

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135717/FU/2022

Date registered valid: 19 January 2023

Proposal: Change of use of first and second floors from office space to a 4-bedroom self-contained apartment (Class C3), with alterations, including the provision of an additional external staircase and handrail to the basement from the rear yard.

Address: 29 Ardwick Green North, Manchester, M12 6DL

Ward(s): Ardwick Ward

Applicant: Mohammed Islam, Knightbridge Properties

Agent (if any): Ms Adrienne Lok

Case officer: Sue Wills
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Recommendation: Approve

Date of recommendation: 20 September 2023

Application details

Type of application: Change of use Consent

Development type: Minor Dwellings

Standard consultations:

Printed: 5 September 2023

Expired: 19 September 2023

Neighbour notifications

Printed: 5 September 2023

Expired: 19 September 2023

Site notice

Posted: 7 February 2023 Expired: 28 February 2023

Press advert

Published: 7 February 2023

Expired: 28 February 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application relates to a terrace of three storey property with a basement, located on Ardwick Green North, visible from Stockport Road and Ardwick Green Park. The Grade II listed property is currently vacant.

The listing refers to the property as Milford House built as a townhouse in early 19th Century, but in 1974 it was in office use. The property comprises red brickwork in Flemish bond with some sandstone dressings and a hipped slate roof.

It has an important group interest with the neighbouring Grade II listed 19th century town houses at 21-27 (odd) Manor Street and 27 & 31 Ardwick Green North, as well as the Grade II Former Church of St Thomas, the Grade II listed War Memorial and the Grade II listed Drill Hall located in its immediate setting. In consequence, the building and the wider location are sensitive in heritage terms.

Although the building has been altered in the past, it retains most of its original floorplan and original architectural detail & features, including some timber sash windows, blinds, skirtings, cornices, doors, architraves, fitted cupboards, a grand staircase and chimney places.

Two off street parking spaces are available on a hard landscaped forecourt in front of the property. The property has a courtyard area to the rear, which has a gated access on the northern boundary with access across the land to the rear.

Listed building: Grade II

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The property faces onto Ardwick Green Park to the south, with properties in a mix of office /commercial uses to the other boundaries. Residential properties lie further to the east beyond Cotter Street

A current planning application ref: 135857 for the development of 16 townhouses is under consideration for a vacant site at the junction of Ardwick Green North and Cotter Street.

Listed Building Consent for alterations in association with change of use of first and second floors from office space to a 4 bedroom self-contained apartment (Class C3), and provision of an additional external staircase and handrail to the basement from the rear yard (ref: 135718) at no.29 Ardwick Green North is also currently under consideration.

Description of development

This planning application relates to an end of terrace 3-storey property with basement fronting onto Ardwick Green North. Consent is sought to change of use of the first and second floor from office accommodation (Class E use) to a 4 bedroom self contained apartment.

The ground floor would remain as office accommodation, with the entrance to the building remaining unaltered, with the ground floor and upper floor accessed from the front main entrance. The basement level would be accessed from existing internal stair and an additional external staircase and black coloured metal handrail to the basement proposed from the rear yard. The basement would be used for storage .

The rear yard would be used to accommodate a bin store , cycle storage for two cycles and private amenity space . Due to a right of access to the adjacent alleyway , the installation of a gate to the side boundary courtyard wall is proposed to enable waste collection .

An EV charging point is proposed at a low level on the front elevation close to the stepped front entrance.

Other proposed works include :

- Wall, ceiling and floor finishes to be made good.
- New lighting fixtures.
- Removal of existing metal security railing to the rear windows
- Insertion of a sliding partition between the front and middle room at ground floor level.
- Installation of a glazed door in the entrance hallway to form residential entrance with post box
- Repairs to the external building fabric , in particular to any defective timber window frames.

There would be no changes to the upper floors' internal layout and no change to the elevations, other than repair works.

Apart from the new proposed stair and stairwell to the rear, the general layout of the building in terms of access, circulation and internal walls would be retained as existing.

Carefully remove any damaged plaster to existing walls and replace with new plaster finish to match existing, sample to be examined and similar mix to be used.

Consultations & Notification Responses

The application has been advertised on site and the press on 7th February 2023 as affecting a listed building.

Local resident and local businesses – two objections were received in regard to the original submission based on the creation of 4no apartments. The first on the grounds of the general change of use from offices to residential and to external alterations to a listed building.

They advise that their main objection relates to the use of the building which is situated in a run of properties that have established themselves as a commercial use, separate from the numerous residential properties current in the location and proposed for the location. They state that every area needs a mix of uses to create a true neighbourhood and over the past 3/5 years, this area has seen the investment in its properties to create a strong and recognised commercial location. In their view the change of use to residential dumps down the work done by others to create the current uses.

Furthermore, that the introduction of a residential use will also add further to the pressures on car parking in the area, which have not been addressed by the Council to date.

The second objection is against alterations to an existing Grade II Listed building without any consideration to its past.

The other objector raises issues regarding a proposed residential use surrounded by commercial properties. They cite concerns about adverse impacts the levels of noise generated by the conversion and impacts to already limited parking in the area due to construction vehicles, and then subsequently by the occupiers of the converted floors.

No responses have been received in connection with the revised scheme.

Environmental Health – Recommend a condition relating to the restriction of construction hours and advise the submitted waste strategy is acceptable.

Highway Services -15.02.2023

Comments on the original submission

TRIP GENERATION AND JUNCTION CAPACITY:

Given that the proposed development comprises a change of use from existing office space to 4no. residential dwellings, it is anticipated that the proposed change of use would not result in an increase vehicular trips. It is therefore accepted that the proposals would not give rise to highway safety or capacity concerns.

OFF-SITE HIGHWAYS WORKS:

No off-site highways works are proposed as part of the development.

PARKING:

2no. on-site car parking spaces will be retained with the change of use within a driveway accessed from Ardwick Green North. However, provision of a new stepped basement access to the property frontage will reduce the length of the existing parking bays. In order to ensure parked cars do not encroach onto the adopted footway, min. 6m driveway length should be provided.

It is unclear whether the parking spaces would be retained to serve the existing ground floor office space or whether these will be allocated to the proposed apartments and so clarification is sought along with associated management/ allocation details.

It is recommended that an Electric Vehicle Charging Point (min 7Kw) is provided for each space should these spaces be allocated to individual apartments, with a minimum of one EV point should these spaces be unallocated or for office use.

Nevertheless, the proposed change of use is not expected to give rise to an increase in parking demand and so additional parking demands would continue to be accommodated on-street.

PEDESTRIAN ACCESS:

The submitted plans indicate that pedestrian access to the new basement staircase at the property frontage would be restricted should the driveway be occupied.

Access to the pedestrian entrance points to the rear of the property may also be restricted should cars park within the alleyway access route from 21-27 Manor Street.

CYCLE PARKING:

A cycle store is proposed within the curtilage of the site within the rear courtyard with access provided from the adjacent alleyway via Manor Street. The submitted design and Access Statement states that the property has a right of access onto the adjacent alleyway via 21-27 Manor Street although confirmation is sought.

Observations suggest that the alleyway from Manor Street is frequently occupied by parked cars and so it is unclear how bikes would gain access to the rear courtyard area. Highways request that the cycle store is sheltered and secure in order to encourage and maintain use.

The proposals provide cycle parking for 8no. bicycles. The minimum requirement of 1no. cycle parking space per apartment would equate to 4no. spaces and the MCC Core Strategy requires a minimum of 1 space per 200sqm office space (minimum 2no. spaces), equating to 2 cycle parking spaces for the 230sqm floor area.

The total minimum requirement of 6no. cycle parking spaces has therefore been achieved, however it is unclear whether the proposed cycle parking will be made available to both the apartments and office space, although access for both is recommended.

REFUSE AND SERVICING:

Designated refuse storage has been accommodated within the curtilage of the site to the external courtyard area to the rear of the property. Bins will be placed out for collection via the adjacent alleyway at 21-27 Manor Street where it is understood a right of access will be maintained.

Observations suggest that the alleyway from Manor Street is frequently occupied by car parking and so it is unclear how bins would be moved to the highway for servicing.

CONSTRUCTION MANAGEMENT:

A Construction Management Plan should be provided by the applicant prior to any construction/fit-out works beginning. The Construction Management Plan 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. The document should also consider ongoing construction works and contractor parking in the locality.

Detail should be sought from the applicant in relation to any proposed construction or fitout arrangements where there is an impact on the highway. The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email -highwaylicences@manchester.gov.uk.

It is recommended that the above is conditioned and attached to any planning permission that may be granted.

SUGGESTED CONDITIONS:

EVC

CMP

Updated Highways response 12.09.2023

The proposals have been revised to provide a single 4-bedroom self-contained apartment to the upper floors with the retention of ground floor office space.

Proposals for a new stepped basement access to the property frontage have been removed. As such, Highways do not have any concerns with regard to driveway dimensions, however, clarification is still required with regard to allocation of such spaces between the residential and office uses. EV provision would still be required should any of the parking be allocated for the new apartment.

Highways previous comments regarding cycle parking, refuse/servicing and CMP requirement remain applicable.

Design for security –Advise that they have no concerns with the change of use of the upper floors to apartments. They recommend that any new external doors and windows are compliant with Secured by Design standards

Heritage and Urban Design 03.08.2023 - As a general point, the proposed front staircase should be judged alongside other proposed alterations and works to the Grade II listed buildings, with a clear overview of the heritage benefits and disbenefits. Any new development should preserve or enhance 29 Ardwick Green North, as required per Sections 16(2) and 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

On face value, the initial concerns regarding the introduction of a new staircase to the front of the listed building still apply. It is considered that the new staircase will cause harm to both the listed building and the streetscene, including the collective frontage of the designated assets at Ardwick Green North, where there is no comparable modern intervention at present. As such, the new staircase would stand out in its context, and detract from the original form and appearance of the building and the group as a whole. Moreover, the accommodation of a new staircase would require some removal/demolition of original fabric to connect to the Grade II listed building's basement, causing addition loss/harm to the listed building.

Based on the evidence presented to date, with no information on the exact design, materials, appearance and finishes of the proposed new staircase, railings & doors, as well as the scope of the necessary demolition of original fabric required to deliver it, it has not been evidenced that the staircase would the client to enhance the building frontage and wider streetscene.

Other works that would improve the existing frontage would include opening up of the blocked window, resurfacing, increasing soft landscaping and reinstating the lost front boundary. Have these works been considered?

As per paragraph 200 of the NPPF, a clear and convincing justification would be required for any harmful works to the listed building under consideration, and a new development should show that the harm has been avoided or minimised, giving great weight to the conservation of a special significance of an asset – as derived from its appearance, original/historic fabric, architectural interest, group value etc.. It is not clear why the access to the basement from the front is *required* to facilitate a viable re-use of the building. As previously discussed, a new access from the back, if required/essential, would be preferred, with no impact on the streetscene and expected lesser impact on the listed building.

Updated comments 28.08.2023

Officers have provided details of the listing, and the location of the property in the context of adjacent and other listed buildings in proximity of the site, advising that in consequence, the building and the wider location are sensitive in heritage terms. It is also advised that although the building has been altered in the past, it retains most of its original floorplan and original architectural detail & features, including timber sash windows, blinds, skirtings, cornices, doors, architraves, fitted cupboards, a grand staircase and chimney places. It is however, noted that although the interior of the Grade II listed building had not been inspected when it was designated, it is nonetheless covered by the designation and forms an integral part of the asset's architectural and historic interest, core to its special significance, and should be protected accordingly.

The policy context is also provided for reference.

Officers advise that the principle of the proposed change of use is supported, as it would return the designated asset into its original residential use. The proposed floorplan is acceptable in principle, as it would preserve the original layout of the Grade II listed building, with minimal impact on the asset's special architectural and historic interest (see below).

The proposed new partition to the ground floor is acceptable in principle, although further details would be required, including exact location, and junction, affixing and joinery details (including a complete cross-section) of the new door & frame. The new partition has not been illustrated on the proposed cross-section(s). This needs to be actioned.

Furthermore the D&A Statement is incorrect in that the proposed site layout is not identical to the existing layout, and therefore needs amending. Further information, would be required to support the installation of the staircase to the rear on heritage grounds, including the location, size and design of the proposed new opening to the basement, and full and final details of the proposed new design, materials and finishes of the proposed new staircase & railings, which would need to be high-quality and appropriate to the Grade II listed building (i.e. stone, brick and steel). As per previous advice, the standard security steel doors and concrete steps would not be acceptable, as these would fail to preserve or enhance the architectural and aesthetic interest of the Grade II listed building. The new interventions should be illustrated on the proposed cross-section(s). Please amend/submit as required. Although the location of the proposed new cycle and bin storage are acceptable, further information on the design of the proposed new storage, including size, materials and finish, would also be required.

Further information on the scope of the proposed new external & internal interventions to facilitate the conversion and re-use of the Grade II listed building, as discussed below.

External

The original/historic sashes and glazing would need to be retained and repaired (using appropriate techniques and materials) as required, including the damaged timber bay window to the rear on the ground floor in particular, considered of high significance. Should new glazing be proposed, the scope and impact of these works need to be better understood. The removal of original/historic glass would not be supported. The existing uPVC windows to the side & rear elevations do not appear to benefit from an LBC, which would otherwise be required for these works. The uPVC windows should be replaced with appropriate timber sash windows, in quality, proportions and appearance to match existing. Confirmation is sought if new windows are proposed to the side elevation – not illustrated on the revised proposed layout but are mentioned in the D&A Statement. Should new windows be otherwise required, these should be timber sash and of appropriate design & proportions. New uPVC windows and doors would not be acceptable to the Grade II listed building. Concrete cills & lintels, as per the submitted scope of works, would not be acceptable either. New cills and lintels should be brick and sandstone, to match existing. The replacement of 20th century timber casements to the front, side and rear elevations with more appropriate timber windows could be supported. Full and final details of new windows should be submitted as part of the LBC/PP, or conditioned. Otherwise, more information should be submitted regarding the repair and restoration works to the Grade II listed building, including to brickwork, stonework, gutters and cornice, where there is evidence of damage and deterioration, which should be addressed as part of the conversion. The modern paintwork to the frontage (stone) and side (brickwork) should be removed, to take up the opportunities to enhance the Grade II listed building. Further improvements to the front curtilage, i.e. reinstatement of front boundary, would improve the appearance of the listed building and take the opportunities to enhance both its special significance and the character of the local area, and as such would be highly encouraged.

Internal

The submitted floorplans indicate the proposed layout, which is acceptable in principle, but do not provide any information on the proposed works to original/historic features of 29 Ardwick Green North, including cornices, dado rails, chimney places, skirting boards, architraves, in-built cupboards, the staircase and the existing wall, floor and ceiling finishes. The proposed works should be minimal required to secure the re-use of the Grade II listed building, with a presumption for any alterations to original/historic fabric and finishes to be conservation-led, giving great weight to the asset's conservation. In particular, the accommodation of M&E services, acoustic & fire separation, thermal insulation and other works required to comply with current regulations and to facilitate the change of use would need to be carefully considered and designed in order to preserve or enhance the special significance of the Grade II listed

building. Full and final details of these works would need to be conditioned. The proposed plywood door on the second floor, which is a modern intervention that does not appear to benefit from an LBC that would otherwise be required, should be replaced with a traditional panelled timber example to echo original doors. The existing stairs and doors in the proposed bedroom 4 on the second floor seem redundant and modern. Confirmation is sought whether these would be retained or removed and submit any additional details as required.

Position

The proposed conversion and the proposed floorplans are acceptable in principle. However, further information on the proposed works to external and internal aspects of the premises and further works to restore the historic/aboriginal appearance and improve the condition of the of the Grade II listed building (i.e. replacement of the uPVC windows) would be required to support the application on heritage grounds and to confirm that the application meets the requirements of paragraphs 130, 189, 197, 200 and 202 of the NPPF, Policy EN3 of the Core Strategy Sections 16(2) and 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Cadent – 08.02.2023 – placed a ‘Holding objection’ due to the application being in the vicinity of their gas asset/s. to enable their engineering team to review the available information. They will respond further the proposals have been reviewed in more detail. An accompanying plan identifying the location of the gas network in the highway - Ardwick Green North.

Issues

POLICIES

NPPF (September 2023)

The NPPF sets out the Government's planning policies and how these are expected to be applied. At Paragraph 7 it confirms that the purpose of the planning system is to contribute to sustainable development.

At Paragraph 8, it identifies three overarching objectives to sustainable development:

- Economic: building a strong, responsive and competitive economy;
- Social: supporting strong, vibrant and healthy communities; and
- Environmental: protecting and enhancing the natural environment and built and historic environment.

Paragraph 10 confirms that a presumption in favour of sustainable development lies at the heart of the Framework.

Paragraph 11 states that for decision-making, this presumption in favour of sustainable development means "approving development proposals that accord with an up-to-date development plan without delay."

Of relevance to this application is Section 5 of the NPPF –Delivering a sufficient supply of family homes - The development accords with this section of the NPPF as it would lead to the provision of a 4 bedroom apartment.

Section 9 of the NPPF concerns the promotion of sustainable transport. Paragraph 107 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability and opportunities for public transport; local car ownership levels; and the need to ensure provision for electric vehicles. Paragraph 111 states that development should only be prevented or refused on highways ground if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Section 11 of the NPPF Paragraph 119 states that planning policies and decision should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Paragraph 120 states that planning decisions should promote and support the development of under-utilised land and buildings.

Paragraph 126 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. In terms of decision making, the NPPF guides Local Planning Authorities to approve, where possible, proposals for sustainable developments.

Section 16 Conserving and enhancing the historic environment of the NPPF paragraphs 189 through 208 relate to Conserving and Enhancing the Historic Environment. Paragraph 189 states these assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations. Paragraph 190 refers to the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation. Paragraph 194 advises that in determining applications, the significance of any heritage assets affected, should be described by the applicant, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. Paragraph 197 says that in determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 199 says that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The proposed development would involve the undertaking of internal and external repairs and refurbishment, in conjunction with the retained office use and proposed 4 bedroom apartment at first and second floor level. The application is viewed in terms of further repair works to a Grade II listed building in office use, where works to the interior and exterior of the building have been undertaken in the past, leading to areas in the building that are 20th century non original additions, including non original internal doors and windows, thereby contributing to the future maintenance and protection of the wider building in accordance with paragraph 202 of the NPPF as outlined above.

It is acknowledged that the proposed refurbishment works would result in a changes in the subdivision of the space at ground floor level with the introduction of a insertion of a sliding partition between the front and middle room at ground floor level, together with Installation of a glazed door in the entrance hallway to form residential entrance with post box

Although this would have some impact, it is considered that this would result in less than substantial harm, and that the harm is outweighed by bringing this space back into viable use, thereby accords with paragraphs 201 and 202 of the NPPF. Furthermore, the proposal would involve the works as set out in the submitted schedule of works. The impact of the development to repair and refurbish the property as set out in the submitted schedule of works, accords with Paragraph 189, which states that heritage asset should be conserved in a manner appropriate to their significance. The proposal allows the reuse of redundant floorspace without causing significant harm to the character of the Grade II listed Milford House. Therefore, it is considered that the development makes a positive contribution to the conservation of a heritage asset. Paragraph 197 refers to the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation. Therefore, this proposal accords with the stated policies in the NPPF.

The core principles and policy guidance contained within the NPPF have been directly related to the assessment of the potential impact of the development on the heritage asset. Particular consideration has also been given to the proposed works. In assessing the proposed development it has been recognised that the application relates to an listed architecturally and historically important building within Ardwick. Taking these factors into consideration and for the reasons set out below it is considered that the development accords with the NPPF.

Notwithstanding the requirements within the National Planning Policy Framework, an assessment of the impact of the proposal needs to be considered within the context of other documents as outlined below.

Manchester Core Strategy

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. Regard should be given policies SP1, H1 and H5. Of particular relevance are policies EN3 and CC9.

Policy H1 - Housing

Policy H1 states that the re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works.

Policy H5 - Central Manchester

Policy H5 states that over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes. Whilst this is a small development comprising 1 apartment, the proposed development would contribute to meeting house needs in Ardwick.

There are also certain Environmental Policies that are relevant to this application.

Policy EN 1- Design Principles and Strategic Character Areas

Policy EN1 outlines that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with

proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

The Central Arc character Area is predominantly characterised by 1960's social housing estates and zoned industrial areas bisected by the transport network . Much of the Central Arc is experiencing regeneration with some contemporary urban solutions now complete, and some still to be progressed.

The proposed development would enable the retention and refurbishment of a Grade II listed building which is visible from Ardwick Green Park, and contributes to the setting of the historic park .

Policy EN3 (Heritage)

Policy EN3 states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. In this case the development is considered to accord with the principles of policy EN3 in that the proposed scheme would enable the re-use of the redundant upper floor space within a Grade II listed building, thereby delivering significant benefits to the Listed Building overall, and a range of wider economic and social regenerative benefits to the wider area as a whole.

Policy CC9 (Design and Heritage)

The proposed refurbishment works would bring the unused upper floors of a Grade II listed building back into use. It is considered that subject to the conditions to be attached to any Listed Building approval to secure finalised details of some of the works and materials to be used , the proposed repair and refurbishment works would be appropriate to its context and the character of the area.

The works proposed to the listed building are considered in more detail in the application for Listed Building Consent (ref: 135718). It is considered that subject to the conditions to be attached to any Listed Building approval to secure finalised details of some of the works and materials to be used , the design of the building would be retained , the heritage asset would be refurbished , and would be appropriate to its context and the character of the area.

Policy EN14 -Flood Risk

In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).

This site falls within flood zone1.

Policy EN 16 - Air Quality

There are two off street parking spaces associated with the property , and the rear yard incorporates cycle storage for two cycles. Furthermore, the site is highly accessible by public transport on Ardwick Green , Hyde Road and Stockport Road, and is within walking distance of the City Centre , thereby reducing reliance on cars and minimising emissions from traffic generated by the development.

Policy EN19 Waste - Relates to waste management and requires that consideration is given to consideration of the submitted details relating to the applicant's proposals for the provision of a waste management plan to demonstrate how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
 - ii. How the sustainable waste management needs of the end user will be met.
- The scheme includes waste stored in the rear yard, and the application is accompanied by a waste management strategy.

Policy DM1 (Development Management) says that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Of relevance in this instance are: appropriate layout, form, and detail. Impact on the surrounding areas should be considered in terms of the use of the proposed development. Development should have regard to the character of the surrounding area. Effects on amenity, including privacy, light, noise, air quality, litter, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise. In terms of accessibility, buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes. There should be regard for community safety and crime prevention. Adequacy of internal accommodation and external amenity space, including refuse storage and collection and vehicular access and car parking must be assessed. The effects relating to biodiversity, landscape, archaeological or built heritage, including green infrastructure, open space, both public and private must be given due consideration. The development would relate to a location on the fringes of the City Centre with commercial uses and two main radial routes into the City Centre lying in proximity to the property. Impacts from noise are considered elsewhere in this report. Traffic generation is also considered in more detail, but is not expected to give rise to significant impacts, now that only one apartment is proposed.

As set out within the issues section of this report below, the application proposals are considered to accord with policies DM1 of the Core Strategy.

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

The site served by numerous bus routes on Hyde Road, and Stockport Road and is close to the City Centre. The development itself is unlikely to generate significant car parking demand, and T1 would therefore be responded to.

Policy T2 Accessible areas of opportunity and need - States that the Council will actively manage the pattern of development to ensure that new development so that it is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities. Policy T2 would be positively responded to through its proximity to the City Centre and related services and the provision of cycle storage.

Saved policy DC5 relates to flat conversions

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

- a. the standard of accommodation for the intended occupiers of the premises;
- b. effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
- c. adequacy of car parking, off-street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;
- d. general effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established feature of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;
- e. adequate private outdoor amenity space;
- f. the desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);
- g. the satisfactory provision of refuse storage and collection facilities.

DC5.2 states that there will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, subject to other relevant policies of the Plan. They will be particularly welcome where large, old, difficult to re-use properties are involved, and where proposed schemes provide investment enabling the retention and improvement of housing stock.

DC5.3 States that, notwithstanding policy DC5.2, the Council will normally refuse permission for any developments in this category which:

- a. do not provide accommodation to the Council's current approved standards;
- b. are in tightly-packed residential streets where there is no scope for off-street car parking and where there is already an acknowledged problem of on-street congestion;
- c. involve conversion schemes without adequate private external amenity space;
- d. are schemes without satisfactory refuse storage and collection facilities.

DC5.4 States that, in determining applications of this kind, the Council will give particularly careful consideration to situations in which the conversion of small terraced properties are proposed; and where a scheme is the first in a street of otherwise single family dwellings, the Council will give weight to the desirability of maintaining the character of the street in that respect.

Saved policy DC19 - Listed Buildings - In determining applications for planning applications for development having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features.

The proposed development would for the reasons outlined in more detail below , result in less than substantial harm to the listed building's architectural or historical character and would on balance enhance its appearance within the street scene and secure its long term future use.

National Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant section of the NPPG are as follows: Conserving the historic environment - states that consideration is given to the decision taking in determining applications of a historic nature, in particular the weight given to viable uses that may be harmful to a Listed Building. The NPPG states that Harmful development may sometimes be justified in the interests of realising the optimum viable use of an asset, notwithstanding the loss of significance caused provided the harm is minimised. The policy in addressing substantial and less than substantial harm is set out in paragraphs 199 - 202 of the National Planning Policy Framework.

The NPPG also provides guidance on how to assess if there is substantial harm as a result of a proposal, that is, if a proposal causes substantial harm on the significance of the heritage asset. In general terms, substantial harm is a high test, so it may not arise in many cases. For example, in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed. The harm may arise from works to the asset or from development within its setting.

While the impact of total destruction is obvious, partial destruction is likely to have a considerable impact but, depending on the circumstances, it may still be less than substantial harm or conceivably not harmful at all, for example, when removing later inappropriate additions to historic buildings which harm their significance. Similarly, works that are moderate or minor in scale are likely to cause less than substantial harm or no harm at all. However, even minor works have the potential to cause substantial harm.

Policy on substantial harm to designated heritage assets is set out in paragraphs 200 and 202 to the National Planning Policy Framework.

The NPPG also considers how proposals can avoid or minimise harm to the significance of a heritage asset. This states that a clear understanding of the significance of a heritage asset and its setting is necessary to develop proposals which avoid or minimise harm. Early appraisals, a conservation plan or targeted specialist investigation can help to identify constraints and opportunities arising from the asset at an early stage. Such studies can reveal alternative development options, for example more sensitive designs or different orientations, that will deliver public benefits in a more sustainable and appropriate way.

Further guidance is also given on the definition of public benefits. Such benefits do not always have to be visible or accessible to the public in order to be genuine public benefits.

Public benefits may include heritage benefits, such as:

- o sustaining or enhancing the significance of a heritage asset and the contribution of its setting
- o reducing or removing risks to a heritage asset
- o securing the optimum viable use of a heritage asset in support of its long term conservation

Legislative requirements

Section 16 (2) of Listed Building Act 1990 provides that 'in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses'

Section 66 of the Listed Building Act provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority

shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

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.

Supplementary Guidance

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

National Policy Guidance outlines that to facilitate efficient delivery of high quality development, Local Planning Authorities should draw on relevant guidance and standards and promote the use of appropriate tools and techniques, such as Design Coding alongside urban design guidelines, detailed masterplans, village design statements, site briefs and community participation techniques.

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.

Providing for Housing Choice: Supplementary Planning Document and Planning Guidance
Adopted 2nd September 2008

This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision. Amongst other things this guidance states: 'as the City's economic growth continues to accelerate the City needs to diversify its housing offer through a new policy framework to support economic success, inclusion, social and environmental improvements and the outcomes of the Community Strategy. The Council needs to ensure better opportunities are available for lower paid and lower skilled residents to access housing and share in the predicted growth.' It also states (significantly in relation to this application) that 'it is essential that the Affordable Housing Strategy is not interpreted as a strategy to deliver low quality, low value homes. The aim of the City Council is to deliver high quality homes at all levels of the market across the City.' The development would accord with these objectives by responding to a specific housing need.

Ardwick NDF (November 2020)

The property lies within the area covered by the Ardwick Neighbourhood Development Framework . The Ardwick NDF references the existing residential community situated to the north of Ardwick Green as being at the heart of the NDF. The NDF states that there are opportunities to increase the density of residential accommodation in this area and provide further housing which adds to and complements the existing residential community.

Principle

This site is in on the fringe of the Ardwick residential area which fronts onto Ardwick Green North, on the fringes of the City Centre, and the principle of using the upper floors of the property for residential purposes bringing unused floorspace within a Grade II listed back into use accords with the aspirations outlined in the policies above and is considered to be acceptable in this location. The property is currently vacant and has been on the market for letting for over three years.

The proposed conversion of the former office accommodation to a 4 bedroom apartment, would include works at first and second floor including the removal of elements associated with the former use of these floors, which did not form part of the original fabric of the building. Although this would have some impact, it is considered that this would result in less than substantial harm, and that the harm is outweighed by bringing unused floorspace within the building back into viable use, thereby according with paragraph 202 of the NPPF.

The formation of an apartment in this instance, is considered an acceptable means of contributing to regeneration objectives and the meets the above policies in this particular case. It is therefore considered that the principle of use is acceptable.

Regeneration

The proposed development has the potential to have a positive impact and contribute to regeneration of the Ardwick Green area.

Layout

The scheme would some refurbishment works as detailed earlier in this, leading to the creation of a 1 no. 4 bedroomed duplex flat at first and second floor level.

Whilst the use at ground floor level would be retained for office purpose, the scheme includes the insertion of a sliding partition between the front and middle room at ground floor level, and the installation of a glazed door in the entrance hallway to form an entrance to the residential accommodation with post box.

Consideration has been given to minimising the level of intervention within the building, which has constraints in terms the nature of the proposed accommodation. On balance the scheme is considered to be acceptable in terms of layout.

Design and Appearance and impact on Listed Building

Sections 16 and 66 of the Listed Buildings and Conservation Areas Act 1990 require that special regard is given to the desirability of preserving listed buildings or their settings or any features of special architectural or historic interest.

Further, development decisions should accord with the requirements of the NPPF and in particular with section 16 (Conserving and Enhancing the Historic Environment).

It is a fundamental requirement of the NPPF that planning proposals contribute to the achievement of 'sustainable development' (NPPF Paragraph 10). In order to meet this key planning objective, in this instance, it is essential to ensure that the development of the site sustains and contributes to the stimulation of a thriving historic environment.

Paragraph 197 requires local authorities to take account of :-the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that the conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraphs 199 and 200 require the local planning authority to apply different tests to proposals that result in substantial harm or less than substantial harm to a historic asset. Where the proposals result in less than substantial harm, the harm should be weighed against the public benefits of the proposal including securing its optimum viable use.

The scheme would involve the refurbishment of the first and second floors of no.29 Ardwick Green North.

The revised scheme under consideration is to refurbish the first and second floor to create a 4 bedroom apartment, and retained the ground officer in office use with minimal works internally. The existing external walls would be made good with localised repairs. It is, however, proposed to attach a condition to require notwithstanding the materials, that all materials and specifications of the materials to be used on all external elevations of the development shall be agreed prior to commencement of works, in order to ensure that the impact on the listed building is acceptable.

The proposed development would enable the retention, repair and restoration of the upper floors, improve access to the basement by the introduction of an external stair and associated stairwell to the rear of the property on the side outrigger elevation, and enable the conversion of the interior to a viable long term use appropriate to the area, thereby retaining the heritage asset as an important landmark in the street scene.

It is considered for the reasons outlined above that the overall approach to the conversion of the building as part of the overall development is one of retention and repair and as such, and on balance, subject to conditions relating to the detailed nature of the reinstatement and repair of the building the proposed works are acceptable.

In view of the above it is considered that the proposed development would on balance be consistent with sections 5 and 16 of the National Planning Policy Framework policies SP1, DM1, CC9 and EN3 of the Core Strategy and saved UDP policy DC 19.

NPPF paragraph 191. Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision. However, no representations have been received in this regard.

Issues in relation to specific internal works to refurbish the building with associated fixing of a sliding partition between the front and middle room at ground floor level, the installation of a glazed door in the entrance hallway to form an entrance to the residential accommodation with post box, an EV charging point at a low level on the front elevation close to the stepped front entrance, new lighting fixtures, removal of security railings to rear windows and making good of the wall, ceiling and floor finishes, and the scope of works set out in the description section of this report are dealt under 135718 /LO/2023 Listed Building Consent currently under consideration.

Residential Amenity

All of the floors within the property are vacant, and so this proposal would undoubtedly lead to an increase in activity at the site although this would be quite low level compared to the previous use of the property as office accommodation. It is not therefore considered that the proposal for the retention of office use at ground floor, storage at basement level and 1no. 4 bedroom apartment would significantly impact upon the amenity of surrounding businesses and residents.

No additional window openings are proposed, and as such the impact of the development, on surrounding occupiers, would therefore not very different to the existing situation in relation to overlooking and loss of privacy.

The proposals are not considered to have a detrimental impact on the residential amenity of existing residents in this area. As this is a Grade II listed building, and as an apartment is being proposed, if any additional windows are required in the future, both Listed Building Consent and planning consent would be required for their installation.

Visual Amenity

As the extent of the proposed elevational alterations is limited to repair of all the existing timber windows, removal of modern paintwork from the front elevation and side elevation and re-paving of the front area of hardstanding, it is considered that the proposal would not detract from the character and appearance of the streetscene or adversely affect the appearance of the existing property or visual amenity within the area and is therefore considered to be acceptable.

Concerns were raised in relation to the original submission in regard to the proposed staircase and lightwell to the front of Milford House and in particular, which would have a considerable impact on the appearance of the building's frontage and the wider street scene. This element of the proposal has been omitted from the proposed development.

In respect of the stairs and new door to the basement proposed to the rear of the property, the planning agent has advised that the design has been revised to incorporate timber door and stone steps. It is recommended that this is conditioned as part of the Listed Building Consent application (ref: 135781) currently under consideration.

Waste Management

Due to a right of access to the adjacent alleyway, installation of a gate to the side boundary to enable waste collection is proposed. The gate would also enable secondary access via the alleyway to the rear of 21-27 Manor Street.

There is an existing gated access to the north eastern corner of the rear courtyard which enables access across the site to the north, and has been used historically to facilitate the collection of waste. A bin store accommodating 4 no. 240 litre bins in a secure store for the use of the future residents would be provided in the north western area of the rear courtyard, with one for General waste, one for pulvable waste, one for mixed recycling and one for food waste. The agent has stated that in respect of the existing office use general waste and recycling waste storage would store internally, to be decided by the business. Furthermore that the business would arrange for private waste collections for commercial waste.

Given the site of the rear courtyard, external waste storage for the retained ground floor office use could be readily accommodated.

Comments received from Highway Services have been noted in regard to the blocking of the route to take bins to the collection point via 21-27 Manor Street due to parked vehicles. However, on the basis of the planning agent referencing their client's right of access using this route this is a civil matter. It may be that this area has been used by a business on Manor Street due to the right of access not being actioned. Furthermore, as advised above there is an existing gated access to the north eastern corner of the rear courtyard which enables access across the site to the north, and has been used historically to facilitate the collection of waste. It is recommended that a condition is attached to any approval to require the implementation of the submitted waste strategy.

Car parking

Two off street parking spaces would be retained to the front forecourt of the property.

This site is on the fringe of the City Centre which is suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities. In addition, Ardwick Green North in proximity to the site is not subject to the parking restrictions for cars.

As such there is potential for vehicles to park locally on street, but it is acknowledged due to commuters parking in the area, there is some pressure locally in regard to on street parking. However, as this property has been used previously as office accommodation and could operate as such without further approval, the demand for parking from one apartment would be potentially lower than the use of the facility for office accommodation.

It is considered that the proposals are unlikely to generate a significant increase in the level of vehicular trips, particularly given the cycle storage provision and its proximity to public transport and the City Centre.

Cycle Storage

A cycle store (accommodating 2 cycles) is proposed within the curtilage of the site within the rear courtyard with access provided from the adjacent alleyway via Manor Street. Finalised design of the store have not been provided for consideration, and it is therefore recommended that this element of the scheme is conditioned.

Comments received from Highway Services have been noted in regard to the blocking of the route for cycles to access the cycle storage provision due to parked vehicles. However, on the basis of the planning agent referencing their client's right of access using this route this is a civil matter, and there is an existing gated access to the north eastern corner of the rear courtyard which enables access across the site to the north.

Construction Management Plan

Due to the location and parking matters locally, it is recommended that a construction management plan condition is attached to any approval.

Security

Access to the basement and upper floors of the property would be taken via the existing accesses from the back of pavement on Higher Ardwick. Observations from Secure by Design officers has been noted. Due to the limited elevational being proposed as part of this development the measures which have been recommended have been included as an informative.

Climate Change

An electric charging point is proposed to be installed.

Air Quality

This application relates to the conversion of the upper floors of Grade II listed building to an apartment on Ardwick Green North in proximity to Ardwick Green and Hyde Road. It is acknowledged that Ardwick Green and Hyde Road falls within an air quality corridor which has air quality issues. However, in view of the limited work to elevations and the distance of the property to these highways, no measures other than the provision of an EV charging point are proposed in regard to air quality.

Noise

The property is set some distance from Ardwick Green and Hyde Road, and given the retained existing office accommodation use at ground floor level, no conditions relating to any requirement for acoustic insulation measures are proposed.

Disabled Access

It is noted that as the basement is effectively a half basement, all access points to the property comprise steps. Due to the close proximity of the property to all boundaries, it would not be feasible to provide a ramped access with an appropriate gradient to facilitate disabled access. Furthermore as this is a Grade II listed building, and the incorporation of a ramp of the scale needed would have a significant visual impact to the character of the listed building.

Ground Conditions

The property is not within 50m of a landfill site. As the breaking of ground is limited to the creation of a stairwell to the side outrigger in the rear courtyard, a ground conditions condition is not proposed.

Flood Risk

The northerly part of the site lies within Flood Zone 1. As such no conditions are proposed in relation to flood measures.

Landscaping

The surfacing of the existing hard landscaping forecourt is proposed to be replaced with stone paving. The rear yard hard standing would be maintained apart from the new staircase to the basement near the rear access door as shown on the proposed site plan.

Due to the limited rear courtyard area, and grade II nature of the property it is not feasible to include tree planting in this area, however given the proximity of the Ardwick Green park opposite to the building, this is considered to be acceptable in this instance.

Conclusion

The proposal to bring this building back into sustainable re-use that and preserves what remains of this significant heritage asset is welcomed. It is acknowledged that the design seeks to retain the external integrity of the building, and subject to some minor alterations and detailed design work it is considered that on balance these changes would cause less than significant harm to the building's special interest. The proposed development would enable the retention, repair and restoration of the building, and enable the conversion of the interior to a viable long term use appropriate to the area, thereby retaining the heritage asset as an important landmark in the street scene.

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 negotiations took place in relation to works to the number of proposed apartments. The applicant has also been advised of a number of pre-development conditions, and these have been accepted.

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:

Topographic survey plan ref: PRO43_PL02 received 12th December 2022;

Existing and proposed location plan ref: PRO43_PL01

Existing and proposed site plan ref: PRO43_PL03 rev.C

Existing and proposed basement plan ref: PRO43_PL06 rev.B

Proposed elevations and sections plan ref: PRO43_PL08 rev.D

Demolition plan – 1 plan ref: PRO43_PL10 rev.B

Demolition plan – 1 plan ref: PRO43_PL11 rev.B

Schedule of works dated July 2023

Waste management strategy

Waste Management Strategy plan ref: : PRO43_PL12 rev.C

Photo Record document rev.B dated June 2023

Heritage Statement rev.B dated June 2023

Received 10th August 2023

Proposed floor plans ref: PRO43_PL05 rev.D
received 22nd August 22.08.2023

Existing and Proposed Sections plan ref: PRO43_PL09 rev.E and Design and Access
Statement rev. D Dated September 2023

received 20th September 2023

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) .

3) Finalised specifications of all materials / finishes to be incorporated in any external elevations of the development , and the forecourt in front of the property shall be submitted to and approved in writing by the City Council as local planning authority, prior to their use . The development shall be implemented in accordance with the approved materials.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Manchester Core Strategy (2012).

4) Prior to the commencement of the development, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- o The routing of construction traffic ;
- o Detail the vehicular activity associated with the construction including appropriate swept path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Identify measures to control dust and mud, including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- o For large schemes a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
- o Identify measures to reduce noise emissions;

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (2012).

5) a)The development shall be implemented in accordance with the Waste management strategy, and Waste Management Strategy plan ref: : PRO43_PL12 rev.C received on 10th August 2023, prior to the occupation of the residential accommodation hereby approved , and shall remain in situ whilst the property is in use .

b) Finalised details of the elevational design and materials forming the proposed bin store shall be submitted to and approved in writing by the City Council, prior to the installation of the bin store. The bin store shall be implemented in accordance with the approved details.

Reason - To protect the amenity of the occupants of the property once the development hereby approved is occupied, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

6) a) The development shall be implemented in accordance with the cycle storage arrangements on plan ref: Existing and proposed site plan ref: PRO43_PL03 rev.C, prior to the occupation of the residential accommodation hereby approved.

b) Finalised details of the elevational design and materials forming the cycle store shall be submitted to and approved in writing by the City Council, prior to the installation of the cycle store. The cycle store shall be implemented in accordance with the approved details, and shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy (2012).

7) The planning permission hereby granted relates to the formation of 1 no. four bedroom apartment 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 Manchester Core Strategy (2012).

8) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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 Manchester Core Strategy (2012).

9) The residential use hereby approved shall be used only as a private dwelling (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 Manchester Core Strategy (2012) and the guidance contained within the National Planning Policy Framework.

10) Prior to the installation of a gate within the existing brick wall forming the western boundary of the rear yard, finalised details of the design and specification of the gate, including materials, colouration, and sections, together with the type of fixings, shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details, prior to the occupation of the development 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 character of the listed building to which the boundary treatment forms part of the curtilage of the property, and in the interests of the visual amenity of the area within which the site is located in order to comply with saved policies DC19 and E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

11) Prior to the installation of the Electric Vehicle Charging point as shown on Proposed elevations and sections plan ref: PRO43_PL08 rev.D, finalised details of the design and specification of the Electric Vehicle Charging point, including manufacturers details, materials, and colouration, together with the type of fixings, shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details, prior to the occupation of the development 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 character of the listed building, and in the interests of the visual amenity of the area within which the site is located in order to comply with saved policies DC19 and E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

12) Notwithstanding the details on the Proposed External Stair and Door Details plan ref: PRO43_PL11 rev.B Proposed External Door Details plan ref: PRO43_PL14 rev.A, prior to the installation of the proposed external stairs and associated door to the basement finalised details of the design and specification of the stairs and door, including materials, colouration, together with the type of fixings, shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details, prior to the occupation of the development 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 character of the listed building, and in the interests of the visual amenity of the area within which the site is located in order to comply with saved policies DC19 and E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

Informative

1. Any new external doors should be compliant with Secured by Design standards.

DEMOLITION/CONSTRUCTION HOURS

Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
Heritage & Urban Design
Environmental Health
Highway Services
Heritage & Urban Design
Greater Manchester Police

31 Ardwick Green North, Manchester, M12 6HE
Basement, 27 Ardwick Green North, Manchester, M12 6FZ
Ground Floor, 27 Manor Street, Manchester, M12 6HE
Rear Ground Floor, 27 Ardwick Green North, Manchester, M12 6FZ
Top Flat, 27 Manor Street, Manchester, M12 6HE
29A Ardwick Green North, Manchester, M12 6DL
27 Ardwick Green North, Manchester, M12 6DL
Margaret House, 23 Manor Street, Manchester, M12 6HE
Second Floor, 27 Ardwick Green North, Manchester, M12 6FZ
First Floor, 27 Ardwick Green North, Manchester, M12 6FZ
25 Manor Street, Manchester, M12 6HE
17 Manor Street, Manchester, M12 6HE
27 Manor Street, Manchester, M12 6HE
Ground Floor, 27 Ardwick Green North, Manchester, M12 6FZ
Victoria House, 21 Manor Street, Manchester, M12 6HE

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