

Planning

Growth & Development

Delegated officer report for planning application

Application no. 142669/FO/2025

Date registered valid: 30 October 2025

Proposal: Erection of a four storey mixed use development to provide a ground floor medical centre (Class E(e)) and residential accommodation comprising 9 apartments (Class C3) with associated external works and car parking.

Address: 424 Stockport Road, Manchester, M12 4EX

Ward(s): Ardwick Ward

Applicant: Dr Noman Ehsan, Mediscan Diagnostic Services Ltd

Agent (if any): Mr DK Seddon, Howard & Seddon ARIBA

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 23 December 2025

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 12 December 2025

Standard consultations:

Printed: 11 November 2025

Expired: 2 December 2025

Neighbour notifications

Printed: 11 November 2025

Expired: 2 December 2025

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 application site comprises the former Ducie Arms public house and its associated car park to the side, located at the corner of Stockport Road, Plymouth Grove and Hayley Street.

The building has since been demolished and is now a development site under construction in association with the part implementation of planning permission referenced 128987/FO/2020 which allowed for the erection of a three storey mixed use development comprising a medical centre (Class E) on the ground floor and 8 x residential apartments (Class C3) above, together with associated car parking and landscaping.



View of application site from Stockport Road



View of application site from Plymouth Grove

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is a triangular island site bounded by Stockport Road, Hayley Street and Plymouth Grove. The building itself faces Stockport Road (A6) – a major north/south arterial route which links south Manchester with the city centre.

Hayley Street is a one-way road between Plymouth Grove and Stockport Road. Immediately to the north on the opposite side of Hayley Street is Longsight Youth Centre.

The surrounding area is largely residential comprising houses and apartment blocks. It is located opposite the New Bank Health Centre, and within walking distance of Longsight district centre, which contains local amenities, including retail shops, a library, supermarket, schools and bus stops.

Description of development

Planning permission is sought for erection of a four-storey detached building to create a mixed-use development comprising a purpose built medical centre with residential accommodation on the upper floors with associated car parking and amenity space.

The proposed medical centre is to be occupied by Mediscan Diagnostic Services, with four of the proposed apartments stated as being for staff working at the medical centre, with the remainder being for general sale.

The proposed medical centre would comprise 255.7m² of gross internal floor space at ground-floor level, with a further 76.7m² on the first floor, resulting in a total floorspace of 332.4m². The layout has been purpose-designed for the intended operator, Mediscan Diagnostic Services, which delivers audiology, dermatology, ophthalmology, physiotherapy, MRI, and endoscopy services.

Residential accommodation is positioned on the upper two storeys of the building. The first floor would contain four apartments, one of which is a duplex extending into the second floor. The second floor would accommodate four further apartments in addition to the upper level of the duplex unit.

The development incorporates dedicated refuse and cycle storage for both the medical centre and the residential units. An internal stairwell, lift, plant room, car parking provision, and amenity space are also included within the proposals.

A total of 13 car parking spaces are proposed, with 7 allocated to the medical centre and the remaining spaces designated for the apartments.

The application follows relatively recent consents granted for similar mixed-use developments: a 2018 approval for a medical clinic at ground floor with six self-contained flats (Class C3a) above, and a 2021 approval for a three-storey mixed-use scheme comprising a ground-floor medical centre (Class E) with eight residential apartments (Class C3) above.

The current application represents a revised proposal and seeks to deliver an additional apartment through a roof extension.

Consultations & Notification Responses

Local Residents/Occupiers - 1 representation has been received requesting that the development includes swift bricks to promote and enhance biodiversity.

Highways Services - The development is not expected to generate a significant number of vehicle trips over any one day. Therefore the trip numbers will not have an unacceptable impact on the local highway network.

Vehicle collision data has been reviewed and based on the assessment, there are no concerns about highway safety issues within the vicinity of the site.

Vehicle access is to be retained from Plymouth Grove which has acceptable visibility. It is required that dropped kerbs and tactile paving is provided across this access to aid pedestrians and that the footways immediately adjacent to the development is resurfaced on all sides (Plymouth Grove, Stockport Road and Hayley Street). Should the planning application be approved, then the footway works will be required. These are to be undertaken through a s278 agreement.

Thirteen car parking spaces are proposed, seven car parking spaces to be allocated for the medical centre, this is inclusive of the space made available for the less able visitors, with the remaining six spaces allocated to the apartments. Tandem parking often proved difficult to manage. However it is understood that the spaces to the rear would be occupied by staff from the medical centre, who will arrive first and leave after the last patients have left. Due to the car park being shared, it is recommended that a car park strategy is provided. This will ensure all parties will understand the percentage shared and for what purposes.

It is recommended that 20% of bays provided should be configured for electric vehicle (EV) charging equating to three bays with the remaining bays provided with the infrastructure (ducting/cabling) to allow for future EV conversion. Each EV charge unit should be a minimum of 7kW.

The development proposals include an EV charging point which will serve three spaces (spaces 3, 5 and 6). Ducting and cabling will be installed at the spaces to allow for future EV conversion.

External cycle parking for twenty cycles is proposed within the car park area. This is to serve both the medical centre and the apartments. Only a limited number of cycle stands for visitors should be considered to be left vulnerable to the weather. It is therefore expected that nine spaces for the apartments are designed to offer shelter and security for cycles. This equates to a minimum of 17 spaces need to be designed to offer security and shelter for the cycles. Sufficient space is seen as available on site.

Two bin stores are proposed to the west of the application site, situated on the ground floor. Doors from the waste store open directly onto Hayley Street, meaning the bins can be removed from the stores, emptied and returned without being left on the street for extended periods. A standard refuse vehicle will be able to collect the refuse directly from Hayley Street.

A Construction Management Plan has been submitted and is considered acceptable.

Environmental Health – Conditions are advised in relation to hours of opening, servicing, waste management, ground conditions, air quality, acoustic insulation and external equipment.

Greater Manchester Ecology Unit (GMEU) - Numerous enhancements on site are proposed within the PEA which should be secured via condition.

With regard to the Biodiversity Net Gain Assessment, this was based on a previous baseline of the site, given degradation has occurred since January 2020, there is no objection to the submitted approach and there is no reason to doubt the baseline value of the site. Due to the clearance of the site, a loss of 100% habitat units will be incurred, and as such at least 0.39 units will need to be sought off-site. Given the small number of units lost on site, the LPA can be reasonably confident that a 10% gain could be achieved off-site. As such, the Biodiversity Gain Plan condition will apply should this planning application receive permission.

Flood Risk Management – No objection to this application, as a condition discharge relating to drainage has been recently approved for the previous permission. To ensure compliance, a condition should be included requiring adherence to the previously approved drainage documents resubmitted as part of this application.

Planning History

139573/NMC/2024

Non Material Amendment application to allow an amendment to the wording of condition 22 attached to planning permission referenced 128987/FO/2020. *Approved 12 April 2024.*

128987/FO/2020

Erection of a three storey mixed use development comprising a medical centre (Class E) on the ground floor and 8 x residential apartments (Class C3) above, together with associated car parking and landscaping following demolition of existing building. *Approved 25 November 2021.*

119437/FO/2018

Proposed change of use from Class A4 public house with residential use above, to form a Class D1 medical clinic at ground floor with 6 no. self-contained flats (Class C3a) at first and

second floors, with associated elevational alterations, erection of a first and second floor side and second floor rear extension, creation of roof garden, together with reconfiguration of existing rear car park, and landscaping. Approved 15 June 2018.

F03627

Extensions and internal alterations to the Public House and the formation of a car park for 9 vehicles. Approved 7 January 1976.

Policy

Local Development Framework

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

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principles) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

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

Policy H1 (Overall Housing Provision) states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

The policy goes on to state that that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;

-Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;

-Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;

-Prioritise sites which are in close proximity to centres of high frequency public transport routes;

-Be designed to give privacy to both its residents and neighbours.

Policy H2 (Strategic Housing Location) states that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

Developers should take advantage of these opportunities by:

-Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.

-Including environmental improvements across the area.

-Creating sustainable neighbourhoods which include complementary facilities and services.

-Considering the scope to include a residential element as part of employment-led development.

The proposal will comply with the densities identified within this policy and bring about significant regeneration in an area identified for change.

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

Policy EC1 (Employment and Economic Growth in Manchester) looks to ensure priorities for economic growth, the Council will support significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

Policy EC3 (Regional Centre) – states that within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged.

Policy T2 (Accessible Areas of Opportunity and Need) states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections. Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

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

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

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

Policy EN16 (Air Quality) – states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

Policy EN17 (Water Quality) states that developments should minimise surface water run-off and minimise ground contamination into the watercourse construction.

Policy EN18 (Contaminated Land and Ground Stability) - The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

Policy EN19 (Waste) states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

In addition to the above, a number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy DC7.1 (New Housing Development) state that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disable people, including those that use wheelchairs wherever this is practicable.

Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

Policy E3.3 (Environmental Improvement and Protection) refers to the Council looking to upgrade the appearance of the city's major radial routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

The Places for Everyone Plan – This plan was adopted on 21 March 2024, as such 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. The relevant policy is set out below:

Relevant policies in this instance are:

JP-S1: Sustainable development
JP-S2: Carbon and Energy
JP-S4: Flood Risk and the Water Environment
JP-S5: Clean Air JP-S6: Resource Efficiency
JP-G8: A net enhancement of Biodiversity and Geodiversity
JP-C8: Transport Requirements of New Development
JP-H1: Scale, Distribution and Phasing of New Housing
JP-H3: Type, Size and Design of New Housing
JP-H4: Density of New Housing
JP-P1: Sustainable Places

The Guide to Development in Manchester (SPD)

This document contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Manchester Residential Quality Guidance (2016)

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

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a city of high quality residential neighbourhood and a place for everyone to live. The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

Make it Manchester;

Make it bring people together;
Make it animate street and spaces;
Make it easy to get around;
Make it work with the landscape;
Make it practical;
Make it future proof;
Make it a home; and
Make it happen.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Manchester Climate Change Framework (2020 – 2025)

This document was published in February 2020 and sets out the Council high level strategy for Manchester to be a thriving, zero carbon, climate resilient city.

National Planning Policy Framework

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

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

Draft National Planning Policy Framework - 16th December 2025

The Government has published a consultation National Planning Policy Framework.

Of relevance to the application proposal, the draft NPPF makes it clear that Local Planning Authorities should amongst other things:

- Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision.

- Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals.

-Decisions on development proposals should apply a presumption in favour of sustainable development and this means that for development within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.

-In order to contribute to climate change mitigation and the transition to net zero, development proposals should, where relevant to the proposal: Be located where a genuine choice of sustainable transport modes exists, and improve opportunities for walking, wheeling, cycling and public transport; support good access to facilities to limit the need to travel, whether through the development's location, through development densities which improve catchment populations for local services, or by incorporating community facilities and premises to support local employment opportunities; Use design approaches which conserve energy and other resources; Take advantage of opportunities to re-use existing structures and materials, including by re-using non-contaminated excavated soil and hardcore within the site.

-Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are, or can be made

sustainable, by limiting the need to travel and offering a genuine choice of transport modes for residents and users.

- Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use.

- To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible/

to facilitate easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services.

-Substantial weight should be given to the benefits of providing new or improved public service infrastructure or community facilities.

-Liveability: support healthy, mixed, vibrant and integrated communities, which will function well over the lifetime of the development, by incorporating a range of uses and tenures, employing features which promote social interaction, and which are robust, durable and easy to look after.

Planning Practice Guidance

Along with the NPPF (National Planning Policy Framework), PPG sets out how the government envisages the day to day working of the planning system in England to operate.

Issues

Principle

It is considered that the redevelopment of this site for a mixed medical and residential use is acceptable in principle and in keeping with the surrounding uses and the regeneration strategy objectives for this area. The loss of the public house from the site is also considered to be appropriate, due to it standing vacant for some time, and being subject to vandalism and graffiti.

It is important that this site and building are given a new and active use that will enhance its appearance within the street scene and contribute to the overall quality of this main radial route into the city centre, pursuant to Core Strategy Policy SP1 and saved Policy E3.3 from the Unitary Development Plan.

The proposals are also considered to be in accordance with the Core Strategy policies H1 and H5, which outline that Central Manchester will accommodate new residential development with priority being given to family housing and other high value, high quality development where this can be sustained. The use of this vacant site is welcomed and would have a positive impact on the street-scene and character of this area.

Specific planning issues are outlined further below.

Redevelopment of the Site and Contribution to Regeneration

The proposal sees the redevelopment of a former vacant, derelict brownfield site on a gateway into Longsight district centre to the south and into the city centre to the north.

The present buildings are in a poor condition and make no positive contribution to the appearance of the area. The proposed development would significantly improve the appearance of a site which could otherwise be left to further deteriorate and will provide a high-quality development which will create improvements to visual amenity.

Loss of Public House

The loss of the public houses has previously been established by previous permission for the redevelopment of the site. Notwithstanding this, in the case of the Ducie Arms, the premises is not listed in heritage terms or listed by the Council as a 'community asset'. It is understood that the premises ceased trading many years ago and has been closed since the applicant acquired the site in 2017. The building has been left to deteriorate since closure.

Since 2017 the applicant states that there was no interest in taking over the property as a public house, with the applicant's interest in a medical centre with residential above, being the only firm interest. Moreover, there has been no interest from the community in terms of registering the building as a community asset, under the Localism Act 2011 (community right to bid). The public house has now also been de-licensed.

It should also be noted that the building is situated a short distance from the city centre, where there are a wide range of public houses and bars. Stockport Road is also host to many other similar establishments, a short distance from the site. As such, it is believed that there is no shortage of similar community facilities in the immediate area to serve local people. Although the loss of a further public house in the area is regrettable, the building has degraded to such an extent that its reuse is very unlikely.

In light of the above, it is not believed that the loss of the public house should not form a barrier to redevelopment.

Site Layout

The proposed development comprises a single, 4 storey, detached, block presenting its principal frontage to Stockport Road. To the rear the building incorporates a partial overhang to allow for some undercroft parking. The remainder of the rear comprises further car parking and landscaped perimeter. Vehicular access remains as existing from Plymouth Grove.

The layout of the proposed development has been designed to make best use of the size and orientation of the application site, taking into account accessibility, safety, visual amenity, proximity to existing adjacent properties, the existing building line.

The ground floor layout and position of the entrances ensure that active uses front pedestrian routes, and that ancillary uses and service areas are positioned discretely away from Stockport Road.

The proposed medical centre has two entrances, one located in the northeast corner of the site off Stockport Road area and one located off Hayley Street creating easy, accessible access for people arriving by public transport. Proposed vehicular access to the application site is from Plymouth Grove.

Use

The proposed mixed-use four-storey development comprises a purpose-built medical centre with residential accommodation on the upper floors. To the rear is associated car parking and amenity space for both the apartments and medical facility.

The proposed medical centre would provide 255.7m² of gross internal floor space on the ground floor, with 76.7m² of gross internal floor space located on the first floor, creating a total floor area of 332.4m² for the proposed medical centre. The layout of the medical centre will be specifically designed for the end user; Mediscan Diagnostic Services.

The proposed residential accommodation is located on the upper two floors of the proposed development, with four apartments on the first floor, one of which is a duplex apartment spanning both the first and second floors of the development. Four apartments are proposed on the second floor along with the top floor of the duplex apartment

The proposed residential accommodation comprises, the following accommodation with aligns with the Council's internal space standards:

- 2 No. apartments – 61.sqm
- 2 No. apartments –44.1 sqm
- 2 No. apartment – 72 sqm
- 1 No. apartment – 77 sqm
- 1 No. apartment – 121 sqm
- 1 No. Duplex apartment – 70 sqm

Given the surrounding mixed-use context, which also includes a medical centre and residential dwellinghouses on the opposite side of Stockport Road, the mix and type of uses is considered entirely compatible in this area and would add to the diversity of accommodation in the area.

Design, Scale and Appearance

The proposed development comprises a four-storey building, which closely aligns with the height and massing of the existing structure it replaces and complements the broader built form along this stretch of Stockport Road, where buildings typically range from two to four storeys. To mitigate visual bulk and ensure a respectful relationship with the surrounding townscape, the uppermost storey has been deliberately set back from the principal elevations, reducing perceived mass.

Given the established character of the area, it is considered that the proposed height and overall scale can be comfortably accommodated without appearing dominant or incongruous within the street scene. The building responds positively to its context and maintains an appropriate urban form for this prominent location.

In terms of appearance, the scheme adopts a contemporary interpretation of traditional design principles. High-quality materials have been chosen to deliver a modern aesthetic that remains sympathetic to its surroundings, most notably through the use of brickwork that echoes the palette of the adjacent community centre, thereby reinforcing visual cohesion.

The external materials palette includes a complementary mix of red and brown facing bricks contrasted with areas of darker brick to introduce depth and articulation across the façades. Grey anthracite window and door frames contribute to a modern finish.

Overall, the development is expected to deliver a well-considered, high-quality design that will significantly enhance the visual character of the site and the wider street scene. The proposal achieves a balanced architectural presence without appearing overly dominant or out of keeping with its surroundings.

Landscaping and Boundary Treatment

Due to the site constraints, there is limited scope for significant landscaping. The submitted drawings indicate replacement tree/shrub planting to the rear perimeter and interspersed amongst the car parking area.

In terms of boundary treatment, the site boundaries not enclosed by the building are enveloped by metal railing and brick piers to the car park access.

Conditions have been included to agree the exact specification of the hard and soft landscaping and boundary treatment.

Due to the highly urbanised nature of the site and its surroundings coupled with the exiting site context, it is considered that an appropriate balance of landscaping and setting for the building can be achieved in this instance.

Residential Amenity

Given the site's former use as a public house with associated late-night activity, its position next to a major north-south route into and out of the city centre, and the mixed-use character of the surrounding area, the introduction of an additional mixed-use development is unlikely to result in any detrimental impact on nearby residential properties. No significant change to existing background noise levels or general activity is anticipated.

The site adjoins a busy junction, and the proposed medical facility would be located at the front of the plot, directly beside Stockport Road, operating only during daytime hours. As such, it is considered unlikely that the development would give rise to any substantial or unreasonable noise or disturbance.

Conditions have been recommended to ensure appropriate acoustic insulation and to control the operational and servicing hours of the medical facility. These measures are intended to safeguard existing and future occupiers, by limiting noise breakout and reducing the influence of the surrounding environment on residential amenity.

With regard to overlooking, over-dominance, or loss of privacy, the arrangement of windows is such that no harmful impacts are expected. The roof terrace is restricted to the southern end of the building, and incorporates screening along its western and southern edges to direct views towards the southeast. This prevents overlooking of the rear gardens of properties on the north side of Plymouth Grove. Properties on the southern side of Plymouth Grove would be at least 30 metres away, separated by a busy road.

The remainder of the roof perimeter would be accessible only for maintenance, and the dormer windows are set within a mansard roof behind a parapet, positioned more than 25 metres from the front elevations of facing dwellings. On this basis, significant or direct overlooking is not anticipated. Conditions are included to ensure the installation of the balustrade/screen and a barrier to prevent access to the northern and eastern parts of the roof.

The proposed building is located at the junction of Stockport Road, Plymouth Grove, and Hayley Street, and is not directly attached to any neighbouring structures. Primary windows on the northern elevation face the adjacent community centre, while windows to the south and east are separated from neighbouring buildings by the public highway, reflecting a typical urban relationship.

To the rear (west), the building adjoins the blank gable end of the two-storey dwelling at 30 Plymouth Grove.

Given the building's siting, the separation distances involved, and the orientation of surrounding properties, it is not considered that the proposal would result in any significant or harmful impact on neighbouring residential amenity as a result of its use, scale or design.

Impact to the Highway

The site is considered suitably accessible by public transport with frequency bus services along Stockport Road, which link the site to the city centre, south Manchester and beyond.

A total of 13 car parking spaces are proposed, with 7 allocated to the medical centre and the remaining spaces designated for the apartments. The tandem parking spaces would be allocated to the private medical clinic.

Based on the robust patient car trip generation and staggered patient arrival throughout the day, the patient parking spaces are considered adequate to satisfy patient parking demand, supplemented by bike storage spaces to encourage non car modes of travel.

It is considered that the proposal is unlikely to generate a significant increase in the level of vehicular trips which would impact unduly on network capacity. Highway Services raise no concerns in this regard.

It is therefore maintained that an acceptable level of provision has been proposed and any uplift in on-street car parking is unlikely to be significant. To lessen any potential impact, a condition has been included which requires the submission and approval of a Travel Plan to promote alternative means of travel other than by private car. On this basis, the impact upon highway and pedestrian safety is considered satisfactory.

In order to ensure safe pedestrian access and to improve the appearance and function of the adjoining highway, Highway have suggested off site highway works are required, comprising the installation of tactile pavement adjacent to the car park access and for the resurfacing of the footway for all footway that adjoins the site. Such works will require a separate S.278 agreement and also need to be agreed by way of an attached planning condition.

Waste Management

The application has been accompanied by a waste management strategy which indicates dedicated bin storage areas comprising two bin stores situated on the ground floor for each use. A standard refuse vehicle would be able to collect the refuse directly from Hayley Street.

Internally, the proposed apartments incorporate sufficient storage space to accommodate waste, food caddies and recycling containers, until the need to transport the waste by residents to the dedicated waste stores.

Whilst the indicative waste management strategy is considered acceptable Environmental Health have requested that the applicant provide more information as to who will be responsible for ensuring that waste bins are presented at the collection point and returned following collection. In addition, the applicant must advise as to the frequency of waste collections for both domestic and commercial units. A suitable condition has been included and requires further details to be submitted and agreed prior to first occupation of the building.

Ecology and Biodiversity Net Gain

Greater Manchester Ecology Unit in their consultation response raise no objection to the proposal on ecological grounds. A condition however has been included to promote bio-diversity on the site above statutory requirements for which it is envisaged that aside from planting, bird and bat boxes could be provided.

In terms of statutory biodiversity net gain, GMEU confirm that given degradation that has occurred on site since January 2020, there is no objection to the submitted approach to net gain. Due to the clearance of the site, a loss of 100% habitat units has been incurred, and as such at least 0.39 units are needed to be sought off-site in mitigation which is considered satisfactory in this instance. The proposed is subject to a deemed Biodiversity Gain Plan condition to ensure the off-site mitigation is provided.

Trees

It is considered that the loss of former trees which are now removed can be appropriately mitigated via replacement tree planting as part of an overall landscaping scheme. An appropriate condition requiring replacement trees has therefore been included.

Flood Risk/Surface Water Drainage

The application site is located in flood zone 1 'low probability of flooding'.

The previous permission included a condition requiring the agreement of a surface water drainage scheme which has since been discharged and resubmitted as part of this application. A condition is therefore included to ensure compliance with the submitted strategy and on this basis, the impact to drainage and water quality is considered acceptable.

Air Quality

An Air Quality Assessment has been submitted as part of the application to determine baseline conditions, to consider site suitability for the proposed end use and assess potential impacts as a result of the scheme.

The report notes that during the construction phase, there is the potential for air quality impacts as a result of fugitive dust emissions from the site. However, based on IAQM methodology,

assuming good practice dust control measures are implemented, the residual potential air quality impacts from dust generated by construction, earthworks activities are predicted to be not significant. A condition has been included which requires the implementation of the submitted Construction Management Plan.

In terms of ongoing air quality upon occupation of the development, dispersion modelling has been undertaken to quantify annual mean NO₂ and PM₁₀ concentrations across the application site to assess suitability for proposed use. Modelling results were subsequently verified using the Council's local monitoring data.

The dispersion modelling results indicates that annual mean NO₂, PM₁₀ and PM_{2.5} concentrations across the application site were just below the relevant AQOs at the proposed sensitive use. However, given the assessment is now outdated and submitted in association with the previously approved application, a condition is included which requires an updated assessment to be undertaken to ensure the implementation of protective mitigation measures to ensure future occupiers are not exposed to elevated pollutant concentrations.

Security

Given the need to ensure design measures are introduced to limit the potential for crime and to enhance security for prospective occupiers, a condition has been included to ensure the proposal achieves 'Secured by Design' accreditation.

Environmental Standards

Policies SP1 and EN4 to EN6 of the Core Strategy focus on reducing emissions and achieving low and zero carbon developments. As the application site is located in the regional centre, the development is expected to demonstrate its contribution to this objective.

The application has been accompanied by an Environmental Statement which demonstrates that the proposal would comply with the Policy EN6 of the Core Strategy and exceed the national standards set out in Part L of the Building Regulations.

The submitted Environmental statement highlights that the proposed development is located in a sustainable location with good public transport links. A 'fabric first' approach is to be undertaken in order to improve the thermal envelope of the building and to ensure the development achieves a 15% improvement over Part L of the current Building Regulations.

The apartments will have appropriate passive control measures to limit the effect of solar gains on indoor temperatures in summer. The proposed light fittings will be low energy efficient fittings. Photovoltaic (PV) panels are positioned on the roof to utilise the sun's energy to generate electricity. Electric car charging points are proposed to some of the car parking spaces.

A condition has been included which will require confirmation as to what environmental standards have been achieved.

Construction Management

To make sure construction is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part of the city, a condition is included to ensure development continues in accordance with the submitted Construction Management Plan which is considered satisfactory in terms of its details and scope.

Climate Change

Given the existing context of the site adjacent to a main arterial route, coupled with the former use of the site as a public house with bedsits above, there is unlikely to be a significant uplift in vehicular emissions or impact to air quality which would affect climate change to a noticeable degree as consequence of the proposed development.

Vehicular movements are likely to be modest and comparable with the existing use. Whilst it is acknowledged that there will be some localised impact upon air quality during construction this will be short lived and through appropriate mitigation via the submission and agreement of a Construction Management Plan, any impact upon local air quality can be managed and minimised.

To off-set any further impact, a condition has been included which will require the use to operate in accordance with a Travel Plan to encourage travel by non-car modes, supplemented by conditions requiring cycle storage provision and the inclusion of electric vehicle charging provision.

On this basis, it is not believed that the impact to air quality or climate change should form a barrier to development.

Affordable Housing

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed for development to contribute to the City-wide target for 20% of new housing provision to be affordable.

In this case, as only 9 units are proposed and the site measures less than 0.3 hectares in area, there is no policy requirement to provide units on an affordable basis.

Conclusion

On balance, the proposal is considered to represent an appropriate and acceptable form of development that meets the relevant policy objectives, providing high-quality residential accommodation and medical facility that would support the creation of a vibrant, well-connected and sustainable neighbourhood.

The proposed development offers a suitable and beneficial redevelopment opportunity that would facilitate the regeneration of a prominent brownfield site located on a key gateway along a major north–south arterial corridor.

Given the surrounding environmental context and the proposed building's design, scale and appearance, the development is regarded as an efficient use of the site that will integrate well with its surroundings, delivering notable environmental and economic benefits.

The building is also considered to be of an acceptable design quality, reflecting the form and scale of development typically found within this highly urbanised setting.

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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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

1) Within 1 month of the date of this decision, details/samples of the materials to be used in the construction of the external surfaces of the building hereby permitted shall be submitted to and agreed in writing by the City Council as Local Planning Authority. Details shall include the rooftop balustrade/enclosure. The development shall only be implemented in accordance with the agreed 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 and policy JP-H3 of the Places For Everyone Joint Development Plan.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawings referenced 14273/OS2025/A (location plan) and 300/A (proposed site plan) received by the City Council as Local Planning Authority on 10 April 2025.

Drawings referenced 301/B (proposed plans) and 302/B (proposed elevations), received by the City Council as Local Planning Authority on 19 December 2025.

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.

3) The development hereby approved shall only be implemented in accordance with the details contained within the Construction Management Plan (Ref: 14,273 /CMP - Rev C), received by the City Council as Local Planning Authority on 10 April 2025.

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

4) Within 1 months of the date of this decision, full details of the proposed window design of the building hereby approved (including section drawings), shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed details.

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, pursuant to policies SP1, EN3 and DM1 of the Manchester Core Strategy

5) The development hereby approved shall only be implemented in accordance with the following surface water drainage details, received by the City Council as Local Planning Authority on 10 April 2025.

J8123/D01 (Drainage Layout);

J8123/D02 (Drainage Details);

J8123/D03 (Attenuation Details);

J8123/D04 (Flood Routing Plan);

Drainage Calculations (Rev A) prepared by Bell Munro Consulting;

Drainage Strategy Report (Ref: 3289-RDG-00-ZZ-RP-C-0001 - Issue 1) prepared by Ridge.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN8 and EN14 and policy JP-S4 of the Places for Everyone Joint Development Plan.

6) The development hereby approved shall only be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the City Council as Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies within the NPPF and NPPG , Core Strategy policies EN8 and EN14 and policy JP-S4 of the Places for Everyone Joint Development Plan Document.

7) Prior to first occupation of the ground floor medical centre hereby approved, full details of any roller shutters to be installed shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises, and have a coloured finish. The approved details shall be implemented prior to the first occupation of the medical centre and thereafter retained.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms, pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy and saved policy E3.3 of the Unitary Development Plan for the City of Manchester.

8) The medical centre shall not be open outside the following hours:-

09.00 - 20.00 hrs Mondays to Saturdays.

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

9) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

07:30 to 20:00 hrs Monday to Saturday.

No deliveries/waste collections on Sundays/Bank Holidays.

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

10) Notwithstanding details submitted, no part of the development hereby approved shall be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone Joint Development Plan.

11) Within 1 month of the date of this decision, an updated Air Quality Assessment shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with any agreed mitigation.

Reason - To minimise the impact upon air quality and in order to minimise the environmental impact of the development, pursuant to policy EN16 of the Manchester Core Strategy and policy JP-S5 of the Places for Everyone Joint Development Plan.

12) The car parking area indicated on drawing r300/A (proposed site plan) received by the City Council as Local Planning Authority on 10 April 2025, shall be surfaced, demarcated and made available for use, prior to any part of the development hereby approved being occupied. The parking shall be available for use at all times whilst the building is occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

13) The bicycle storage area indicated on drawing referenced 300/A (proposed site plan), received by the City Council as Local Planning Authority on 10 April 2025 shall be implemented in full and made available for use prior to first occupation of the development hereby approved. The approved scheme shall remain available for use whilst the building is occupied and retained thereafter.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1,T2 and DM1 of the Manchester Core strategy and policy JP-C6 of the Places for Everyone joint development plan.

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

- i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] residing at the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

The agreed Travel Plan shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy, The Guide to Development in Manchester (SPD) and policies JP-S1, JP-S1, JP-P1 and JP-C1 of Places for Everyone Joint Development Plan.

15) Prior to the first use of the car parking spaces hereby approved, a scheme for electric vehicle charging together with details of infrastructure to allow further future EVC conversion shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the residential units hereby approved.

Reason - In the interest of air quality pursuant to policies SP1, DM1 and EN16 of the Manchester Core Strategy and policies JP-C8 and JP-S5 of the Places for Everyone Joint Development Plan.

16) The development hereby approved shall include a lighting scheme for the illumination of external areas during the period between dusk and dawn. Finalised details of such a scheme shall be submitted to and approved in writing by the local planning authority prior to commencement of any lighting works. The approved scheme shall be implemented in full before the development is first occupied and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

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

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

18) Notwithstanding the submitted noise impact assessment:

a) Within 2 months of the date of this decision, a scheme for acoustically insulating the proposed residential accommodation against noise from Stockport Road and Plymouth Grove shall be submitted to and approved in writing by the City Council as Local Planning Authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

b) Prior to first occupation of the residential units, a verification report shall be submitted to validate that the work undertaken throughout the development conforms to the recommendations and requirements approved as part a) of this condition. The validation report shall also undertake post completion testing to confirm that the internal noise criteria have been met.

c) In the event of any non-conformity with the approved acoustic insulation scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first occupation of the development.

Reason -To secure a reduction in noise from traffic and other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating pursuant to policy DM1 of the Manchester Core Strategy, saved policy DC26 of the Unitary Development Plan for the City of Manchester and policy JP-P1 of the Places for Everyone Joint Development Plan.

19) a) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to first occupation of the development hereby approved a scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full prior to first occupation of the development.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements approved under part a) of this condition. The report shall also undertake post completion testing to confirm that the noise criteria have been met.

c) In the event of any non-conformity with the approved scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority, prior to first occupation of the development.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policy DM1 of the Manchester Core Strategy, saved policy DC26 of the Unitary Development Plan and policy JP-P1 of the Places for Everyone Joint Development Plan.

20) a) The development hereby approved shall be carried out in accordance with details contained within the Environmental Standards Statement produced by Element Sustainability (Ref: 2021.005) dated October 2021 and received by the City Council as Local Planning Authority on 30 October 2025.

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

c) Any non-conformity from the approved scheme shall be clearly set out along with measures required to ensure compliance with the agreed details.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy and policies JP-S1, JP-P1 and JP-S2 of the Places for Everyone Joint Development Plan.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy and policies JP-S1, JP-P1 and JP-S2 of the Places for Everyone Joint Development Plan.

21) a) The development hereby approved shall only be implemented in accordance with the details contained within the submitted Quantitative Ground Contamination Risk Assessment Report (Ref: R15737) and Supplementary Ground Contamination Risk Assessment Report and Remediation Strategy (Ref: R16272), prepared by Ashdown Site Investigation Ltd, received by the City Council as Local Planning Authority on 10 April 2025.

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

b) Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority, prior to first use/occupation of the development.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy and policy JP-S1 of the Places for Everyone Joint Development Plan.

22) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time after development commences, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land is submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with these details, together with any previously approved Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy and policy JP-S1 of the Places for Everyone Joint Development Plan.

23) Prior to first occupation of the apartments hereby approved and in addition to statutory biodiversity net gain requirements, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason - Pursuant to biodiversity enhancement of the site, in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework and policy JP-G8 of the Places for Everyone Joint Development Plan.

24) Within 2 months of the date of this decision, a hard and soft landscaping treatment scheme, (including replacement tree planting to compensate for the trees lost) shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented not later than 12 months from the date the building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy and policies JP-S1, JP-P1 and JP-H3 of the Places for Everyone Joint Development Plan.

25) Notwithstanding details submitted, within 2 months of the date of this decision, a plan indicating the positions, design, materials and type of all boundary treatment to be erected shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The boundary treatment shall be completed prior to first occupation of the apartments hereby approved. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

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

26) The development hereby approved shall not be occupied or used until the Council as Local Planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

27) Prior to first occupation of the development hereby approved, a repaving strategy for the public footway adjacent to the site along Stockport Road, Plymouth Grove and Hayley Street, including the installation of tactile paving adjacent to the car park entrance on Plymouth Grove, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be carried out in accordance with a timescale and programme to be approved by the City Council as Local Planning Authority.

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

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

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

29) 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 ground and first floor medical centre hereby approved shall be used for any purpose other than the for the following purpose(s) of contained within Schedule 2, Part A, Class E of 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):

-E(e) Provision of medical or health services.

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity do not commence without separate approval, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

30) 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 2020 (or any order revoking and re-enacting that Order with or without modification) the apartments 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 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - 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 or short term lets 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.

31) The third floor rooftop terrace shall be used only in accordance with the details shown on drawing 301/B (Proposed Plans), received by the City Council as Local Planning Authority on 19 December 2025. The areas marked for maintenance purposes shall not be used by residents of the building at any time.

Reason - To safeguard the amenity of neighbouring occupiers, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

32) Prior to the first occupation of the development hereby approved, a Car Park Management Plan detailing the allocation and management of all parking spaces shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall thereafter be occupied and operated in full accordance with the approved details.

Reason - To protect residential amenity and ensure the efficient operation of the local highway network, in accordance with policies DM1, T2 and SP1 of the Manchester Core Strategy and policy JP-C6 of the Places for Everyone Joint Development Plan.

Informatives

1) Swift Bricks

If the development can accommodate it, it is requested that consideration is given to the installation of Swift Bricks. Swift bricks must be fitted in accordance to the specifications of BS 42021:2022 - Integral nest boxes.

2) The statutory framework for biodiversity net gain requires a Biodiversity Gain Plan to be submitted and approved to discharge the biodiversity gain condition prior to the commencement of development.

A developer must submit the Biodiversity Gain Plan to the planning authority in writing, no earlier than the day after planning permission has been granted. The use of the Biodiversity Gain Plan template is strongly encouraged to bring together the required information into one document for approval.

The following content of a Biodiversity Gain Plan is required for development:

- information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- the pre-development biodiversity value of the onsite habitat;
- the post-development biodiversity value of the onsite habitat;
- any registered off-site biodiversity gain allocated to the development and the biodiversity; and
- any biodiversity credits purchased for the development.

In addition, the following is required:

- name and address of the person completing the Plan, and (if different) the person submitting the Plan;
- a description of the development and planning permission reference number (to which the plan relates);
- the relevant date, for the purposes of calculating the pre-development biodiversity value of onsite habitats and if proposing an earlier date, the reasons for using this earlier date;
- the completed biodiversity metric calculation tool(s), stating the publication date of the tool(s), and showing the calculation of the pre-development onsite value on the relevant date, and post-development biodiversity value;
- a description of arrangements for maintenance and monitoring of habitat enhancement to which paragraph 9(3) of Schedule 7A to the 1990 Act applies (habitat enhancement which must be maintained for at least 30 years after the development is completed);
- (except for onsite irreplaceable habitats) a description of how the biodiversity gain hierarchy will be followed and where to the extent any actions (in order of priority) in that hierarchy are not followed and the reason for that;
- pre-development and post-development plans showing the location of onsite habitat (including any irreplaceable habitat) on the relevant date, and drawn to an identified scale and showing the direction of North;
- a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat; and
- if habitat degradation has taken place:
a statement to this effect,
the date immediately before the degradation activity,
the completed biodiversity tool showing the calculation of the biodiversity value of the onsite habitat on that date, and
any available supporting evidence for the value.

There is a standard Biodiversity Gain Plan template available to complete which brings together many of these matters into one document.

The submission of a Biodiversity Gain Plan to a local planning authority falls under Regulation 16 of the Town and Country Planning (Fee for Applications, Deemed Applications, Requests and Site Visit) (England) Regulations 2012 (as amended), which covers fees for the written confirmation of compliance with a condition or conditions attached to a grant of planning permission.

3) Application for Section 278 highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. It is expected that all modifications/improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The Council seeks use of a standard palette of materials for footway and carriageway construction. For alternatives of a higher standard, a commuted sum (for non-standard highway material and its maintenance) will need to be agreed between MCC and the applicant.

The applicant should be advised that any requirements for licensing, hoarding / scaffolding, Section 50 works 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 / highwaynetworkmanagement@manchester.gov.uk.

For any projects that require a S278 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
United Utilities Water PLC
Greater Manchester Ecology Unit

Flat 12, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 10, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
28 Toll Gate Close, Manchester, M13 0LG
26 Toll Gate Close, Manchester, M13 0LG
56 Kingfisher Close, Manchester, M12 4PW
64 Kingfisher Close, Manchester, M12 4PW
70 Kingfisher Close, Manchester, M12 4PW
Flat 19, 1 Birch Lane, Manchester, M13 0NW
Flat 15, 1 Birch Lane, Manchester, M13 0NW
Flat 1, 1 Birch Lane, Manchester, M13 0NW
Flat 28, 1 Birch Lane, Manchester, M13 0NW
Flat 17, 1 Birch Lane, Manchester, M13 0NW
Flat 31, 1 Birch Lane, Manchester, M13 0NW
Flat 15, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 3, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 34, 1 Birch Lane, Manchester, M13 0NW
Flat 20, 1 Birch Lane, Manchester, M13 0NW
Flat 6, 1 Birch Lane, Manchester, M13 0NW
Flat 16, 1 Birch Lane, Manchester, M13 0NW
Flat 10, 1 Birch Lane, Manchester, M13 0NW
358 Plymouth Grove, Manchester, M13 0LX
356 Plymouth Grove, Manchester, M13 0LX
Flat 6, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 20, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 5, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 18, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 4, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
420 - 422 Stockport Road, Manchester, M12 4EX
Flat 26, 1 Birch Lane, Manchester, M13 0NW
441 Stockport Road, Manchester, M12 4JB
Flat 3, 1 Birch Lane, Manchester, M13 0NW
Flat 14, 1 Birch Lane, Manchester, M13 0NW
Flat 8, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 9, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 13, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
New Bank Health Centre, 339 Stockport Road, Manchester, M12 4JE
Flat 25, 1 Birch Lane, Manchester, M13 0NW
Flat 37, 1 Birch Lane, Manchester, M13 0NW
Flat 29, 1 Birch Lane, Manchester, M13 0NW
Flat 8, 1 Birch Lane, Manchester, M13 0NW
Flat 2, 6 Birch Lane, Manchester, M13 0NN
30 Toll Gate Close, Manchester, M13 0LG
52 Kingfisher Close, Manchester, M12 4PW
66 Kingfisher Close, Manchester, M12 4PW
Flat 39, 1 Birch Lane, Manchester, M13 0NW
Flat 18, 1 Birch Lane, Manchester, M13 0NW

Flat 30, 1 Birch Lane, Manchester, M13 0NW
Flat 33, 1 Birch Lane, Manchester, M13 0NW
Flat 2, 1 Birch Lane, Manchester, M13 0NW
Flat 19, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 21, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 2, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 14, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
58 Kingfisher Close, Manchester, M12 4PW
60 Kingfisher Close, Manchester, M12 4PW
62 Kingfisher Close, Manchester, M12 4PW
72 Kingfisher Close, Manchester, M12 4PW
Flat 13, 1 Birch Lane, Manchester, M13 0NW
Flat 4, 1 Birch Lane, Manchester, M13 0NW
Flat 3, 6 Birch Lane, Manchester, M13 0NN
362 Plymouth Grove, Manchester, M13 0LX
360 Plymouth Grove, Manchester, M13 0LX
Flat 16, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
54 Kingfisher Close, Manchester, M12 4PW
74 Kingfisher Close, Manchester, M12 4PW
Flat 7, 1 Birch Lane, Manchester, M13 0NW
Flat 21, 1 Birch Lane, Manchester, M13 0NW
Flat 38, 1 Birch Lane, Manchester, M13 0NW
Flat 32, 1 Birch Lane, Manchester, M13 0NW
Flat 27, 1 Birch Lane, Manchester, M13 0NW
Flat 5, 1 Birch Lane, Manchester, M13 0NW
Flat 17, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 1, 6 Birch Lane, Manchester, M13 0NN
354 Plymouth Grove, Manchester, M13 0LX
Flat 11, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 7, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 22, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
Flat 1, Surrey Lodge, 2 - 4 Birch Lane, Manchester, M13 0NN
68 Kingfisher Close, Manchester, M12 4PW
Flat 22, 1 Birch Lane, Manchester, M13 0NW
Flat 9, 1 Birch Lane, Manchester, M13 0NW

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA