

Planning

Growth & Development

Delegated officer report for planning application

Application no. 126780/FO/2020

Date registered valid: 9 September 2020

Proposal: Erection of second floor extension to existing Junction Hotel with refurbishment of existing building. Erection of two blocks of apartments on land to the rear to provide 24 apartments with undercroft car park and 4 No. A1 retail units fronting Old Birley Street

Address: Junction Hotel, Rolls Crescent, Manchester, M15 5FT

Ward(s): Hulme Ward

Applicant: Mr Hamad Alhargan, AlHargan and Zamil Limited, 32 Acomb Street, Manchester, M15 6FQ

Agent (if any): Mr Simon Cape, Roost Architects, 8 Lister Street, Ilkley, LS29 9ET

Case officer: Jennifer Connor
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Recommendation: Approve

Date of recommendation: 20 October 2023

Application details

Type of application: Full Application Consent

Development type: Smallscale Major Dwellings

Standard consultations:

Printed: 24 September 2020

Expired: 15 October 2020

Neighbour notifications

Printed: 24 September 2020

Expired: 15 October 2020

Site notice

Posted: 01 October 2020

Expired: 22 October 2020

Press advert

Published: 29 September 2020

Expired: 20 October 2020

Departure from Development Plan: No

Environmental Statement: Not required

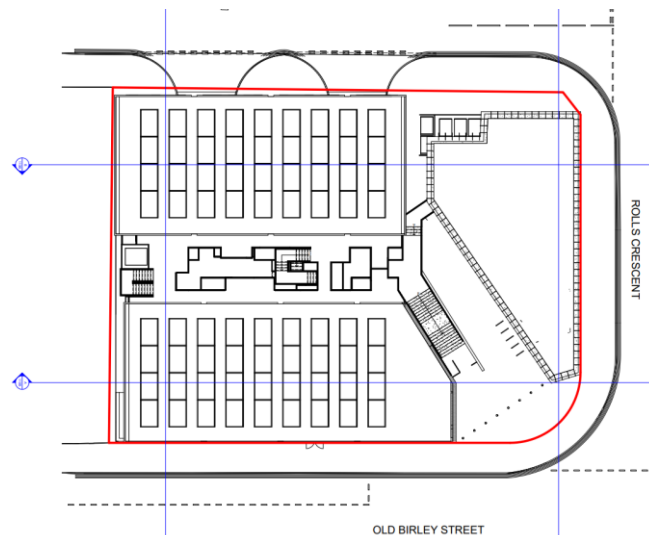
Description of site/building/area

The site is the former Junction Hotel which closed in 2016 and its former car park. The building is considered to be a non-designated heritage asset.

The area is predominantly residential, some work live units to the east, with some nearby community uses to the south and west, such as Hulme Garden Centre and the Nia Centre, Hulme Hippodrome and MAV community centre.

Proposals

The application proposals relate to the erection of a second floor extension to the existing Junction Hotel with refurbishment of existing building. Erection of two blocks of apartments on land to the rear to provide 24 apartments with undercroft car park and 4 No. A1 retail units fronting Old Birley Street. There would be 28 residential units in total, 24 being 2 bed and 4 being 1 bed.





Junction Hotel old Preston Street South Facade



Junction Hotel old Warde Street North Facade

The junction would be reopened with a new lower ground performance space.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of development

Erection of second floor extension to existing Junction Hotel with refurbishment of existing building. Erection of two blocks of apartments on land to the rear to provide 24 apartments with undercroft car park and 4 No. A1 retail units fronting Old Birley Street.

Consultations & Notification Responses

Comments have been received from a resident who has concerns in relation to Construction Management and possible noise disturbance / dust emissions / vibrations.

4 expressions of support have been received on the grounds that the developer engaged residents, the development will bring the building back to life, good apartment with greening, though has been given to parking and cycle parking. Inclusion of small business units which could support local organisations. Not losing the building.

Councillor Lee-Ann Igbon requested that traffic calming measures support the development due to increase in residents and facilities.

Councillor Annette Wright - The two Labour councillors are of the view that the main priority for residents in relation to this development is to get the Junction open again as soon as possible. We therefore would support the development without affordable housing if that is necessary to achieve this aim.

Highway Services

A notable level of on-street car parking was observed in the parking bays located close to the site.

Adopted highway extends to the back of footway along Rolls Crescent and Old Birley Street. The extent of adopted highway on Jarvis Road (referred to in the report as the unnamed road) is less clear - a section of the footway adjacent to the building may not be adopted.

Rolls Crescent, Old Birley Street and Jarvis Road are all located within the Hulme Controlled Parking Zone (CPZ), with on-street parking restricted to permit holders or to a maximum of 3 hours (no return within 1 hour) between Monday and Friday 8am - 6pm. The site is considered suitably accessible by public transport via bus services along Old Birley Street.

Trip Generation -

o Person trips

Based on the TRICS databased, it is suggested that the apartments could generate 12 two-way person trips during the AM peak (08:00-09:00) peak and 17 two-way person trips during the PM peak (17:00-18:00). A maximum of 63 two-way daily (07:00-19:00) person trips are expected to be generated.

o Vehicle trips

Based on modal data in the census it is predicted that the proposed development would generate a total of 4 two-way vehicle trips during the AM peak hour, and 3 two-way vehicle trips during the PM peak hour.

This predicted level of trip generation is not expected to impact local highway safety or operation.

Highways Safety -

The Agent has analysed accident data available for latest 5 year period - it is noted that 2019 data has not been assessed - this should be reviewed.

The data provided does not indicate any serious underlying highway safety issue in the vicinity of the proposed development, however with the increase in pedestrian and vehicle movements generated by the development it is recommended that the Developer funds the installation of traffic management measures on Old Birley Street to maintain and enhance road safety. These measure should be discussed and agreed with the MCC Highways S278 team.

On-site Car Parking -

16 car spaces and 2 disabled spaces are proposed. All 18 spaces will be provided with electrical charging facilities. The provision of these facilities is welcomed. Based on 24 apartments this represents a 75% allocation (with 28 apartments this is a circa 64% allocation). These allocations are lower than preferred and MCC Highways have concerns

that vehicles that cannot be accommodated within the site will add to existing on-street parking demand.

Parking spaces should be a minimum 2.4m wide x 4.8m length separated by a 6m aisle width. The accessible spaces should be 3.6m wide x 6m length.

Car park access is via Jarvis Road to the west of the site. There will be an 'in only' and 'out only' so that circulation in the car park will be 1-way. The car park should be suitably surfaced and demarcated prior to occupation.

Pedestrians

Secure pedestrian building access points to both the new apartment block and renovated Junction Hotel building are to be provided from Rolls Crescent, Old Birley Street and Jarvis Road.

It is recommended that on completion of the works that the footway surrounding the site is resurfaced, this is at the Developer's cost and with no cost to MCC. As part of this, dropped kerbs and tactile paving should be installed at crossing points and across the car park entrances.

All works to the adopted highway should be taken forward as part of a S278 agreement with the Highway Authority.

Off-Site parking

No car parking is proposed for the retail units however it is noted that some short-stay parking is likely to be available on nearby streets in the 3 hour bays.

Cycle Storage

Three covered cycle storage areas providing a total of 38 cycle parking spaces are to be located within the car park at the site. Of the 38 cycle parking spaces, 28 spaces are to be for the exclusive use of residents (representing 100% cycle parking provision), with the remaining 10 shared between residents and users of the community space. This allocation of cycle parking is considered appropriate.

Waste Collection/Servicing

All refuse from the site will be collected kerbside on Jarvis Road. A swept path analysis has been provided for an 11m refuse vehicle, the standard MCC refuse vehicle is 11.5m. The plans are not clear so a revised swept path should be provided using the largest refuse vehicle available (11.5m) clearly showing that the refuse vehicle can access and egress the Jarvis Road in a forward gear without mounting the footway.

No detail has been provided regarding how the proposed retail units will be serviced. It is recommended that a servicing management plan is conditioned to detail the location and frequency of servicing of these units.

Travel Plan

To encourage sustainable travel it is recommended that a Travel Plan is developed for the site. This should include measures to reduce reliance on private vehicles and encourage sustainable travel. The Travel Plan should also detail targets, arrangements for monitoring sustainable travel and funding for the plan etc. The development, submission, implementation and monitoring of full Travel Plans should be included in the conditions of any planning consent.

Public Realm

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and

Network Resilience Teams post planning approval and prior to construction taking place. Commuted sums will be required for any non-standard materials including street trees. All changes to the adopted highway are to be agreed as part of a suitable highway agreement (S278).

CMP

A Construction Management Plan should be conditioned as part of any subsequent planning approval. This should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway.

Dilapidation surveys should also be provided and the applicant should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

The document should also consider contractor parking and ongoing construction works in the locality. It is recommended that the above is conditioned and attached to any planning permission that may be granted.

Any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Structures/Basement

For basement excavations proposed adjacent to the highway, structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section.

Suggested Conditions

- Servicing Management Plan
- CMP
- Off site highways works including (but not restricted to) traffic management on Old Birley Street, footway resurfacing, dropped kerbs and tactile paving at crossing points.
- Car park
- Travel Plan
- Cycle Parking
- ELV

Environmental Health – Recommend the imposition of conditions relating to deliveries, fumes, construction management, hours of opening to be agree, lighting, noise, acoustic insulation, external equipment insulation, refuse and adherence to the submitted air quality report.

MCC Flood Risk Management – Recommend the imposition of conditions relating to sustainable urban drainage and the management of said SUDS.

Greater Manchester Police – Recommend a condition that works are carried out in accordance with recommendations set out in Section 4 of the Crime Impact Statement

United Utilities Water PLC – Query over basement drainage and drainage.

Greater Manchester Archaeological Advisory Service – Development does not threaten the known or suspected archaeological heritage. No need to impose archaeological requirements.

Greater Manchester Ecology Unit – No comments received

Policy

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' states that one of the key spatial principles is the emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

All development should have regard to the character, issues and strategy for each regeneration area. In addition, new development will be encouraged that maximises the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The policy goes on to state that development in all parts of the City should:

Make a positive contribution to neighbourhoods of choice including;

- o Creating well designed places that enhance or create character.
- o Making a positive contribution to the health, safety and well being of residents;
- o Considering the needs of all members of the community;
- o Protect and enhance the built and natural environment.
- o Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- o 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 proposed development is considered to be in accordance with policy SP1 in that a high quality residential development will be provided that contributes towards meeting housing growth in the City and creating a high quality neighbourhood for residents to live in. Consideration has been given to minimising the impact on local residents.

Policy T1 'Sustainable Transport' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The Council will support proposals that:

- o Improve choice by developing alternatives to the car;
- o Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- o Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;
- o Improve pedestrian routes and the pedestrian environment;
- o Improve and develop further Manchester's cycle network;
- o Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting facilities, better priority and information provision,
- o Would reduce the negative impacts of road traffic.

The proposal is considered to be in accordance with policy T1 as the development is located in an area where there is access to public transport modes, in close proximity to the City Centre and encouraging other forms of transport such as cycling.

Policy T2 'Accessible areas of opportunity and needs' states that the Council will actively manage the pattern of development to ensure that new development:

- o Is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections;
- o Is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

Applications should include appropriate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

This planning application is accompanied by a transport assessment which demonstrates that the proposal will have a minimal impact on the local highway network and a travel plan will be conditioned to encourage other forms of transport.

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, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised.

Policy H1 goes on to state 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.

The development will form a mixed use scheme that will diversify the housing tenure of the area, on the edge of the City and Regional Centre and with good access to the services, facilities and employment sites. Consideration has been given to the design, siting and scale of the buildings along with prioritising the re-use of a previously developed site (with retention of the existing building). The proposals are considered to be in accordance with policy H1.

Policy H 5 relates to housing provision within Central Manchester. It states that the area 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.

Policy H8 'Affordable Housing' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The development will not provide provision for affordable housing. The applicant has provided a viability statement setting out that the development cannot achieve the provision of affordable housing contribution in this instance. A Section 106 agreement is in place to clawback in the event that the scheme achieves a higher level of profitability.

Policy EN1 'Design principles and strategic character areas' states that all development in Manchester will be expected to follow the seven principles of urban design. 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. Proposals for new development must clearly detail how the proposed development addresses the design principle, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategic objectives.

The proposed development is considered to be a high quality scheme in terms of its design and appearance and will enhance the area.

EN4 'Reducing CO2 emissions by enabling low and zero carbon development' states that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices, through the following actions:

All development must follow the principles of the energy hierarchy being designed to:

- Reduce the need for energy through design features that provide passive heating, natural lighting and cooling;
- To reduce the need for energy through energy efficient features such as improved insulation and glazing;
- To meet residual energy requirements through the use of low or zero carbon energy generating technologies

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

The development is considered to comply with policies EN4 - EN6 in that clear consideration has been given to how the buildings functions to reduce overall energy demands.

Policy EN9 'Green Infrastructure' states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. The Council will encourage developers to enhance the quantity and quality of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

The proposal is considered to offer a high quality landscaping scheme for the development.

Policy EN15, 'Biodiversity and Geological Conservation', states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

The application site is not considered to be of high quality in ecology terms and incorporates a high quality landscaping scheme, the proposals are considered to accord with EN15.

Policy EN16 'Air Quality' states that the Council will seek to improve the air quality within Manchester. The proposal is not considered to compromise air quality. The application accompanied by an Air Quality assessment. It is considered that the nature and location of the proposal in this location within close proximity of existing urban greenspace - is unlikely to have a significant impact on air quality or be significantly affected by existing air pollution levels.

EN19 'Waste' states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal).

Policy DM1 'Development Management' all development should have regard 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. Development should have regard to the character of the surrounding area;
- o Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
- o Community safety and crime prevention;
- o Design for health;
- o Adequacy of internal accommodation and external amenity space;
- o Refuse storage and collection;
- o Vehicular access and car parking;
- o Effect on biodiversity, archaeological or built heritage;
- o Green infrastructure;
- o Flood risk and drainage.

The applicant has given careful consideration to the design, scale and layout of the development along with providing solutions to prevent noise, crime, refuse and car and cycle parking.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved policy DC26 'Development and Noise' states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments. The proposal has been designed to minimise the impact from noise sources and to prevent noise break out.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (2007)

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of

an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines and appropriate elevational detailing and strong design particularly to corner plots.

The proposals are considered to have been designed to reflect the sites context and relationships with the surrounding area provide strong built form and high quality of elevational detailing and therefore accord with the principles of the Guide to Development SPD.

The National Planning Policy Framework

There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role, contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role, supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the communities needs and support its health, social and cultural well-being; and
- an environmental role, contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Paragraphs 128 through to 133 of the Framework relate specifically conservation and enhancing the historic environment. It is stated that where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- The nature of the heritage asset prevents all reasonable uses of the site; and
- No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

The NPPF states that where proposed development accords with an up-to-date Local Plan it should be approved. The proposals will create additional residential accommodation in a sustainable location and as set out in this report are indicated as being in accordance with the up to date Core Strategy Development Plan Document and therefore accord with the main principles of the National Planning Policy Framework.

As set out within this report the application proposals are considered to accord with an up to date Core Strategy development plan document.

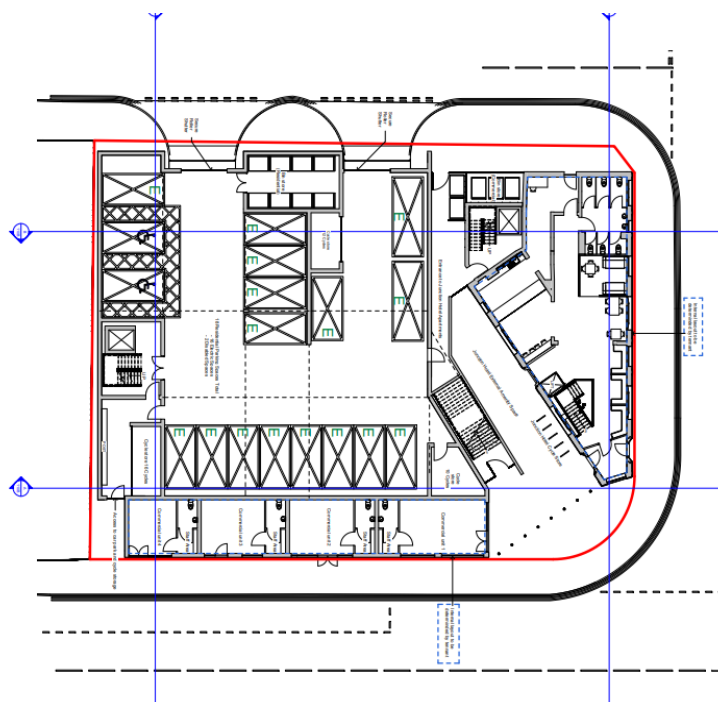
Legislative Requirements

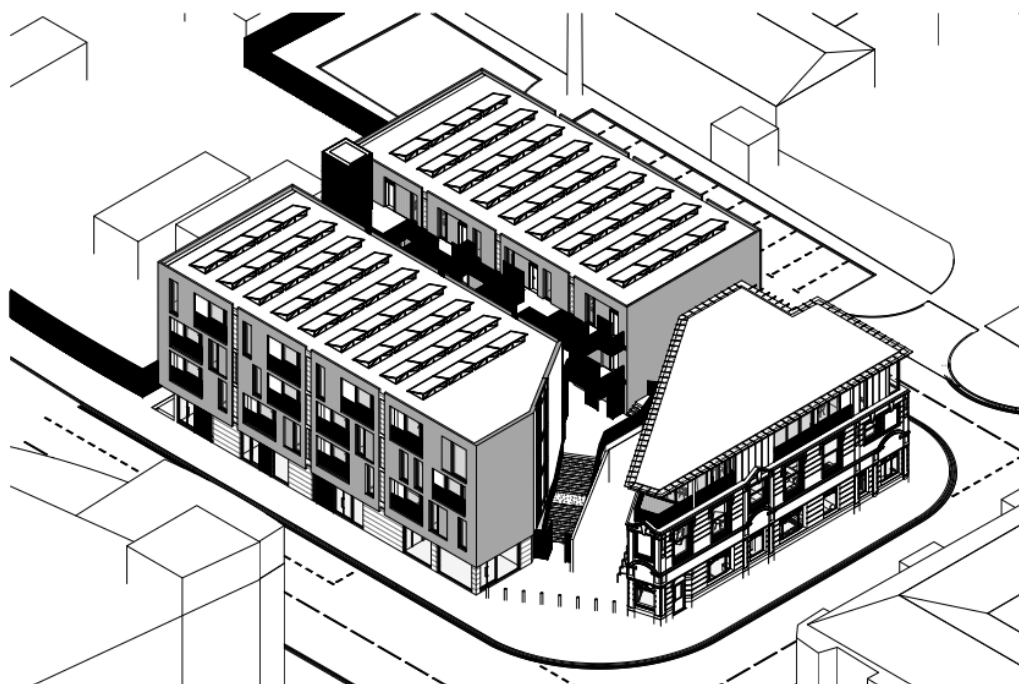
S149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Principle of Development

Design





The application proposals are for a contemporary mixed use development which provides a positive built form to its main road frontages. The proposal maintains the presence of the former Junction Hotel, with appropriately detailed extensions.

The application information indicates the use of a brick finish to the new build above a white stone ground floor which would provide a robust finish that reflects the broader palette of materials in use in the immediate area and materials within the former Junction Hotel. The ground floor shop fronts to Old Birley Street would be glazed providing activity to the road frontage.

The rooftop extension would be constructed utilising metal cladding and glass providing a lightweight contemporary addition.

The heights of the development to the rear of the former Junction Hotel is appropriate having regards to the site context and proximity to Homes for Change Work for Change, which is a residential building of a similar scale. The development is considered consistent with the development principles contained within the Guide to Development and creates a strong road frontage in this location.

Impact on the Non Designated Heritage Asset

The second floor rooftop extension to the former Junction Hotel is a modern interpretation of the second floor that was originally in place on the building prior to fire damage and would see the reuse of the non designated heritage asset which has fallen into a state of disrepair.



It is considered that the design of the proposals are acceptable, the buildings have been designed and sited to respond to the existing context around the site and accord with policy H5 and DM1 of the Core Strategy.

The impact of the proposal on the significance of the non designated asset has been considered. The building is the only surviving remnant of the 19th century in this location and is a local landmark, it is therefore of architectural and historic interest. It is considered that the extension proposed is lightweight and the building to Old Birley Street to the south is separated having respect to the retained former Junction Hotel. The scale of the proposed new build element is respectful, especially when having regard to the historic context of development through time in this location (heritage statement). The retention of the building is positive, the loss of the single storey element as part of the restoration is positive. The proposal does not cause harm.



Residential amenity

Loss of light - The proposal is not considered to give rise to significant affects on existing residential properties in terms of loss of daylight or sunlight.

Privacy /Overlooking- The application proposals would result in an extension to the former Junction Hotel that would be similar to its historic height. The separation distance across Rolls Crescent protects existing residents to the north from any undue overlooking / loss of privacy.



To the east lies Old Birley Street where the Homes for Change Work for Change building sits at a similar height to the proposed. The intervening distance across the road negates any undue overlooking / loss of privacy.



To the west across an access road lies MAV community centre, some associated car parking and a telecommunications installation. It is not considered that they would suffer any adverse overlooking / loss of privacy from the scheme proposals, in fact there would be better surveillance of this area.



To the south lies Hulme Community Garden Centre, they will perceive the arrival of the new build element to the south of the site, however, no objections have been received and they will still receive light from the south, there are no windows in the elevation facing towards the south.

It is considered that the proposals have been sited to not give rise to unacceptable impacts in terms of the loss of privacy or overlooking of existing residential development.

Noise Disturbance – There will inevitably be more comings and goings associated with the redevelopment of the site. To the north there will be the reopening of the public house with the basement performance space (which could have been accommodated within the existing basement of the public house without control, we would be placing conditions on any approval relating to the breakout of noise). The few residential units within the rooftop extension are not considered to offer a significant amount of disturbance subject to appropriate acoustic mitigation.

The car parking for the apartments to the south of the site would be accessed by the access road to the west, which will not impact on residential amenity. The ground floor retail units would be conditioned with regards to servicing and hours of opening to make sure that they have appropriate regard to their context.

Waste Management - All refuse from the site will be collected kerbside on Jarvis Road. No detail has been provided regarding how the proposed retail units will be serviced. It is recommended that a servicing management plan is conditioned to detail the location and frequency of servicing of these units.

Sustainability – The submitted information demonstrates that the proposed development will utilise energy efficient features throughout to minimise its carbon and environmental footprint and meet the sustainable standards set out in Building Regulations.

- o The Dwelling Emission Rate (DER) reduction for the residential element of the scheme is over 19% relative to Part L 2013 through enhanced fabric measures, energy efficient mechanical and electrical systems plus renewable technology, based upon representative SAP calculations;
- o A 36.5kWp photovoltaic array is proposed as a part of the design to provide on-site renewable energy generation;
- o The Dwelling Fabric Energy Efficiency (DFEE) reduction for the residential element of the scheme is 19.3% over Part L 2013 through enhanced fabric measures; and,
- o High efficiency heat pumps will supply space heating and cooling for all non-domestic areas (commercial units and community spaces) within the scheme. This strategy combined with a high-quality fabric and servicing design will secure a 10.6% Building Emission Rate (BER) reduction over Part L 2013 in the new-build commercial units

The scheme would include 16 EV charging vehicular parking spaces which would be secured by condition.

The proposals will reuse previously developed land and subject to the attachment of a condition in relation to the development achieving the energy and sustainability intentions set out in the application documents the proposals are acceptable in terms of sustainability.

Safety and Security - The applicant has submitted a Crime Impact Statement prepared by GMP Design for Security. It is recommended that a condition be attached to any approval relating to the development achieving a Secure by Design accreditation.

Crime - From a crime and security perspective, the scheme complies with the provisions of the NPPF, Core Strategy Policy DM 1, and Section 8 'Community Safety and Crime Prevention' of the Guide to Development in Manchester SPD.

Accessibility - The applicant has indicated that the proposals enable access for disabled persons throughout the building. Disabled car-parking bays are provided within the car park. In terms of accessibility the proposals are considered to be acceptable and accord with policy DM1 of the Core Strategy.

Highways – The development, submission, implementation and monitoring of full Travel Plans should be included in the conditions of any planning consent.

Three covered cycle storage areas providing a total of 38 cycle parking spaces are to be located within the car park at the site. Of the 38 cycle parking spaces, 28 spaces are to be for the exclusive use of residents (representing 100% cycle parking provision), with the remaining 10 shared between residents and users of the community space. This allocation of cycle parking is considered appropriate.

The scheme would have 18 secure car parking spaces in an undercroft car park.

A highways works condition is recommended setting out a requirement for replacement paving / tactiles and for works for traffic management measures.

It is acknowledged that the application site is in a highly sustainable and accessible location and is considered to accord with policies T1, T2 and DM1 subject to attaching appropriately worded.

Standard of accommodation - The applicant has confirmed that the scheme has been designed to ensure that the scheme meets standards which have been approved by the Council as space standards. All of the apartments have private balconies and there is access to a communal apartment entrance gardens.

Ecology - The applicant has submitted a bat survey, due to the works involving the existing building. No concerns were raised by Greater Manchester Ecological Unit. A condition is recommended requiring compliance with the survey submitted.

Construction Activity- The application proposals will inevitably result in some noise and disturbance associated with the construction works required to deliver the development.

It is considered that an appropriately worded condition be attached to any approval for the submission and agreement of a Construction Management Plan prior to any works commencing on site.

Landscaping - The application proposals incorporate a landscaping scheme that would provide betterment through greening on site. The application was submitted some time before the preliminary requirements for biodiversity net gain set out in the 2022 and 2023 updates to the NPPF, however matters related to affordable housing and viability have made for a protracted application period. The scheme performs well in its own right however, a condition is appended requiring further details of inclusion of biodiversity measures.

Conclusion - The proposal would see the redevelopment of a prominent site on the edge of the City Centre. A total of 28 residential units will be created which will contribute to the City's residential growth strategy and help support neighbourhoods of choice by introducing additional residential accommodation. Careful consideration has been given to the siting, scale and appearance of the development to ensure it provides a high quality development along with maintaining the presence of a non-designated heritage asset and minimising the impact of the proposed development on existing residents and is therefore considered to accord with national and local planning policies.

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

The application was determined in a positive and proactive manner. During the consideration of this application any issues raised have been raised with the applicant.

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:

2018-056- 001 EXISTING SITE PLAN

2018-056- 101E SITE PLAN
2018-056- 102G GROUND FLOOR
2018-056- 103F FIRST FLOOR
2018-056- 104E SECOND FLOOR
2018-056- 105E THIRD FLOOR
2018-056- 106E ELEVATIONS
2018-056- 108E 3D VIEWS
2018-056- 109E 3D VIEWS
2018-056- 110B SECTION A AND B
2018-056- 111B SECTION C AND D
2018-056- 113B BASEMENT
2018-056- 002 FLOOR PLANS
2018-056- 003 ELEVATIONS
2018-056- 005 3D VIEWS
PL K936/03 3D VIEW

Location Plan reference 2018-056- 000

Flood Risk Assessment or Drainage reference 2018-056- 114 RECEIVED 23 Apr 2020

Design & Access Statement
QUALITY ASSESSMENT
CRIME IMPACT STATEMENT
ENVIRONMENTAL STANDARDS STATEMENT
PLANNING STATEMENT
ECOLOGY REPORT
BAT SURVEY
Heritage Statement
Waste Management
WASTE COLLECTION PROFORMA
TRANSPORT STATEMENT RECEIVED 26 AUG 2020

PHASE 1 CONTAMINATED LAND REPORT RECEIVED 01 SEP 2020

Proposed Underground Drainage Statement reference 21-449 April 2021

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. Final samples and specifications of all materials (including appropriate sections to the windows) to be used on the external elevations of the development hereby permitted shall be submitted for approval in writing by the City Council, as Local Planning Authority prior to the erection of the above ground super structure. The approved materials shall then be used in the construction of the development.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1, EN1, H1 and DM1 of the Manchester Core Strategy.

4. No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:
 - o A construction programme including phasing of works;
 - o 24 hour emergency contact number;

- o Expected number and type of vehicles accessing the site;
- o Deliveries, waste, cranes, equipment, plant, works, visitors;
- o Size of construction vehicles;
- o The use of a consolidation operation or scheme for the delivery of materials and goods;
- o Phasing of works;
- o Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- o Locations for storage of plant/waste/construction materials;
- o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- o Any necessary temporary traffic management measures;
- o Measures to protect vulnerable road users (cyclists and pedestrians);
- o Arrangements for temporary facilities for any bus stops or routes;
- o Method of preventing mud being carried onto the highway;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

5. The car parking as indicated on the approved plans shall be surfaced, laid out and demarcated prior to the occupation of each dwelling. The car parking shall then be available at all times for people residing at the dwelling whilst the dwelling is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the development is occupied in order to comply with policy DM1 of the Core strategy.

6. The approved details for cycle parking provision as set out on the approved drawings and documents shall be installed prior to the occupation of each dwelling and be retained thereafter for use by people residing at the dwelling.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1,T2 and DM1 of the Core strategy.

7. Prior to the occupation of the development, a scheme of highway works, in order to provide an adequate pedestrian and vehicular environment in the vicinity of the application site, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

Installation of traffic management measures on Old Birley Street

Provision of footway resurfacing surrounding the site, including the provision of dropped kerbs and tactile paving at crossing points and across car park entrances.

Reason -To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012)

8. The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester

9. No development shall take place until the full details of a surface water drainage scheme has been submitted to and approved in writing by the City Council as local planning authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

10. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority.
The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:
 - a. Verification report providing photographic evidence of construction as per design drawings;
 - b. As built construction drawings if different from design construction drawings;
 - c. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document and the policies and guidance within the NPPF and NPPG.

11. Prior to occupation of the development the provision of electric vehicle charging points shall have been implemented in line with the information submitted on plan Ground Floor 2018-056-102 G received 23.04.2020. These charging facilities shall thereafter be retained for the use of the dwellings.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy (2012).

12. The development hereby approved shall be implemented in full accordance with the measures as set out within the Environmental Standards Statement, received by the City Council as local planning authority on 26.08.2020.

Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

13. The development hereby approved shall only be carried out in accordance with mitigation measures detailed within the submitted Air Quality Assessment produced by Redmore Environmental dated 21 July 2020 received by the City Council, as Local Planning Authority on 26 August 2020.

Reason - To minimise the impact upon air quality and in order to minimise the environmental impact of the development, pursuant to policy EN16 of the Core Strategy, National Planning Guidance and National Planning Policy Framework (NPPF).

14. Notwithstanding the details of the hard and soft landscaping treatment scheme as set out within the approved drawings, a further plan indicating biodiversity enhancement to be made shall be submitted within one month of the grant of consent. Landscaping and biodiversity enhancements shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

15. 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 dwelling houses 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 2010, 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.

16. 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.

17. The commercial units as indicated on the approved drawings listed at condition 2 shall be occupied as Class E and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester (2012).

18. Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

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

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

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

21. Prior to the commencement of above ground works a plan indicating the positions, design, materials and type of boundary treatment to be erected at the development shall be submitted to and approved in writing by the City Council as local planning authority. The boundary treatment relevant to each dwelling shall be completed prior to its occupation. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

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 in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

22. 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:
- A travel plan budget and resources for the day to day implementation and management of travel plan measures.
 - Appropriate management structures.
 - Detailed timeframes for delivery.
 - Travel plan handover arrangements when developer responsibility ceases.
 - Target and monitoring arrangements.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

23. Prior to the first use of a phase of the development hereby approved, a servicing management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented as part of that phase of the development and remain in place for as long as the development remains in use.

Reason - In the interest of highway and pedestrian safety pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

24. Deliveries, servicing and collections, including waste collections shall not take place outside of the following hours: 07.30 to 20.00 hrs Monday to Saturday, no deliveries/waste collections on Sundays / Bank Holidays.

Reason - To safeguard the amenities of nearby occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

25. The development hereby approved shall not be occupied or used until the Council as local planning authority has received a scheme for the extraction of any fumes, vapours and odours from the premises, to be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers of nearby properties in order to comply with Policy DM1 of the Core Strategy for the City of Manchester.

26. Prior to occupation, details of the proposed opening hours of the retail units shall be submitted to and approved in writing by the City Council as local planning authority. The units shall not be operated outside the hours approved in discharge of this condition.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

27. External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria has 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 criteria.

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

28. The retail premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Upon completion of the development 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 consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

29. Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from the ground floor commercial units and the nearby busy roads shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB L _{Amax,F} by more than 15 times)
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Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
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Gardens and terraces (daytime)	55 dB LAeq
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Upon completion of the development and before 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 consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria has 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.

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Reason - To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to Core Strategy policies SP1 and DM1 of the Core Strategy.

30. a) Any externally mounted ancillary plant, equipment and servicing to be installed shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to its installation, the scheme shall be submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the site.

b) Prior to any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved verification report shall be submitted to and approved in writing by the City Council as Local Planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

31. Before the development commences a scheme for the storage and disposal of refuse shall be 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.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

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.

32. The development hereby approved shall only be carried out in accordance with measures detailed within the submitted preliminary bat survey report produced by Braithwaite Bat Surveys received by the City Council, as Local Planning Authority on 26 August 2020.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Manchester Core Strategy.

33. Prior to above ground works details of roller shutters to the new shop fronts, shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include a section through of the shutter in the shop front and specification of the shutter. The approved details shall be implemented as part of the development prior to the first occupation and thereafter retained and maintained in situ.

Reason - To ensure the roller shutters are appropriate in appearance pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

34. Prior to the first occupation of the development hereby approved a signage strategy for the entire building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

Reason - In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

35. All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2, shall not be obscured by window vinyl's.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

United Utilities Water PLC
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit

List of properties 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
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: SOUTH