, M13 0AF
Unit 5 , 166A Plymouth Grove, Manchester, M13 0AF
Unit 6 , 166A Plymouth Grove, Manchester, M13 0AF
Unit 7-8 , 166A Plymouth Grove Manchester, M13 0AF
Unit 9 166A Plymouth Grove, Manchester, M13 0AF
Chuck Gallery , 166 Plymouth Grove Manchester , M13 0AF
Corporate Identity , 166 Plymouth Grove Manchester , M13 0AF

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 Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH AREA