

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144289/FO/2025

Date registered valid: 8 December 2025

Proposal: Erection of two storey side extension to existing dwelling to create a total of three self contained two-bed flats with 3 car parking spaces, front dormers and associated landscaping

Address: 19 Slade Lane, Manchester, M13 0QJ

Ward(s): Longsight Ward

Applicant: Mr Khalid Din K D Properties

Agent (if any): Mr Farhan Rama Archirama Ltd

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 9 March 2026

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit:

Standard consultations:

Printed: 12 December 2025

Expired: 5 January 2026

Neighbour notifications

Printed: 12 December 2025

Expired: 5 January 2026

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

This application relates to a vacant semi-detached residential property. There is a day nursery site to the south, although this is also current vacant, with a church and associated hall, to the west, railway land to the east. Otherwise the area is predominantly residential. The property appears run down and looks to have been vacant for a number of years, possibly up to 25 years.

The planning history for the site is as follows:

096810/FO/2011/N2 - Erection of two storey side extension, single storey rear extension and dormer roof extensions in association with change of use of house into 3 self contained flats - Approved 2 April 2012

123364/FO/2019 - Erection of 2 no. three storey buildings providing 6 no. apartments in each (12 no. in total) including 12 car parking spaces and associated cycle shelter, landscaping and boundary treatments following demolition of existing buildings - Approved 15 November 2019

The site, for this latter application, included the current application site as well as no.17 Slade Lane and the site of the former 15 Slade Lane.

Neither of these permissions were implemented.

It is now proposed to erect a two storey side, and partial rear extension to the dwelling, along with front dormers to enable the conversion of the property into a total of three self contained flats (1 x two and 2 x three bed), including accommodation in the roofspace.

The upper floor, of the side extension, would be set-back by approximately 1 metre, from the front of the existing property, and would have a slightly lower roof height. It would include a front door, to ensure that all 3 flats can be accessed from the front of the building. The two storey extension would then run along the side of the property, and wrap around the corner of the property, before linking into an existing three storey outrigger, along the common boundary with no.17 Slade Lane.

The proposal also includes the provision of 2 front dormers, with one in the proposed extension, and one in the existing property.

The proposal also includes 3 new car parking spaces at the front of the premises.

The property is currently rendered and it is proposed that it would be constructed in common bricks with render finish.

Consultations & Notification Responses

Local residents - One objection has been received, from a local resident, for the following reasons:

- The proposal seeks to overdevelop the site which will cause significant congestion and change in the character of the area.
- The car park provisions are inadequate. The same company own number 17 Slade Lane and this consists of 3 x 1 bed apartments. Usually there are 4 cars parked on the driveway. The proposal only provides 3 car spaces which is not going to meet the needs of the occupants and will significantly reduce road parking for the current residents, who currently struggle to find road parking.
- The current application has assumed that 4 wheelie bins will be sufficient. Based on the current usage and management of number 17, one would estimate that 12-15 bins will be needed for this proposed property. The plans make no provision for such a large number of bins. Furthermore, having so many bins on display will be an eyesore and degrade the character of the area
- The proposed plans are too large in scale and too close to the adjoining property, which was previously a nursery. The high density of flats proposed will jeopardise the re-development of the adjoining property.

Comments have also been received from someone who identifies themselves as an RSPB Swift Champion, and who recommends that the development includes the installation of Swift nest bricks to provide enhancement for biodiversity.

Highway Services - Makes the following comments:

HIGHWAYS SUMMARY:

Highways are satisfied with the proposals. The proposed development will not have an adverse impact on the nearby highways.

TRIP GENERATION AND JUNCTION CAPACITY:

Given that the proposed development is resultant in 3 residential dwellings, also the fact that the existing property had four bedrooms, the number of additional vehicular trips associated with site is expected to be low. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

SITE ACCESSIBILITY:

The site is well accessed by sustainable modes of transport such as buses. With nine bus services available within a 10 minute walk. Attractions such as Longsight market is also nearby. Suitable pedestrian and cyclist routes can be found close to the site,

OFF-SITE HIGHWAYS WORKS:

Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for construction of the proposed three vehicular accesses, dropped kerbs and the repositioning of the lamp column on Slade Lane, This may require a vehicular crossing licence.

PARKING AND ACCESS:

There are currently 4 car parking spaces located within the site's curtilage. This is to change to three spaces. These three spaces are to accommodate the proposed three bedroomed flats. Highways cannot see this as having an adverse impact on the highways.

The three parking spaces will front onto Slade Lane. Further to the submission of the drawing PL02 Rev B and on the understanding that the parking spaces will be a minimum of 5.5 x 3 metres each, Highways are satisfied with this parking layout proposal. It is noted that the parking layout is similar to a layout out contained in a previously approved application (096810/FO/2011/N2).

EV CHARGING

In line with MCC Residential Guidelines, a provision of three Electrical Vehicle charging points, each a minimum of 7kW will be available, as seen on drawing PL02 Rev B

CYCLE PARKING:

Secure and sheltered cycle parking provision is made within the curtilage of the site, at a provision of two-per-unit.

BOUNDARY TREATMENTS:

No boundary treatments are proposed.

REFUSE AND SERVICING:

Designated refuse storage on site has been accommodated for each individual dwelling, with kerbside collection from Slade Lane. Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway.

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to construction management, acoustic controls, refuse and a contaminated land watching brief.

Greater Manchester Ecology Unit - Makes the following comments:

The information submitted with the application includes a bat survey. This survey found the buildings to be demolished to have negligible bat roosting potential. However as bats are highly mobile creatures, they would advise that the following informative be attached to any permission, should it be granted:

Whilst the buildings to be demolished have been assessed as very low risk for bats, the applicant is reminded that under the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

They would expect any such scheme to include measures to enhance biodiversity at the site, in line with the requirements of the National Planning Policy Framework. We would therefore recommend that the following condition be attached to any permission, if granted:

A scheme for the Biodiversity Enhancement Measures shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.

Network Rail - No comments received.

Issues

National Planning Policy Framework (December 2024) - 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. So too is effective engagement between applicants. Communities, local planning authorities and other interests throughout the process (paragraph 131).

Draft National Planning Policy Framework - On 16th December 2025 the government has published a consultation National Planning Policy Framework.

Of relevance to this application, 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.
- Decisions on development proposals should apply a presumption in favour of sustainable development.
- 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,
- Substantial weight should be given to the benefits of providing accommodation that will contribute towards meeting the evidenced needs of the local community, taking into account any up-to-date local housing need assessment, and other relevant evidence.
- Design quality should be considered throughout the evolution, assessment and delivery of development proposals.

Whilst this is a draft NPPF for consultation it is considered that the development proposals are in accordance with the general thrust of policy contained within it. As set out in the report no adverse impacts have been identified through consideration of the application proposals that would outweigh a positive decision in this instance.

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

Policy EN1 relates to Design Principles and Strategic Character Areas. It states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance 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 EN15 relates to Biodiversity and Geological Conservation. It states that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

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 T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

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.

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

Saved Policy DC1.1 relates to extensions to residential properties and states that in determining planning applications for extensions to residential properties, the Council will have regard to:

- a. The general character of the property;
- b. The effect upon the amenity of the neighbouring occupiers;
- c. The desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs;
- d. The overall appearance of the proposal in the a street scene;
- e. The effect of the loss of any on-site car parking.

DC1.2 states that extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria:

- a. They are not excessively large or bulky (for example resulting in structures which are not subservient to original houses or project out too far in front of original buildings);
- b. They do not create undue loss of sunlight, daylight or privacy;
- c. They are not out of character with the style of development in the area or the surrounding scene by virtue of design, use of materials or construction details.

DC1.3 States that, notwithstanding the generality of the above policies, the council will not normally approve:

- a. rearward extensions greater than 3.65m (12ft) in length
- b. 2 storey extensions with a flat roof, particularly those which would be visible from the public highway
- c. 2 storey extensions to terraced properties which occupy the full width of the house
- d. flat roofed extensions to bungalows
- e. extensions which conflict with the councils guidelines on privacy distances (which are published as supplementary guidance)

Saved policy DC5 relates to flat conversions and states:

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.
- 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 2007, 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 units. The guidance states that two-bedroom, four person, flats, over one floor, should have a minimum floor area of 70 square metres and three bedroom, six-person, flats, over 2 floors, should have a minimum floor area of 102 square metres. All the proposed apartments are above this requirement.

Places for Everyone - The approved Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for 9 of the 10 boroughs which make up Greater Manchester.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs.

Relevant policies of PfE in this instance are:

JP-S1: Sustainable development

JP-C8: Transport Requirements of New Development

JP-G8 : A Net Enhancement of Biodiversity and Geodiversity

JP-P1: Sustainable Places

Principle of use - The property has been vacant for a long period of time. It is currently derelict, and the proposed development would allow the property to be brought back into use. A residential use is considered to be appropriate in this location, and the proposal is therefore supported in principle.

Standard of accommodation/housing mix - The 3 flats proposed comprise of 1 x two-bedroom flat and 2 x three-bedroom flats and the proposed flats are all in excess of the Council's minimum space standards. It is therefore considered that an acceptable level of housing mix, and standard of accommodation, is provided on site. For these reasons the proposed accommodation type is considered to be acceptable.

Design/impact of works - The proposed extension, whilst contributing to providing additional living units, and having a separate entrance, is set-back from the front of the existing house, and of a lower height, so that it is clearly subservient to the main building and seen as an extension. The design is considered to be in keeping, with the existing house, and although the extensions are quite large, it is considered that they can be accommodated on the site. Proposed windows, in the side elevation, have also been removed so as not to lead to overlooking of the adjoining site or prejudice the opportunity to carry out future development on that site.

Site layout - Whilst frontage parking is not ideal, the site does not offer the opportunity for side or rear parking, given the size of extension proposed. There are other examples of frontage parking, to nearby properties on Slade Lane and landscaping is proposed to provide screening. In terms of amenity space a significantly sized garden area is provided to the rear which is considered to be sufficient to meet the needs of three households. The proposed site layout is therefore considered to be acceptable.

Residential amenity - No works are proposed directly on the rear boundary, with the adjoining residential property, with proposed works extending no further rearwards than the existing outrigger, which runs along the common boundary, and alterations have been made in respect of the relationship, with the adjoining nursery site (currently vacant). Further rearwards there is railway land only. It is not therefore considered that the proposal would lead to any loss of light, privacy or outlook to adjoining properties. In relation to the residents concerns about potential congestion, it is noted that this part of Slade Lane is quite busy, as it is close to the junction with Stockport Road, so there is often a line of vehicles at the traffic lights, at that junction. It is not considered that two additional living units, on this site, would significantly add to any congestion levels in this locality and Highways Services have not raised this as a concern,

Refuse - The submitted plans indicate that 4 bins would be provided, in a bin store, but further bins may be needed and a condition is proposed in this regard, as well as for approval of the final bin store details.

Cycle storage - A store for 4 cycles is indicated, in the rear garden, which is considered acceptable to highway services.

Air quality/Climate Change - The issues of air quality has been assessed as part of this application, although it is also noted that the site does not lie within an air quality management area. Three car parking spaces are proposed and each has an EV charging point, and no air quality concerns have been raised by Environmental Health. A condition is however proposed in relation to the control of the construction management process.

In terms of the design measures to minimise the environmental impact and energy use, of the new accommodation, an energy statement has been submitted, but it is lacking in specific details of the measures that would be incorporated into the final development. A condition is therefore proposed relating to the approval of final details.

Biodiversity - The area on which the extension is proposed is largely broken hardstanding. The application does propose some small BNG on site with the provision of a garden area and some landscaping, at the front of the property. There is no indication of any loss of biodiversity on site,

and GMEU are satisfied with a condition requiring some on site enhancements to be agreed. A condition is therefore proposed in this regard.

Inclusive access - The only flat fully located on one floor is accessed by the existing entrance to no.19. The other two flats are largely on the upper floors and are accessed by a new entrance with steps, that replicates the entrance design at no.19 and which is needed due to the high level, and sloping layout of the site, relative to the position of the proposed extension. Otherwise it is considered that the apartments provided appropriate circulation space, including door and corridor widths and accessible bathrooms that meet Part M of the Building Regulations accessible and adoptable dwelling requirements.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case negotiations took place in relation to the number of flats proposed, and the design of the building. The applicant has also been advised of a number of pre-development conditions which have been agreed.

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:

Gritstone Ecology Preliminary Roost Assessment document
Design and Access Statement dated September 2025
Energy and Sustainability Statement
All stamped as received by the City Council, as Local Planning Authority on 28 October 2025.

Site location plan stamped as received by the City Council, as Local Planning Authority on 29 October 2025.

Drawings numbered PL02 rev B stamped as received by the City Council, as Local Planning Authority on 23 February 2026.

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) No above ground construction works shall take place until details/samples of the materials/finishes to be used in the construction of the external surfaces of the development hereby approved, which should include details of all doors, windows, cills, headers and boundary treatment, have been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details/samples.

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies SP1 and DM1 of the Core Strategy and the requirements of the National Planning Policy Framework.

4) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from surrounding roads and the adjacent railway line, shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation 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 unit, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1, H1 and DM1 of the Core Strategy.

5) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The development shall have refuse storage space for segregated waste collection and recycling and internal and external storage areas are required. 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 SP1, EN19 and DM1 of the Manchester Core Strategy.

6) Prior to the commencement of development, a construction management plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include as a minimum:

Measures to control noise and vibration;

Hours of working;

Dust suppression measures;

Compound locations where relevant;

Details of an emergency contact telephone number;

A community consultation plan; and

Sheeting of construction vehicles.

The development shall only be carried out in accordance with the approved management plan.

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

7) The car parking spaces indicated on the approved plans shall be surfaced and made available for use prior to the building hereby approved being occupied. The car parking spaces shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies DM1 and T2.6 of the Manchester Core Strategy.

8) The development hereby approved shall be completed in accordance with the scheme for the provision of space for bicycle storage as shown on drawing numbered PL02 rev B stamped as received by the City Council, as Local Planning Authority on 23 February 2026. The approved space and facilities shall then be permanently retained.

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

9) Prior to any above ground works commencing on site an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and approved measures, which shall be implemented in the construction of the approved development. Prior to occupation of the house a post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of Manchester's Core Strategy, policy DP3 of Regional

Spatial Strategy for the North West (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

10) Notwithstanding the provisions of Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be installed in any elevations of the development hereby approved, without planning permission being granted by the Local Planning Authority.

Reason - In the interests of residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and saved policy DC18 of the Unitary Development Plan for the City of Manchester.

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

Reason - In the exceptional circumstances of a proliferation of HMOs and short term lets 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.

12) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the exceptional circumstances of a proliferation of HMOs and short term lets 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.

13) Prior to any above ground works in the development hereby approved a scheme for Biodiversity Enhancement Measures on site shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of any of the apartments and shall be retained thereafter.

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policy EN15 of the Manchester Core Strategy (2012).

14) Prior to first occupation of any of the apartments an enclosed bin storage area shall be provided on site in accordance with details that shall be submitted to and approved in writing by the City Council, as Local Planning Authority. This facility shall be so maintained and retained at all times thereafter whilst the development is operational.

Reason - In the interests of the appearance of the street scene, pursuant to saved policy DC1 of the Unitary Development Plan for the City of Manchester, and policy DM1 of Manchester's Core Strategy.

15) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the City Council as Local Planning Authority and the development shall be carried out in accordance with the agreed Remediation Strategy and validated. If no contamination is found, then a post-completion report shall be submitted to evidence this prior to 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.

16) No above ground works shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall include details of means of drainage and/or the use of porous materials, for the frontage car parking area, which shall be completed prior to first occupation of the site. Otherwise, the approved landscaping scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

Informatives

1) The applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for construction of the proposed three vehicular accesses, dropped kerbs and the repositioning of the lamp column on Slade Lane, This may require a vehicular crossing licence. This will require an agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

2) Whilst the buildings to be demolished have been assessed as very low risk for bats, the applicant is reminded that under the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Ecology Unit
Network Rail

Flat 2, 17 Slade Lane, Manchester, M13 0QJ
Flat 1, 17 Slade Lane, Manchester, M13 0QJ
Flat 3, 17 Slade Lane, Manchester, M13 0QJ
40 Slade Lane, Manchester, M13 0GL
13 Slade Lane, Manchester, M13 0QJ
The School Hall, Church Of God Seventh Day, Slade Lane, Manchester, M13 0GL
Church Of God Seventh Day, Slade Lane, Manchester, M13 0GL
Slade Lane Day Nursery, Slade Lane, Manchester, M13 0QJ
644 Stockport Road, Manchester, M12 4GA
38 Slade Lane, Manchester, M13 0GL
17 Slade Lane, Manchester, M13 0QJ

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
Area Team Boundary - Name: NORTH AREA