

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138922/JO/2023

Date registered valid: 27 December 2023

Proposal: Removal of condition 8 (car parking provision) attached to planning permission referenced 135684/JO/2022.

Address: 7 Rainforth Street, Longsight, Manchester, M13 0RP

Ward(s): Longsight Ward

Applicant: Kaam Limited

Agent (if any): Mr Julian Austin Paul Butler Associates

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

Recommendation: Approve

Date of recommendation: 2 February 2024

Application details

Type of application: Variation or Removal of Condition

Development type: Minor Other

Date of site visit: 10 January 2024

Standard consultations:

Printed: 4 January 2024 Expired: 25 January 2024

Neighbour notifications

Printed: 4 January 2024 Expired: 25 January 2024

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 application site is in a predominantly retail and commercial setting. It is located close to the junction of Stockport Road and Rainforth Street and within Longsight District Centre. The application relates to a detached 4-storey, red-brick building constructed over a semi-raised basement, resulting in the formation of steps to the main entrance of the building. The building is sited at the back of pavement with small enclosed rear yard area. The development would not be supported with off-street car parking as a result of the proposed amendment. Single line waiting restrictions are in operation outside the application premises. Works have commenced on site in respect of planning permission ref: 135684/JO/2022 in relation to the formation of upper floors apartments and planning permission ref: 137590/FO/2023 which allows the formation of a ground floor shop (Class E) with ancillary basement storage and elevational alterations.



Fig.1 – Application site viewed from Rainforth Street

Description of development

The proposal involves the removal of condition 8 (of ref:135684/JO/2022) which requires that: 'before the occupation of the approved development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority, detailing the arrangements for the provision of 6 (six) off-site car parking for use by residents of the authorised apartments. The arrangements for off-site car parking shall be made available to residents prior to the occupation of any of the authorised apartments and shall be maintained in situ thereafter.'

As part of the discussion in relation to planning permission ref: 126006/FO/2020, spaces within Longsight Business Park were identified as a location of the off-site provision. However, the confirmation of the provision of these spaces was not received. Condition 8 was therefore applied to planning permission ref: 126006/FO/2020 and subsequent planning permission ref: 135684/JO/2022.

The applicant has provided the following justification for the discharge of condition 8:

- i. The development has been related to an updated highways technical note that argues that resident's car ownership is unlikely given the characteristics of the accommodation and the sustainable location of the site (in terms of access to public transport and proximity of Longsight District Centre).
- ii. The surrounding highways network has been assessed and it is considered that there is capacity to accommodate on-street car parking out of hours and overnight. The highways assessment has been related to local surveys that identifies Saturday afternoons as the busiest times and 'some practical parking' is available in the locality at all times.
- iii. It would be difficult to maintain off-site car parking provision in perpetuity.

- iv. The omission of car parking would be offset by the provision of a residential travel plan.

It is therefore argued that the highway has the capacity to accommodate parking demands generated by the development. The provision of off-site car parking provision is therefore considered to be unnecessary.

Site history

- i. F12784: Approved - 23.04.1980

Use of the ground floor as a cash and carry warehouse and the remaining floors for the manufacturing and warehousing of clothing.

- ii. 068288/FU/2003/N2: Approved - 11.08.2003

Change of use of factory to a retail shop on ground and first floor

- iii. 123137/P3PPA/2019: Refused - 13.05.2019

Prior notification application for the change of use of first, second and third floors from Class B8 storage and distribution to 3 no. Class C3 residential apartments

- iv. 124658/FO/2019: Withdrawn - 31.12.2019

Proposed change of use of existing building with the formation of an additional floor level to provide 10 no. self contained apartments within basement and first to fourth floor inclusively with ground floor retail unit (Class A1) and associated elevational alterations

- v. 126006/FO/2020: Approved - 23.06.2020

Change of use to provide 8 apartments (Class C3) within upper floors (4 x 1 bed and 4 x 2 bed) including the insertion of additional floor within the fabric of the existing building, elevational alterations (including the raising of the side and rear elevations to allow the formation of a continuous flat roof) and refuse and cycle storage at ground floor.

- vi. CDN/20/0827: Approved - 13.01.2021

Discharge of condition 6 (materials), condition 11 (noise), 13 (bio diversity) attached to planning permission referenced 126006/FO/2020

- v. CDN/21/0871: Approved - 03.12.2021

Discharge of condition no.8 (off-site car parking provision for residents) attached to planning permission ref: 126006/FO/2020

- vi. 135684/JO/2022: Approved - 16.02.2023

Variation of conditions 2 (specified plans) 3 (number of units) 4 (use) 5 (elevation details) 6 (ground floor elevations) 8 (off site car parking) 10 (waste management) and 14 (glazing) attached to planning permission referenced 126006/FO/2020 to allow alterations to the building height, number of units and parking layout

- vii. CDN/23/0298: Approved - 16.06.2023

Discharge of condition 11 (noise) and 12 (bats) attached to planning permission referenced 135684/JO/2022

- viii. 136965/NMC/2023: Withdrawn - 21.06.2023

Non material amendment to planning permission referenced 126006/FO/2020 to allow elevational changes.

- ix. 137590/FO/2023: Approved - 02.10.2023

Change of use of ground floor and basement to retail use (Class E) and external alterations, including installation of new shopfront.

Consultations & Notification Responses

Local residents – No comments received.

Highway Services – Have expressed concern regarding the removal of condition 8 due to the potential for the development to contribute to additional on-street car parking thereby exacerbating existing congestion and highway difficulties.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27 March 2012 and was amended and updated in February 2019 and subsequently in September 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. Section 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 application site is located in a district centre providing access to public transport, shops and local services. It is considered that the amendments would not unduly affect the amenities of the area and section 8 would thereby be accorded with.
- ii. Section 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:
 - a) Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
 - b) Safe and suitable access to the site can be achieved for all users; and
 - c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

The development would maintain cycle storage and, as stated, the site is served by public transport and immediate access to Longsight District Centre. Cycle storage would be provided. Section 9 would thereby be accorded with.

- vi. Section 14: Meeting the challenge of climate change, flooding and coastal change - States that new development should be planned for in ways that:
 - a. Avoid increased vulnerability to the range of impacts arising from climate change;
 - b. Can help to reduce greenhouse gas emissions, such as through its location, orientation and design.

It has been previously demonstrated that the development would respond positively to section 14, through the incorporation of design and construction techniques that reduce potential carbon emissions and the benefits of being in a location that is not unduly vulnerable to flood risk. The sustainable characteristics of the area would reduce reliance on private transport and related carbon generation. Section 4 would thereby be accorded with.

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. Health and well-being

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.

It is considered that the development would continue to comply with policy DC1 following the implementation of the proposed amendment.

Policy C 2 District centres - States that development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. The omission of off-site car parking would be appropriate within the context of a district centre. The development would therefore be satisfactorily related to policy C2.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) - Has been related to the assessment of the submitted design and statement, which details measures to reduce CO2 emissions and to secure energy efficiency. Policy EN4 has been related to the benefits of providing access to apartments in a location that reduces the need to use private cars. The resulting reduction in carbon emissions would ensure that the development would be appropriately related to policy EN4.

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

- o Effects on amenity, including 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 Design for health.

It is not considered that the proposed loss of an off-site car parking facility would undermine the operation of the development within the context of a district centre. Policy DM1 would thereby be continue to be accorded with.

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, sufficient information has been submitted to facilitate the appropriate assessment of the development without a requirement for further negotiation.

Principle of the development – It is not considered that the omission of off-site car parking would undermine the delivery of the development or unduly harm its future operation. The omission of car parking would be offset by measures to encourage through the adoption of sustainable transportation options and the inclusion of a residential travel plan. Previously applied conditions relating to the implementation and operation of the development have been re-attached.

Residential amenity – Previous conditions relating to planning permission ref: 135684/JO/2022 have been re-attached to maintain safeguards to residential amenity.

Car parking and highways issues – Potential residents will be aware that the absence of dedicated car parking may be an obstacle to car ownership and it may be preferable to adopt more sustainable transport options. This would be achievable given the discussed characteristics of the site. The proposed arrangements for off-site car parking would have been reliant on continued access to spaces within neighbouring car parking. It may be difficult to sustain access to these spaces over time, particularly if land ownership changes and future agreements are not forthcoming. Also, residents with cars may prefer to park on street rather than remotely thereby brining parking. It is acknowledged that the locality has significant daytime on-street car parking, which is a characteristic of the surrounding district centre. Outside peak hours it is accepted that there is some on-street capacity for parking and the Longsight District Centre car park is within walking distance of the site giving further potential for parking over shorter periods (within a controlled parking area). Given the limited number of

apartment and for the reasons discussed above, it is considered that the development could be satisfactorily delivered without a requirement for off-site car parking

Cycle storage – Planning permission ref: 135684/JO/2022: was conditioned to ensure the delivery of 16 secure cycle storage spaces. The related condition has been re-attached to aid the implementation the travel plan.

Residential travel plan – The provision of a residential travel plan has been referenced in the submitted highways note and its provision has been related to the development by condition.

Conclusion - It is not considered that the omission of off-site car parking would harm the delivery of the development or its future operation subject to conditions to encourage the adoption of sustainable modes of transport.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case, sufficient information has been submitted to facilitate the appropriate assessment of the development without a requirement for further negotiation.

Condition(s) to be attached to decision for approval

1) The development hereby approved shall be carried out in accordance with the following drawings and documents stamped as received by the City Council as local planning authority on 27 May 2020, 9 June 2020, 6 December 2022 and 27 December 2023:

Application for Removal or Variation of a Condition following Grant of Planning Permission

Existing and Proposed Floor Plans, (ref: A1265(02)AP007)

Existing and Proposed Street Elevations, (ref: A1265(01)AP006)

Proposed Site Plan and Basement Plan, (ref: A1265(02)AP001, Rev P2)

Proposed Ground and First Floor Plans, (ref: A1265(02)AP002, Rev P2)

Proposed Second and Third Floor Plans, (ref: A1265(02)AP003, Rev P2)

Proposed West and North Elevations, (ref: A1265(02)AP004, Rev P2)

Proposed East and South Elevation, (ref: A1265(02)AP005, Rev P2)

Bin Store details Ref: F11/EA/17 Rev. C

Windows distances Ref: Ref: F11/EA/18 Rev A.

Highways Technical Note Ref: J000441-HTN02a December 2023 Minor Material Amendment
7 Rainforth Street, Longsight, Manchester by Focus Transport Planning Highways Technical
Note

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.

2) The planning permission hereby granted relates to the formation of 3 x two bedroom apartments and 3 x one bedroom apartments on floors 1 to 3 (inclusive) as set out on the approved drawings.

Reason - For the avoidance of doubt and in the interests of residential amenity, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

3) Notwithstanding the details of the approved drawings referenced:

Existing and Proposed Floor Plans, (ref: A1265(02)AP007)

Existing and Proposed Street Elevations, (ref: A1265(01)AP006)

Proposed Site Plan and Basement Plan, (ref: A1265(02)AP001, Rev P2)

Proposed Ground and First Floor Plans, (ref: A1265(02)AP002, Rev P2)

Proposed Second and Third Floor Plans, (ref: A1265(02)AP003, Rev P2)

Proposed West and North Elevations, (ref: A1265(02)AP004, Rev P2)

Proposed East and South Elevation, (ref: A1265(02)AP005, Rev P2)

Bin Store details Ref: F11/EA/17 Rev. C

Windows distances Ref: Ref: F11/EA/18 Rev A.

the planning permission hereby granted does not confer consent for the undertaking of retail/commercial use (Class E) in the ground floor and basement of the building.

Reason - For the avoidance of doubt and in the interests of residential amenity, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

4) The development hereby approved shall be implemented in accordance with the materials and specification detailed on drawings referenced: Proposed West and North Elevations, (ref: A1265(02)AP004, Rev P2) and Proposed East and South Elevation, (ref: A1265(02)AP005, Rev P2) relating to 1st to 3rd floor external elevations, including the formation of brick sills and lintels. Any required reinstatement works to external elevations shall be implemented using matching brick, mortar and roofing materials and maintained in situ thereafter.

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, EN1 and DM1 of the Core Strategy for City of Manchester.

5) Before the occupation of the development, details materials and specifications of the ground floor and basement elevations, as shown on drawings referenced: Proposed West and North Elevations, (ref: A1265(02)AP004, Rev P2) Proposed East and South Elevation, (ref: A1265(02)AP005, Rev P2) Proposed elevations F11/EA/12 Rev C and Proposed elevations F11/EA/13 Rev D, shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented before the occupation of the development and maintained in situ thereafter.

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, EN1 and DM1 of the Core Strategy for City of Manchester.

6) 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) no part of the residential units 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 2015, 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) not precluding occupation by two unrelated people sharing a property.

Reason - In the exceptional circumstances of a proliferation of HMOs restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

7) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by residents of the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) 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 (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. 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 assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

8) Before the occupation of any of the authorised apartments, the development shall be fully implemented in accordance with the submitted arrangements for cycle storage as detailed on drawings referenced: Bin store details Ref: F11/EA/17 Rev C. The implemented cycle storage shall be maintained in situ thereafter.

Reason - To ensure that the development is supported with satisfactory cycle storage, to encourage the use of sustainable modes of transport and in the interests of residential amenity, pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

9) Before the occupation of any of the authorised apartments, the development shall be fully implemented in accordance with the submitted waste management plan comprising of the details within the Waste Proforma dated 23 January 2020 and Proposed West and North Elevations, (ref: A1265(02)AP004, Rev P2) and Proposed East and South Elevation, (ref: A1265(02)AP005, Rev P2) and Bin store details Ref: F11/EA/17 Rev C. The approved waste management arrangements shall be 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.

10) Before the development commences, the submitted document referenced: 7 Rainforth Street, Manchester, Acoustic Planning Report by Lighthouse Acoustics, Ref: 0586/APR2 dated 29 November 2022 shall be supplemented with a scheme to be submitted to and approved in writing by the City Council as local planning authority, detailing measures for acoustically insulating the residential accommodation and shall include:

- a. Details of proposed glazing systems in accordance with recommended minimum sound insulation performance;
- b. A report from mechanical services / acoustic engineer on any proposed ventilation system supporting the development, including , if required, the number of ventilators per room and details of a forced mechanical ventilation system with related controls;
- c. A further report from an acoustic engineer on selected plant design in accordance with recommended plant emission limits at nearest noise sensitive receptors.

The approved noise insulation scheme shall be implemented before any of the apartments are occupied and maintained in situ thereafter.

Reason - To secure a reduction in noise from Rainforth Street and between authorised apartments, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

11) The development shall be fully implemented in accordance with document referenced Daytime Bat Survey of 7 Rainforth Street, Longsight Manchester by Rachel Hacking Ecology dated March 2020. If the authorised works have not commenced by March 2022 , no works shall take place until an updated bat survey has been submitted to and approved in writing by

the City Council as local development. The development shall be fully implemented in accordance with the approved updated bat survey.

Reason - To provide opportunities for new wildlife habitats and ensure the protection of the existing habitats of species that are protected and in order to comply with policies SP1, EN15 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

12) The development shall be implemented in accordance with the scheme comprising letter from Kingdom Ecology dated 3 September 2020 and referenced: Biodiversity Enhancement Measures- 7 Rainforth Street, Longsight, Manchester, M13 0RP (Application No: 126006/FO/2020), including: the installation of individual bat, sparrow nest and swift nest boxes detailed in Figure 1 - Bio-diversity enhancement. The approved details shall be implemented prior to the occupation of the development and maintained in situ thereafter.

Reason - in the interests of residential development and to encourage bio-diversity, pursuant to policies SP1, EN1, EN15 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

13) Before first occupation of the development thereby approved, all bedroom , and living rooms windows to the side elevations (north and south) as shown on plan referenced:

Proposed Floor Plans:

Proposed Ground and First Floor Plans, (ref: A1265(02)AP002, Rev P2)

Proposed Second and Third Floor Plans, (ref: A1265(02)AP003, Rev P2)

Elevations:

Proposed West and North Elevations, (ref: A1265(02)AP004, Rev P2)

Proposed East and South Elevation, (ref: A1265(02)AP005, Rev P2)

shall be opaque glazing to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent, up to 1.7 metres above the floor of the room in which the window is installed, and be non-opening, unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent properties from overlooking or perceived overlooking, pursuant to the policies DM1 and SP1 of the Core Strategy for the City of Manchester.

Appendix 1 – List of consultees & neighbours notified

Highway Services

396A Dickenson Road, Manchester, M13 0WQ

7A Rainforth Street, Manchester, M13 0RP

First Floor, 388C Dickenson Road, Manchester, M13 0WQ

Fabric Ideas, 388B Dickenson Road, Manchester, M13 0WQ

Shoebox, 388C Dickenson Road, Manchester, M13 0WQ

Shee Trends, 388 Dickenson Road, Manchester, M13 0WQ

First Floor And Second Floor, 580 Stockport Road, Manchester, M13 0RQ

576 - 578 Stockport Road, Manchester, M13 0RQ

392 Dickenson Road, Manchester, M13 0WQ

390 Dickenson Road, Manchester, M13 0WQ

394 Dickenson Road, Manchester, M13 0WQ
396 Dickenson Road, Manchester, M13 0WQ
582 Stockport Road, Manchester, M13 0RQ
Second Floor, 580 Stockport Road, Manchester, M13 0RQ
574 - 576 Stockport Road, Manchester, M13 0RQ
580 Stockport Road, Manchester, M13 0RQ
9 Rainforth Street, Manchester, M13 0RP

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
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA