

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134487/FO/2022

Date registered valid: 9 November 2022

Proposal: Change of Use from dwellinghouse (C3) to four flats (3 x 2 bed and 1 x 3 bed), with creation of vehicular access for parking at rear together associated landscaping.

Address: 90 Brantingham Road, Manchester, M16 8LZ

Ward(s): Whalley Range Ward

Applicant: Mr Kamran Pervaze

Agent (if any): Mr Mohammed Nasar Ishfaq, JAAN Architects Limited

Case officer: Janet Lawless
Tel: 0161 234 4535
Email: janet.lawless@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 30 October 2023

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit: 16 January 2023

Standard consultations:

Printed: 16 June 2023 Expired: 30 June 2023 (2nd Round)

Neighbour notifications

Printed: 16 June 2023 Expired: 30 June 2023 (2nd Round)

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The property that is the subject of this application is a semi-detached Victorian style villa property. It is 2 storey with additional space in the basement, and a large loft space. There are bay windows with stone sills to the front and side elevations with a hexagonal roof over the bay to the first floor and feature brickwork detailing. There is a garden to the front of the property and access to the rear is taken from down the side of the property which leads to a larger than average garden. The boundary treatments to the front and rear are brick walls. There is currently space for 1 vehicle off road parking to the front.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The remainder of the area is predominantly residential in nature, made up of an eclectic mix of styles of houses. There is a mix of Victorian, Edwardian and more modern houses and apartments. The area is well served by alternative modes of transport to the motor car.

Description of development

The proposal is for the change of use of the property from a single family dwellinghouse to 4 flats these being 3 x 2 bed and 1 x 3 bed. There would also be the creation of vehicular access to the rear of the property together with landscaping.

Consultations & Notification Responses

Local residents were informed- 1 representation has been received- the main concerns to the proposed development are that there is a presumption in favour of family homes in south Manchester and this would lose one of these homes and subdividing it into low standard

accommodation. This will only result in a proliferation of low- quality housing which the area has suffered from historically with larger homes being sub divided. There will be an increase in cars and bins, which blight the streets. These comments were received on the first round of consultation at the stage where the proposal was for 5 flats. The proposal has now been reduced to 4 flats and the accommodation exceeds the Space Standards, a further round of consultation was carried out and no further representations have been received.

Environmental Health- No objections subject to the attachment of conditions relating to waste management and electric vehicle charging points.

Highways-The updated proposals are for the change of use from dwellinghouse (C3) to four flats. There are 4 car parking spaces located within the site's curtilage, thus equating to a provision of 100%. Plans show that parking spaces meet MCC standards of 2.4m x 4.8m and a 6-metre aisle width to allow vehicles to safely manoeuvre within the car park with formal demarcation of all spaces.

Verification has been provided that the necessary vehicle manoeuvres can be undertaken at the car parking spaces.

A 7kW EV Charging point has been provided for one of the parking spaces. This is acceptable to Highways. It is requested that the usage of the EV charging point and use of electric cars is monitored and when necessary additional charging points installed.

A cycle store with parking for 4 bikes has also been provided. For the avoidance of doubt this should be secure and sheltered.

Policy

National Planning Policy Framework (July 2021) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;

b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. paragraph 126).

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

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

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.

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. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

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.

Policy H6- South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Policy EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed

guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- 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.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan. To date, five consultations have taken place in relation to the Plan. The Examination of the Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation. The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8- week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023. Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report. Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

Unitary Development Plan - The site is unallocated in the plan.

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 DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources, which are effectively outside planning control.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance was formally adopted in April 200, and is therefore relevant in this case. At that time, Planning Policy Statement 3 'Housing' stated 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. This guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places, that is character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability.

The guidance advises that high quality design is a vital attribute of successful neighbourhoods, the design of streets should promote neighbourliness and design should respect and be informed by location. The guidance also advises that buildings should relate well to each other and building heights should be carefully considered. In terms of ease of movement, cul-de-sacs are discouraged, the street network should contribute to the character of the area, safe routes for cyclists and pedestrians will be promoted, and public transport should be easy to use. Places with attractive and successful public areas are encouraged with open spaces reflecting and accommodating future uses with children and young people being considered in the design and location of open spaces. Neighbourhoods should contain a mix of housing, safety and security are vital elements of the urban area, the impact of parking areas should be minimised, and new developments should maximise access for disabled people.

Point 10.9 relates to external space and states that all residents should enjoy useable private amenity space wherever they choose to live in the City. All new developments should be designed to provide on-site amenity space which is fit for purpose, and which is informed by, and relates to, the character of the area. Simply this means the provision of gardens that perform well as multi-functional space. Gardens are valuable within any development by contributing the following:

- A safe play area for children
- Additional storage outside the house
- The provision of outside drying area for clothes which additionally assists the environmental sustainability of a development
- Space in which to relax which helps the overall sense of well-being
- An increased amount of planting which enhances the quality of the natural environment
- The space to provide home grown food which benefits the health of the local community.

Manchester Residential Quality Guidance 2016 -Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of

life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016). The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards, and this has been applied to an assessment of the size and quality of the proposed houses.

Principle of use - The proposal would effectively reuse a currently vacant building and add to the diversity of the residential accommodation within the area.

90 Brantingham Road lies in an area of predominantly residential uses. The nearby properties are a mix of generally 2 and 3 storey family dwellings however the other half of this pair of semi-detached properties has historically been converted to flats. There are very minor changes proposed to the elevations and outwardly the property would have the same appearance as the existing property. A residential use is therefore considered to be appropriate use of the site.

The house as a single family dwellinghouse is large, however in this instance the subdivision would still create family sized accommodation and with useable communal amenity space, and provision of cycle and vehicular parking provides for a mix of accommodation sizes into the housing mix for the area. Due to the siting of the building within an area well served by alternative modes of transport to the car, the principle of apartments can be supported in this location in this instance.

Standard of accommodation/housing mix - The 4 flats proposed provide a mixture of units, being three x two bedroom and one x three bedroom and the proposed flats are in excess of the Council's minimum space standards. It is therefore considered that a good level of housing mix, and standard of accommodation, is provided on site. For these reasons the proposed accommodation type is considered to be acceptable.

Site layout - The site has quite a good- sized external footprint, and this has enabled a considered layout of the site including 100% off road parking and the introduction of grassed area and landscaping together with cycle parking. The proposed site layout is considered to be acceptable.

Scale/design of changes. - There are some minor changes to elevations, however in the main part, the property will retain the appearance of the single family dwellinghouse and the property is not significantly different. The works to the rear of the property are positive, in that they are providing 100% off road parking together with a grassed and landscaped area. The property will externally mirror the adjoining half of the property, which has also been historically converted to flats. It is considered that the proposed development is in character with its surroundings.

Car/cycle parking - The site has provision for 4 car parking spaces and cycle spaces. This is a 100% provision, for a site that also has good public transport links. The proposed development makes use of an existing vehicular access arrangement and confirmation has been provided,

about space sizes and the provision of an EV charging point, to address the matters raised Highway officers, who consider the revised arrangements to be acceptable.

Residential amenity - Policies DM1 and SP1 of the Core Strategy state that consideration should be given to the effects of development upon amenity, living conditions and the well - being of existing and future residents. One representation was received over the standard of the size of the accommodation, this was based upon the greater number of 5 flats. This scheme was revised to 4 flats, and this increased the sizes of the individual flats. The apartments now each complied with the required residential space standards.

The proposals would not result in overlooking or loss of privacy, and with the conversion resulting in a modest number of flats on the site it is considered to be an acceptable level of development for the footprint of the site and property. A development of 4 flats will lead to a number of comings and goings, and general activity at the site, however it is not considered that these would be any greater than the comings and goings of a single family dwellinghouse of this size. It is not therefore considered that these would be of such a level that they would have a detrimental impact, upon the living conditions of nearby residents. The building has been vacant for some time, and the proposal would bring the building back into use, this together with the introduction of landscaping represents a significant visual improvement for local residents.

The other half of this semi-detached villa is also in use as apartments, with the remaining properties being an eclectic mix of Edwardian detached and semi-detached properties more modern- day residential additions and purpose- built apartment blocks. There is sufficient gap to the common boundaries to the south and west of the site so as not to be impacted by comings and goings. The flats can provide family sized accommodation, off street parking, cycle parking and external amenity space. This encourages occupants to put down roots as opposed to the transitory nature of occupants within 1 bed flats when the make- up of the family potentially increases.

Waste - Dedicated refuse storage areas are proposed. Bins for the proposed building can be brought to Brantingham Road on collection day, which is the same arrangement as the existing properties within the area. An appropriate condition would be attached to any consent granted.

Boundary treatment - There is no indication that any existing boundary treatment on site would change, but a condition is proposed requiring future approval of any boundary treatment changes.

Air quality - The provision of an EV charging point is a welcome addition to the development, and a condition to that effect will be added to any consent granted.

Conclusion - The building has been vacant for some time. The proposal is for a residential use, that is compatible with the surrounding area, and would bring the site back into use, improving its visual appearance. The development does, therefore, represent a significant improvement on the existing situation and given these particular site circumstances, it is considered that the proposed development is acceptable.

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

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the applicant in a positive and proactive manner.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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:

Application form received 21st July 2022

90BRANREV B received by email 18th July 2023

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) The development shall be carried out in accordance with the external materials and finishes as set out on the application forms and approved drawings. The brick and mortar to be used in any patching in shall match that of the brickwork immediately surrounding those areas in terms of size, colour, texture and arrangement.

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

4) Prior to first use, details of the specifications, elevations, siting and appearance of the secured cycle storage shown on 90BRANREVB received 18.07.2023 shall be submitted to and approved in writing by the City Council as local planning authority. The agreed details shall be fully implemented prior to the first use of development, retained and maintained thereafter.

Reason - In the interest of residential amenity and to promote sustainable transportation modes pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

5) a) Notwithstanding the details shown on 90Bran RevB, 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.

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

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

6) The electric vehicle charging point as shown on drawing 90BRANREV B received by email 18th July 2023 shall be implemented prior to the first use of the flats hereby approved and shall remain in situ so long as the flats are in use.

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

7) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the residential units shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a) not precluding occupation by two unrelated people sharing a property.

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

8) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) the dwelling houses hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels 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(a) 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 - 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.

9) Before the occupation of the development, car parking areas shown on 'Drawing- Site Plan- 90BRANREVB stamped as received by the City Council as Local Planning Authority on 18th July 2023, shall be surfaced and made available for use. The car parking spaces shall be maintained in situ prior to the occupation of the authorised flats and remain in situ thereafter.

Reason - In the interest of residential amenity and pedestrian and highways safety, pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

10) Prior to the commencement of the development hereby approved, 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:

- i. Display of an emergency contact number;
- ii. Details of wheel washing;
- iii. Compound locations where relevant;
- iv. Location, removal and recycling of waste;
- v. Routing strategy and swept path analysis;
- vi. Parking of construction vehicles and staff;
- vii. Sheeting over of construction vehicles.
- viii. Parking of construction vehicles and staff;
- viii. Dust suppression measures.

Development shall be carried out in accordance with the approved construction management plan upon commencement of authorised works.

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

Informatives

1) To safeguard the amenities of nearby residents, construction/demolition works shall be confined to the following hours:

- o Monday - Friday: 7.30am - 6pm
- o Saturday: 8.30am - 2pm
- o Sunday / Bank holidays: No work

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Whalley Range Forum
Environmental Health
Highway Services
Whalley Range Forum
Whalley Range Forum
Environmental Health

87 Brantingham Road, Manchester, M16 8SA
Flat B1, 88 Brantingham Road, Manchester, M16 8LZ
51A Manley Road, Manchester, M16 8HP
Flat 14, 209 - 211 Withington Road, Manchester, M16 8NB
Flat 13, 209 - 211 Withington Road, Manchester, M16 8NB
Flat 12, 209 - 211 Withington Road, Manchester, M16 8NB
Flat 10, 209 - 211 Withington Road, Manchester, M16 8NB
Flat 9, 209 - 211 Withington Road, Manchester, M16 8NB
Flat 8, 209 - 211 Withington Road, Manchester, M16 8NB
Flat 7, 209 - 211 Withington Road, Manchester, M16 8NB
88 Brantingham Road, Manchester, M16 8LZ
Flat 3, 88 Brantingham Road, Manchester, M16 8LZ
Flat 11, 209 - 211 Withington Road, Manchester, M16 8NB
Flat 4, 88 Brantingham Road, Manchester, M16 8LZ
Flat 2, 88 Brantingham Road, Manchester, M16 8LZ
Flat 1, 88 Brantingham Road, Manchester, M16 8LZ
94 Brantingham Road, Manchester, M16 8LZ
92 Brantingham Road, Manchester, M16 8LZ
91 Brantingham Road, Manchester, M16 8LF
89 Brantingham Road, Manchester, M16 8LF

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA