

Planning

Growth & Development

Delegated officer report for planning application

Application no. 128813/FO/2020

Date registered valid: 15 January 2021

Proposal: Change of use and conversion of existing building into 21 No. self-contained apartments with associated car parking

Address: Big Western, 87 Great Western Street, Manchester, M16 7PA

Ward(s): Moss Side Ward

Applicant: Mr M Alchelabi

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

Case officer: Jennifer Connor
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Recommendation: Approve subject to the entering into a section 106 agreement for a financial contribution towards offsite provision of affordable housing and a review mechanism for viability

Date of recommendation: 26.09.2023

Application details

Type of application: Full Application Consent

Development type: Major Other

Date of site visit: 22 January 2021

Standard consultations:

Printed: 15 January 2021 Expired: 5 February 2021

Neighbour notifications

Printed: 15 January 2021 Expired: 5 February 2021

Site notice

Posted: 22 January 2021 Expired: 12 February 2021

Press advert

Published: 26 January 2021 Expired: 16 February 2021

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

The site is a former public house, three storeys in height that was utilised as a community centre until 2020. The pub lies within the Alexandra Park Estate which is a predominantly residential area of Moss Side of low rise two storey post war properties. Alongside the main former pub building is a two storey detached outbuilding. The building is currently vacant.

The building forms a prominent historic feature building within the street and wider area with distinctive bay window, front entrance and stone banding detailing dating from the 19th Century, one of the few buildings of that age surviving in the immediate area. In addition to the main building is a detached brick building with feature soffit and eaves detailing which forms a back of pavement-built form to the Great Western Street, Withnall Street corner. This detached building is connected to the main building by a brick entrance arch with decorative central element that is inscribed with the date 1879.

Hardstanding is located to the rear of the building and forms of a car parking area, brick piers and railings form the boundary to the Grierson and Withnall Street boundary with a brick wall to the rear boundary. Some limited soft landscaping is located within the rear yard area.





Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of development

The application proposals are for the change of use and conversion of existing building to form 21 No. self-contained apartments with associated car parking and external bin store. No extensions are proposed and the built footprint is to remain as existing, it is proposed to install a replacement external staircase and some external elevational alterations. Site access and egress is to remain from Whitnall Street.

The proposals seek the insertion of an addition floor within the main building to form 19 no. apartments with an additional 3 apartments located within the outbuildings.

Existing car parking is to be retained to provide 25 no. spaces (2 no. accessible spaces) accessed via a new sliding vehicular access date from the Whitnall Street access.

The external elevational alterations include amendment to window sizes to allow for the insertion of an additional floor whilst positions and character are to be retained. Additional windows are proposed to provide additional daylight and ventilation to habitable rooms together with addition of roof lights in the main building and the detached outbuilding.

Existing historic features are to be retained and made good.

Consultations & Notification Responses

One objection has been received on the grounds that the community pub is being lost and that car use should be discouraged.

Site History

068780/FO/2003/S1 - Change of use of outbuildings from storage to retail units and cafe including external alterations. 04.09.2003

060065/FU/SOUTH1/00 - Use of outbuilding adjacent to public house as a 24 hour private hire taxi base. 02.11.2000

Consultations

The application was subject to notification of nearby properties and was also subject to a site notice posted at the site and advertisement placed in the Manchester Evening News as a result of the proposal being classed as major development.

One response was received objecting to the proposals a summary of the comments is set out below:

This used to be a popular community pub, there are a lack of pubs in the area which diminishes the community feel. More housing is also needed but the plans should include space for a community pub. We should be seeking to reduce car use to the parking spaces are not necessary.

Greater Manchester Ecology Unit – In this instance it is recommended that an informative be attached to any planning permission to make the applicant aware of the legislation which is in place to protect biodiversity, the potential for such species to be present on site. Any external work to the building should be undertaken by hand and with care.

MCC Highways – The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of local bus services. The proposals are not anticipated to generate a significant increase in the level of vehicle trips and there are no highway safety issues arising from the proposals. It is recommended that a condition be attached to any approval for the submission and agreement of a construction management plan.

MCC Environmental Health – Recommend conditions are attached to any approval relating to: acoustic insulation of the residential accommodation; external equipment acoustically treated; provision of electric vehicle charging points; and, scheme for the storage and disposal of waste.

Policy

Local Development Framework

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

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

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the

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

Policy EC1 (Employment and economic growth in Manchester) – The viability of the existing uses appears to be limited and provision of a new residential use would make a greater contribution to the quality of the area and the amenity of residents. On balance, it is considered that the development would be appropriately related to policy EC1.

Policy EC2 (Existing employment space) – States that existing employment space should be retained unless it can be demonstrated that the existing uses is not appropriately related to its context and/or greater benefit would be gained from the development. As stated, the development would be more appropriately related to its context and the quality of development would positively contribute to the character of the area and local amenity. The development would thereby accord with policy EC2.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport.

Policy T2 (Accessible areas of opportunity and need) - States that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

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

Policy H1 (Overall Housing Provision) states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester. The policy goes on to state that that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make

provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;

- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H5 (Central Manchester) - Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.

Policy H8 (Affordable Housing) states affordable housing contributions will be considered of 0.3 hectares and 15 units or more.

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

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

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) concerns reducing CO2 emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought.

Manchester Residential Quality Guidance (2016)

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

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

Unitary Development Plan (saved UDP) Policies -The following Unitary Development Plan saved policies are relevant to the assessment of the development:

Policy DC5 (Flat conversions)

Policy DC5.1 states that, in determining planning applications, to convert a property to flats, the Council will have regard to:

- a. The standard of accommodation for the intended occupiers of the premises;
- b. Effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
- c. Adequacy of car parking, off-street car parking and impact on exiting circumstances;
- d. Effects on the character of the neighbourhood;
- e. Adequate private outdoor amenity space;
- f. Achieving easy access for all, including disabled people;
- g. The satisfactory provision of refuse storage and collection facilities. 14

The constraints of the original building have informed its reconfiguration and internal space. This has affected the accessibility of the development. However, and on balance, the standard of accommodation is considered to be acceptable.

Policy DC5.2 states that there will be a general presumption in favour of flat conversions within residential areas. Furthermore, development involving large, old, difficult to re-use properties would be generally welcomed. The development would respond positively to these objectives.

Policy DC26 (Development and noise) - The following elements of policy DC26 are considered to be relevant:

Policy DC26.1 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 DC26.4 requires that where an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, consideration is given to measures to deal with it satisfactorily.

Policy DC26.5 has been related to the assessment of the development, in terms of measures to minimise the impact of noise on future residents, including the incorporation of noise insulation.

National Planning Policy Framework

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

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

Sections 4, 5, 8, 11, 12 and 16 are considered relevant to the consideration of this application.

Issues

Principle – The proposals seek to re-use a vacant building and associated buildings formerly used as a public house, for residential purposes through its conversion to form 21 no. self-contained apartments. The building would largely remain unaltered with the retention of its façade whilst elevational alterations are proposed to enable the insertion of an additional floor of accommodation. The principle of the retention of the building which appears to date from the

Victorian period and is a significant local landmark, to provide residential accommodation is supported in this instance. The previous public house use appears to have stopped and the building has been vacant for some time with the building fabric showing significant signs of deterioration. The proposed use would enable it's retention for the longer term. Further consideration is required in terms of residential and visual amenity impacts together with highway implications and the approach to affordable housing provision.

Residential amenity – The previous use appears to have also comprised hotel type rooms on upper floors, there are windows on all of the elevations and an existing fire escape to be replaced, given the relationships between the existing building and lower scale residential properties around it, it is not considered that the proposals would give rise to any greater level of overlooking than the existing situation. The creation of an additional floor would increase the number of windows present on the main elevations of the building but again this is not considered to give rise to significant impacts on privacy or overlooking than could currently be experienced. The proposals do introduce windows to the street (west and south) elevations of the existing outbuilding, these windows are high level slot type windows and are considered to be appropriately located to not give rise to impacts on residential amenity of existing residential properties on Great Western Street or Whitnail Street.

Given the property was formerly within a commercial use, it would have generated comings and goings at all times of the day and evening including customers on foot and by vehicle including servicing vehicles. These would have generated the potential for noise and disturbance on streets in the vicinity of the site. The proposed change to residential use is considered to generate activity of a similar type and nature to the prevailing residential character of the area although it is noted that there would be 21 residential units on the application site. Appropriate conditions are proposed to ensure adequate acoustic insulation of both the building and any external plant and equipment associated with the conversion to reduce the potential for impacts on nearby residential properties.

Visual amenity – The proposals would make use of the existing building and its existing form, the scheme would improve the overall appearance through the refurbishments proposed and re-use of the building. Given no extensions are proposed to the building the works are considered to have a beneficial impact on the visual amenity of the area and would allow a currently vacant building in poor condition to be brought back into productive and efficient use. Further details of the design of vehicular access gates are required and these are subject of an appropriately worded condition.

Affordable Housing – The proposals have been subject to a viability appraisal that indicates a contribution towards off site affordable housing can be achieved with a subsequent appraisal to be undertaken at an appropriate stage to retest viability to be secured via a section 106 agreement in the event of changed economic conditions together with the need for affordable housing in Manchester. Given the submitted information and that the applicant has agreed to enter into a section 106 agreement this approach is considered to accord with the adopted affordable housing policy H8.

Residential Design Standards – The majority of the residential units would meet and exceed residential space standards but it is noted that some fall below the residential guide sizes. This is as a result of the need to subdivide an existing building and relationship of windows on the elevations to ensure adequate natural light but also minimise internal portioning of existing windows. In this instance the approach is considered acceptable.

Level access is achieved to the secondary entrance to the rear of the property with direct access from the accessible car parking spaces, only the ground floor of the building would be accessible to wheelchair users and those with mobility problems as no internal lift is proposed.

No amenity space is to be provided as part of the development due to the footprint of buildings and hardstanding on site. However, the property is in close proximity to a local park and the larger Alexandra Park to its south which affords access to high quality outdoor amenity space .

Highways – The application proposals would reuse the existing car parking area to provide 25 car parking spaces (including 2 no. accessible spaces) and 5 spaces with access to electric vehicle charging points together with 22 spaces within a secured bike storage area in the basement. Highway Services raise no objections to the proposals on highway capacity or safety grounds. The building was formerly in commercial use and would have generated traffic and servicing movements associated with that use, as such the proposed change of use to residential is not anticipated to generate a significantly greater number of vehicular movements to its previous and lawful use.

Sustainability – The application is accompanied by an Environmental Standards Statement that indicates that high levels of fabric efficiency and energy efficient systems would be utilised within the proposed refurbishment of the existing building. The proposals would result in an improvement of carbon emissions over 2018 building regulations and a BREEAM pre-assessment indicates the development would meet a very good rating. The approach set out in this document to retain and refurbish the existing building is accepted and will form part of the specified plans approval.

Crime Impact – The application is supported by a Crime Impact Statement that is supportive of the proposals subject to recommendations in terms of access gates, secure bike store to be provided (now part of the proposals) and to ensure access controls and doors and windows are security-certified. An appropriately worded condition is proposed to be attached to any approval.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

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

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

decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve subject to the entering into a section 106 agreement for a financial contribution towards offsite provision of affordable housing and a review mechanism for viability

Article 35 Declaration

No significant problems have arisen during the consideration of this application and appropriately worded conditions are appended to the decision.

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:

'Proposed Site Plan' reference A1312(02)001 Rev B; 'Proposed basement plan' reference A1312(02)016; 'Proposed ground floor plan' A1312(02)002 Rev B; 'Proposed first floor plan' A1312(02)003 Rev A; 'Proposed Second floor plan' A1312(02)004 Rev A; 'Proposed third floor plan' A1312(02)005 Rev A; 'Proposed roof plan' A1312(02)006 Rev A; 'Proposed North Elevation' A1312(02)007 Rev A; 'Proposed East Elevation' A1312(02)008 Rev A; 'Proposed South elevation' A1312(02)009 Rev A; 'Proposed West elevation' A1312(02)010 Rev A; 'Outbuilding Proposed Plans' A1312(02)011 Rev A; 'Outbuilding Proposed Elevations' A1312(02)012 Rev A; 'Single Storey elevations' A1312(02)013 Rev A; Crime Impact Statement 2021/0030/CIS/01 Version A 18.05.2021; and, Environmental Standards Statement Ref: Z43540 Rev A; 'Proposed Section A-A' A1312(02)014 Rev A.

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/development, 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:

- Hours of working;
- routing of construction traffic;
- details of the vehicular activity associated with the construction, including appropriate swept path assessment;
- identification of vehicular access points into the site;
- identify measures to control dust and mud including on the surrounding public highway;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction and contractor vehicles;
- Loading and unloading of plant and materials;
- Storage of plant and materials;
- Site hoarding.

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 hereby approved, a scheme for acoustically insulating the residential accommodation against noise from Great Western Street and Whitnall Street shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

b) Prior to the first occupation of the residential units, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic insulation scheme. The verification 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 and in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

5) a) Externally mounted ancillary 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 and a scheme to demonstrate this shall be submitted to and agreed 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.

b) Prior to the first occupation of the residential units, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic insulation scheme and this report shall be submitted to and agreed in writing by the City Council as local planning authority. The verification 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 safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

6) Prior to the commencement of development a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public amenity pursuant to policy DM1 of the Core Strategy.

7) Any materials to be used on the external elevations of the building as part of the development shall match those of the existing building in size, type, texture and colour and arrangement.

Reason - In the interests of the visual amenity of the area and the character of the existing building pursuant to policies SP1 and DM1 of the Core Strategy.

8) Within 3 months of the commencement of development, a scheme including the type of electric vehicle charging points to be installed at the development shall be submitted to and approved in writing by the City Council as local planning authority. The agreed details shall be installed and operational prior to the approved development's first use.

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

9) Prior to the installation of the vehicle access sliding gate identified on the approved drawings details of the gate including elevation drawings shall be submitted to and agreed in writing by the City Council as local planning authority. The approved details shall be installed prior to the first occupation of the development hereby approved.

Reason - In the interests of visual amenity and highway and pedestrian safety pursuant to policies SP1 and DM1 of the Core Strategy.

10) The car parking shown on the approved plans shall be laid out and demarcated prior to the first use of the development hereby approved and shall be retained thereafter for use by occupiers of the development.

Reason - To ensure adequate provision is available for development whilst it is in operation pursuant to policies DM1 and T1 of the Core Strategy.

11) Prior to the first occupation of the development hereby approved, the bike store as identified on the approved Proposed Basement Plan shall be provided and made available to occupiers of the development and shall be retained thereafter for the storage of bicycles whilst the development is occupied.

Reason - To ensure adequate covered and secure cycle parking is available to occupiers of the development pursuant to policy DM1 and T1 of the Core Strategy.

12) The development hereby approved shall include a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of the development, full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of each phase and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the development in order to comply with the requirements of policies SP1 and DM1 of the Manchester Core Strategy.

13) The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design 'Bronze' accreditation or equivalent.

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

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

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

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

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

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
Greater Manchester Ecology Unit

List of those notified on Uniform

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
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH