

Application	Date of application	Committee Date	Ward
143666/FO/2025	18 Aug 2025	22 October 2026	Rusholme

Proposal Installation of replacement roof and chimneys in association with the provision of five additional ensuite bedrooms and two communal areas in the roofspace; provision of cycle storage and erection of railings to front boundary

Location Carfax Court, 7 Lower Park Road Manchester M14 5RQ

Applicant Mr Jamie Garratt, NJoy Student Living

Agent Ms Fiona Wylie, Wylie Architecture

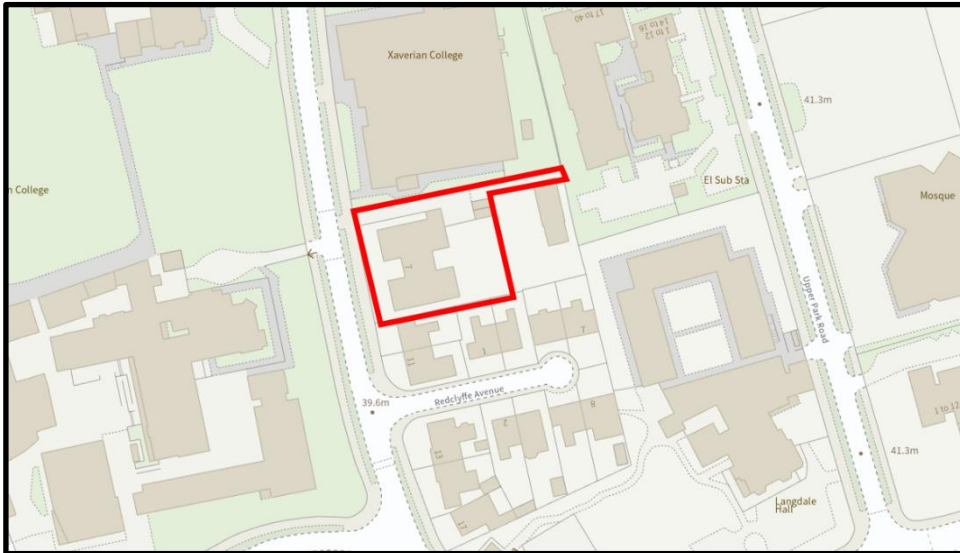
Executive summary

The applicant is proposing to undertake works to the roof of Carfax Court, raising the ridge height by 1 metre, in order to provide five additional student bedrooms and two communal areas. In addition, the applicant are proposing to install cycle storage facilities and a new boundary wall to the Lower Park Road frontage. Letters of objection have been received from nine local residents and Rusholme and Fallowfield Civic Society. Ward Members have raised a number of queries from their constituents. The main concerns raised include the impact on residential amenity and bats, the character of the Victoria Park Conservation Area and the standard of accommodation proposed.

Description

Carfax Court, located at 7 Lower Park Road, is a 3 storey H-shaped residential property located within the Victoria Park Conservation Area. Originally built as self-contained flats in the 1930s the property now accommodates 37 student bedrooms across a range of studio and shared flat arrangements. There are a number of mature trees to the front and rear of the property and some lesser species that sit on the side boundaries, albeit outside of the application site.

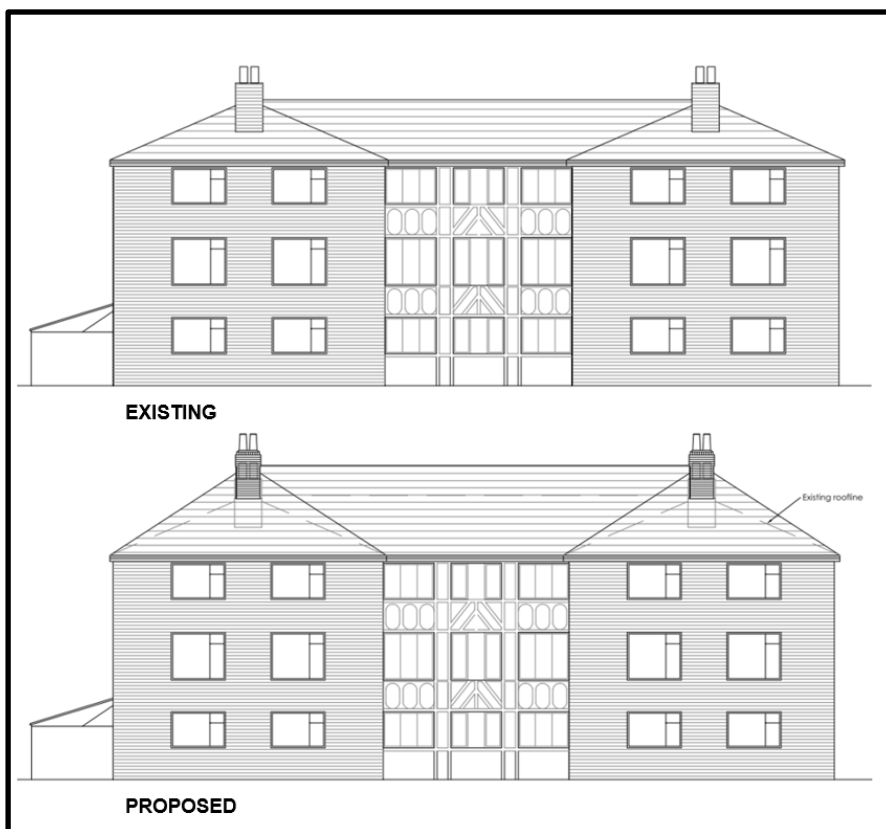
To the north of the site stands one of the Xaverian College campus teaching buildings, while to the west, on the opposite side of Lower Park Road, stands the main Xaverian College campus. To the east of the site, lies a three-storey apartment block, also under the ownership of the applicant, access to which is gained via a shared drive that runs to the side of Carfax Court, beyond which are further residential properties. To the south of Carfax Court there are a number of semi-detached dwellings, namely 9 and 11 Lower Park Road and 1 to 7 Redclyffe Avenue. The application site and its context is shown below:



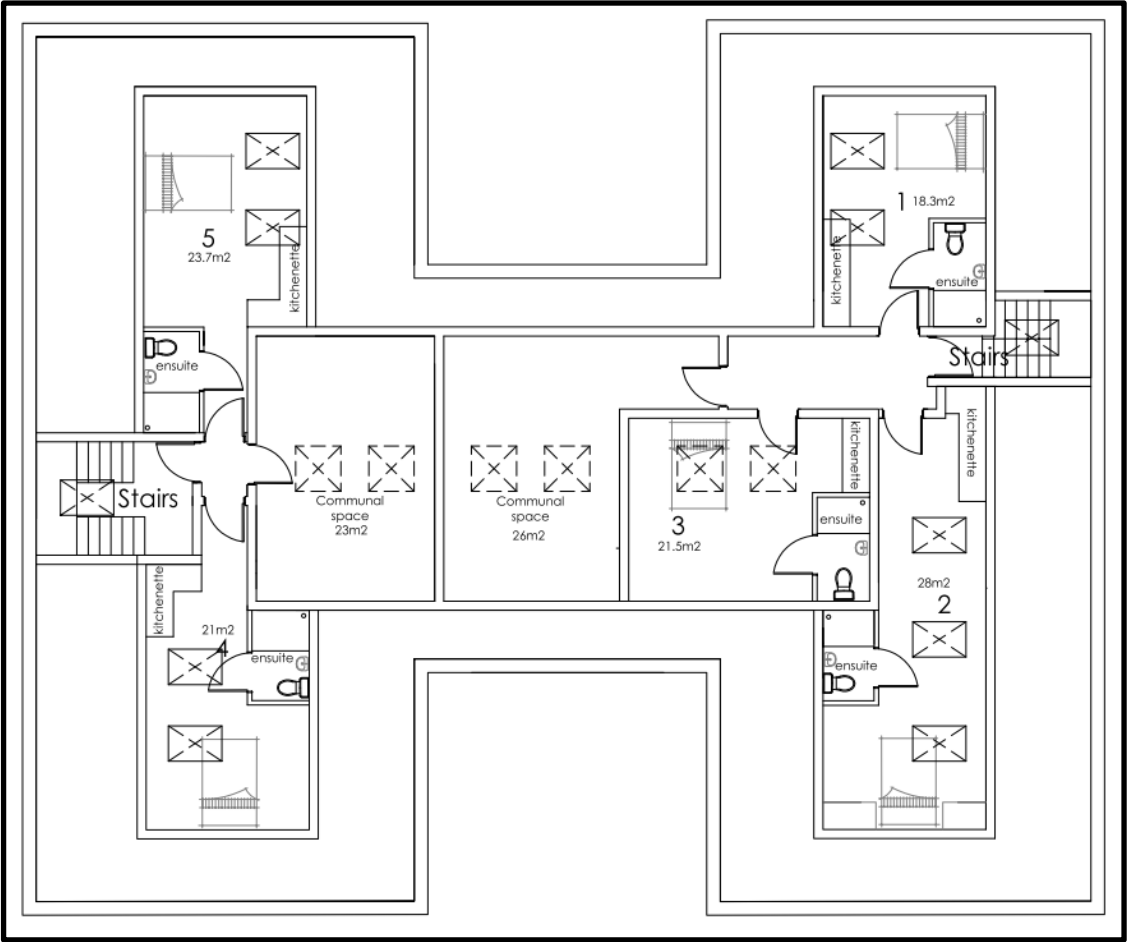
The applicant is proposing the following:

- Installation of a replacement roof, complete with replacement chimneys. This would lead to the creation of five additional ensuite student bedrooms, along with two communal areas. Bringing the total number of student bedrooms to 42, i.e. an increase of 13.5%. The ridge line of Carfax Court would rise by approximately 1 metre as a result of the roof works.
- Provision of cycle storage facilities, following demolition of existing garage.
- Erection of a new front boundary wall (1.10 metres in height), replacing the dilapidated concrete boundary treatment.
- To facilitate the development four trees would be felled (3 x category U trees and 1 x category C tree)

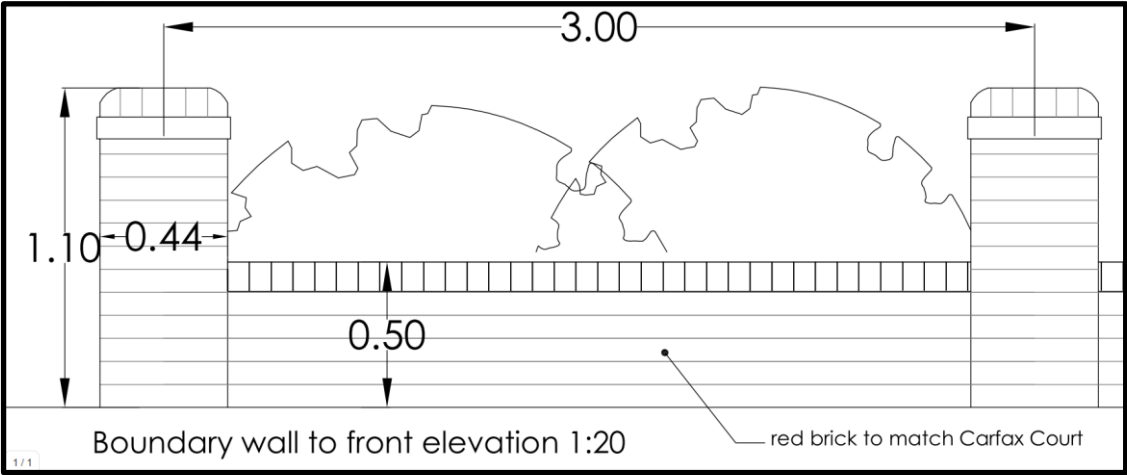
The existing and proposed front elevations are shown below:



The proposed floor layout:



Proposed boundary treatment:



Location of cycle stores, circled in green, is shown below:



Consultations

Local Residents – Following the receipt of additional information in respect of the boundary treatment, chimney design and roof finishing local residents were renotified. As a result of that renotification process nine letters have been received from local residents, the comments are summarised as follows:

- No bat survey has been submitted in respect of the proposed roof works.
- The proposal to raise the existing roof level and clutter the traditional roofscape with multiple upward-facing rooflights, solely to facilitate substandard student accommodation, fails to complement the historic features of the area.
- The proposed structural alterations to the fourth-level roof space will severely overshadow the adjacent private gardens. Restricting daylight and cutting off sunlight to green spaces, drastically diminishing their usability, ecosystem health, and the enjoyment of local residents.
- The application completely fails to address the impact of raising the roofline on the daylight enjoyed by the habitable windows of neighbouring properties.
- The applicant implies that because these units are intended for students, a lower standard of living amenity is acceptable. This is a discriminatory approach to housing provision. Students require high-quality living environments to support intensive study. Forcing students into fourth-level, windowless, outlook-free 'boxes' directly undermines their mental health, well-being, and academic capabilities.
- The proposal fails to meet the strict criteria of Policy H12 (Student Accommodation) of the Manchester Core Strategy. Policy H12 demands that student developments deliver high-quality, sustainably managed accommodation.

- The combination of a fourth-level roof location and top-lit skylights creates an inevitable greenhouse effect. Students heavily occupy these spaces during peak summer revision and exam periods (May to early July), precisely when solar heat gain is at its worst. Without vertical windows to allow for cross-ventilation, these rooms will become dangerously hot and uninhabitable during the most critical times of the academic year, failing basic HHSRS health and safety guidelines and conflicting with Core Strategy policies on sustainable design and climate resilience.
- High-density student accommodation carries elevated fire safety risks. Relying entirely on rooflights on the fourth level eliminates any possibility of external emergency rescue or egress via windows. This overdevelopment places vulnerable young occupiers at an unacceptable risk.
- The addition of five further residential units will inevitably increase the number of occupants using the building and surrounding communal areas. There are already concerns regarding noise, disturbance, people congregating around the entrance and the general impact of the existing flats on neighbouring residents. Adding five further units is likely to exacerbate these issues. The entrance to the existing flats is immediately adjacent to the adjoining semi-detached dwelling.
- There is already pressure on parking in the immediate area, and spaces are sometimes occupied by residents and visitors to the flats. Five additional units will inevitably increase demand for parking and vehicle movements.
- The proposed rooflight could lead to overlooking of adjoining dwellings and gardens.
- The proposal would require the pruning and removal of trees, the loss of which would remove/reduce screening to the neighbouring properties.

Ward Members – Joint correspondence has been received from Councillors Akbar and Ali, raising a number of constituent queries:

- Victoria Park area is home to large numbers of bats, which make use of roof spaces and this scheme will convert an extensive roof space. Should there not be a survey to ensure an appropriate plan if needed?
- there are no sectional drawings showing room heights/ dimensions, just floor space plans. As all the units will fit under the (rebuilt) sloping rooves (there doesn't seem to be any outside perimeter wall built up), do individual rooms conform to space standards and to requirement for a window affording an outside view? It is not clear how high up the roof lights will be located. These rooms might feel very confining.
- is open bike storage sufficient or will this attract opportunist theft?

Rusholme and Fallowfield Civic Society – The civic society object to the proposal, their comments are summarised as follows:

- A bat survey should have been submitted with the application.
- Raising the roof in the manner proposed would harm the architectural integrity of the roofline and streetscape.
- The proposed structural alterations to the fourth-level roof space will severely overshadow the adjacent private gardens.
- The application completely fails to address the impact of raising the roofline on the daylight enjoyed by the habitable windows of neighbouring properties.
- It is inappropriate and discriminatory to justify a lower standard of accommodation simply because the units are intended for students. Students need high-quality living environments to support their studies and wellbeing. The provision of windowless, fourth-floor units with no external outlook is considered unacceptable, as such conditions could negatively affect students' mental health, well-being and academic capabilities.

- Policy H12 of the Core Strategy demands that student developments deliver high-quality, sustainably managed accommodation. Subdividing a fourth-level roof space into self-contained units that rely entirely on skylights represents a low-quality, exploitative design that fails to provide a positive or humane residential environment.
- The combination of a fourth-level roof location and top-lit skylights creates an inevitable greenhouse effect. Without vertical windows to allow for cross-ventilation, these rooms will become dangerously hot and uninhabitable during the most critical times of the academic year.
- High-density student accommodation carries elevated fire safety risks. Relying entirely on rooflights on the fourth level eliminates any possibility of external emergency rescue or egress via windows.

City Arborist – The City Arborist has confirmed they have no objections to the removal of the four trees given their condition. Furthermore, given the existing tree canopy, there is no requirement for replacement tree planting in this instance.

Environmental Health – Environmental Health have suggested the imposition of a number of conditions designed to protect public health and residential amenity, i.e. conditions relating to acoustic insulation and refuse storage.

Highway Services – Highway Services have made the following comments:

- There could be an increase in traffic trips as a result of this development. However, it is not expected to have any material impact on the highway network. The construction works will generate trips but these too are expected to be accommodated on the highway network with trips avoiding the peak hour traffic flows.
- The proposal site is located approximately 400 metres to the nearest bus stop identified as the Rusholme Centre bus stop F. This bus stop serves five bus routes. Another bus stop on Denison Road serves another five bus routes. The location is within walking distance of a broad range of local amenities including the universities, shops healthcare, sports facilities, and green spaces. The site is considered to be easy to travel to and from on public transport, by foot or by bicycle. Overall the location can be considered to be a sustainable location in travel terms.
- 30 cycle spaces are proposed. This offers a greater improvement on the cycle storage than is necessary for the proposed development and will benefit the student accommodation as a whole. It is recommended that the cycle stores are placed at a location that is either passively overlooked or is subject to CCTV protection or both. It is unclear if the storage facility furthest east of the main building is overlooked.
- No vehicle parking is being offered. The use of the additional 5 ensuite bedrooms is assumed to be by students. The location has been identified as a location that is very sustainable in transport terms. Highways are satisfied that, at this location and for the proposed developments use, that there is no parking requirement.
- Conditions regarding cycle store details, waste management and construction management are suggested in this instance.

Greater Manchester Police (GMP) – GMP have made the following observations:

- The proposed development is broadly acceptable, however, in a neighbourhood with a high number of cycle thefts, the proposed cycle parking provision is not adequately secured.

- The cycle stands/racks should be located within robust cages or shelters that are secured with a self-closing/self-locking gate or door and, ideally, protects the bikes from the weather.
- As there does not appear to be any car parking on the site, it seems sensible to secure the pathways on each side of the building with appropriately high and secure fencing and gates that restrict access to residents and staff only, thereby improving the security of the cycle parking as well as the sides and rear of the property.

Policies

National Planning Policy Framework (August 2026) – A revised National Planning Policy Framework (NPPF) was published on 17 August 2026 following a period of public consultation and has superseded the previous version.

The revised version fundamentally restructures national planning policy with a more rules based, pro-growth approach, replacing the previous paragraph based framework and the traditional tilted balance with a new presumption in favour of sustainable development. Key reforms include stronger support for housing delivery, particularly higher-density development near major public transport hubs, greater policy support for economic growth, infrastructure and rural productivity, stronger protection for pubs and other community facilities and continued robust protection of designated landscapes. The reforms are intended to make planning decisions faster, clearer and more predictable whilst accelerating housing and economic growth.

In this instance, the relevant sections are outlined below:

Policy DM3 (Determining development proposals) – When considering development proposals, local planning authorities should:

- a) 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;
- b) Take a proportionate approach to the consideration of the planning matters raised by the proposals, in a way that reflects their scale, complexity and potential impact;
- c) 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;
- d) Consult statutory or internal consultees only where it is necessary to do so. Decisions on development proposals should not be delayed in order to secure advice from a statutory or internal consultee beyond their statutory deadlines unless there is insufficient information to make the decision or more detailed advice may enable an approval rather than a refusal;
- e) Consider whether otherwise unacceptable development proposals could be made acceptable through the use of planning conditions or planning obligations; and
- f) Not refuse applications for development which should clearly be approved, having regard to its accordance with the development plan, the policies in this Framework and any other material considerations.

Policy L2 (Making effective use of land) – 1. Substantial weight should be given to the benefits where a development proposal would:

d) Create additional homes or floorspace within settlements by using the airspace above existing residential and commercial premises, or through sensitive redevelopment or additional development within existing plots (including, but not limited to, the addition of mansard roofs, proposals to fill gaps in the existing roof line, the introduction of higher buildings at street corners and additional units within residential curtilages). Such proposals should:

- i. Be consistent with the overall street scene, other than where: it is appropriate to have larger buildings (such as at street corners, or where building upwards would not cause substantial harm to the character of a building and its surroundings); the development would not be visible from the street frontage; or where specific changes are provided for through a design code which forms part of the development plan;
- ii. Maintain safe access and egress for occupiers and users, and acceptable living standards for residents and neighbours in terms of access to daylight, sunlight, privacy and external amenity space; and
- iii. Where the development would involve the use of residential curtilages, not occupy more than twice the footprint of all the existing buildings on the site, and, following development, would retain at least 50% of the non-developed area within the curtilage of the existing buildings³⁸; unless additional development can be accommodated without harm to the overall character of the area, and taking into account the availability of infrastructure and the importance of locating development in sustainable locations (in accordance with policy TR3).

Policy DP3 (Key principles for well-designed places) – 1. Development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets. This should not preclude innovation or change where appropriate, especially where an increased scale or density of development is justified in accordance with policies L2 and L3.

2. To create well-designed places, development proposals should also reflect relevant aspects of the following principles – *Liveability, Climate, Nature, Movement, Built Form, Public Space and Identity*.

Policy H09 (Specialist forms of accommodation) – This policy states that development proposals to address specialist housing needs should provide living conditions and access to services which are appropriate to the needs of their residents and users. This includes purpose-built student and large-scale shared living accommodation:

- Being located where residents will be able to access frequently-used services (and, for student accommodation, relevant education facilities) easily and safely by walking, wheeling, cycling and public transport;
- Providing adequate living and storage space and sufficient shared cooking, laundry and amenity areas (other than where cooking and laundry facilities are provided within student rooms, in which case these do not need to be available on a shared basis); and
- Being supported by a management plan which shows how the development will be managed and maintained to ensure the continued quality of the accommodation, communal facilities and services.

Policy HE4 (Securing the conservation of heritage assets) – This policy states:

1. Heritage assets, as an irreplaceable resource, should be conserved in a manner appropriate to their significance. To achieve this, development proposals which would affect the significance of heritage assets, including any contribution made by their setting should:

- a) Maintain or secure a use consistent with their conservation, taking into account the importance of maintaining the assets, the positive contribution they can make to sustainable communities including local economies, and the positive contribution they can make to local character and distinctiveness; and
- b) Avoid (or if that is not possible, minimise) harm to the significance of heritage assets, and instead conserve this significance.

2. Any harm to, or loss of, the significance of a designated heritage asset (including from development within its setting) should have a clear and convincing justification in accordance with the policies in this chapter.

3. Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the asset should not be taken into account in any decision relating to the asset.

4. Proposals for enabling development, which would otherwise conflict with other policies in this Framework and/or those in the development plan, but which would secure the future conservation of a heritage asset, should be considered on the basis of whether the conservation benefits outweigh the disbenefits of departing from the policies concerned.

Policy HE6 (Proposals affecting designated heritage assets) – This policy states that:

1. When considering the potential effect of a development proposal on the significance of a designated heritage asset, substantial weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential effect amounts to a positive effect, harm, substantial harm, or total loss of its significance.
2. Development proposals which would have a positive effect on a designated heritage asset should be supported.
3. Any harm to a designated heritage asset will be a matter of considerable importance and weight, which should be dealt with in accordance with paragraphs 4 to 6 of this policy.
4. Where a development proposal would harm the significance of a designated heritage asset the effect on the asset and its significance should be weighed against any public benefits resulting from the proposal. Important public benefits can include securing the long-term reuse of a vacant or underused listed building, and enabling energy efficiency and low carbon heating measures to be employed.
5. Where a development proposal would cause substantial harm to, or the total loss of, the significance of a designated heritage asset, consent should be refused unless it can be demonstrated that the harm is necessary to achieve substantial public benefits that outweigh the harm or loss, or if all of the following apply:
 - a) The nature of the heritage asset would otherwise prevent all reasonable uses of the site;
 - b) No suitable use for the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;
 - c) Conservation by grant-funding or some form of not for profit, charitable or public ownership is not possible; and

d) The harm or loss is outweighed by the benefit of bringing the asset back into use.

6. Within this context, development which would cause substantial harm to, or the total loss of, the significance of grade II listed buildings, or grade II registered parks or gardens, should be exceptional; while development which would cause substantial harm to, or the total loss of, assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

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:

Policy JP-Strat9 (Southern Areas) – This policy states that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets.

Policy JP-P2: Heritage (Heritage) – This policy states that the member authorities will proactively manage and work with partners to positively conserve, sustain and enhance their respective historic environments, heritage assets and their settings.

Policy JP-G7: Trees and Woodland – This policy states that the member authorities will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them. This will be done through local planning and a number of associated activities, but in the case of development as follows:

- Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision; and
- Protecting trees and woodland during the construction phase of development.

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity – This policy states that through local planning and associated activities a net enhancement of biodiversity resources will be sought. It states further than in relation to development, proposals would be expected to:

- a) Follow the mitigation hierarchy of:
 - i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then
 - ii. Adequately mitigating any harm to biodiversity, then
 - iii. Adequately compensating for any remaining harm to biodiversity
- b) Avoid fragmenting or severing connectivity between habitats;
- c) Achieve a measurable net gain in biodiversity of no less than 10%
- d) Make appropriate provision for long-term management of habitats and geological features connected to the development;

- e) Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and
- f) Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.

Core Strategy Development Plan Document – 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. Relevant policies in the Core Strategy are detailed below:

Policy SP1, Spatial Principles – 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 and protect and enhance the built and natural environment.

Policy EN 1, Design Principles and Strategic Character Areas – This policy 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 EN 3, Heritage – Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

Policy H1, Overall Housing Provision – This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of
- the availability of developable sites in these areas;

- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H5, Central Manchester – This policy states that 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 H12, Purpose Built Student Accommodation – This policy states that the provision of new purpose built student accommodation will be supported where the development satisfies the criteria below. Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities.

1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.
2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.
3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.
4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.
5. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.
6. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the streetscene either from the proposed development itself or when combined with existing accommodation.
7. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.

8. Consideration should be given to provision and management of waste disposal facilities that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19, within the development at an early stage.
9. Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of all or some of the bedspaces.
10. Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.

Policy DM1, Development Management – This policy states that all development should have regard to a number of specific issues, the most relevant of which in this instance are:

- 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, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Design for health.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.

Saved UDP Policies – Policy DC18 is considered of relevance in this instance:

Policy DC18, Conservation Areas – Policy DC18.1 states that the Council will give particularly careful consideration to development proposals within Conservation Areas by taking into consideration the following:

- a) The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues: i. the relationship of new structures to neighbouring buildings and spaces; ii. the effect of major changes to the appearance of existing buildings; iii. the desirability of retaining existing features, such as boundary walls, gardens, trees, (including iv. street trees); v. the effect of signs and advertisements; vi. any further guidance on specific areas which has been approved by the Council.
- b) The Council will not normally grant outline planning permission for development within Conservation Areas.
- c) Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area.
- d) Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.
- e) Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

Assessment

Principle of the Proposal – Carfax Court has been in use as student accommodation for many years. While the provision of additional accommodation is considered to be acceptable in principle, given the current use and history of the site, it must still be assessed against the ten criteria listed under Policy H12, *Purpose Built Student Accommodation*. This is outlined below:

1. *Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area* – The site is within close proximity of Wilmslow Road and Anson Road, both of which are high frequency bus routes which pass the universities and provide access to other public transport modes.
2. *The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5* – Although the proposal is not located within the Regional Centre, the development would still be required to comply with the energy efficiency requirements set out in Part L of the Building Regulations.
3. *High density developments should be sited in locations where this is compatible with existing developments and initiatives, proposals should not lead to an increase in on-street parking in the surrounding area* – While Carfax Court would not be regarded as a high-density development, it is acknowledged that no off-street parking is available within the curtilage of the site. However, having regard to the nature of the proposed accommodation, the availability of public transport services in the vicinity, and the provision of secure cycle storage facilities, it is not considered that the proposal would result in an increased demand for on-street parking.
4. *Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes, proposals should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents* – Given the scale of the proposal, i.e. 5 additional student bedrooms, it is not considered that it would place increased pressure on services within the Rusholme area. In addition, it is hoped that the provision of further purpose built accommodation would go some way to assist in the transition of existing HMOs into family homes.
5. *Proposals should be designed to be safe and secure for their users and avoid causing an increase in crime in the surrounding area* – Carfax Court benefits from on-site staff, as well as secure door entry and CCTV.
6. *Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses* – For reasons outlined below it is not considered that the proposal will have an unduly detrimental impact upon the levels of residential and visual amenity enjoyed within the vicinity of the site.
7. *Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value* – Not applicable in this instance.
8. *Consideration should be given to provision and management of waste disposal facilities that will ensure that waste is disposed of in accordance with the waste hierarchy* – Adequate waste and recycling facilities will be provided.

9. *Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of all or some of the bedspaces* – Both the University of Manchester and Manchester Metropolitan University have invested significantly in teaching, research and student facilities, contributing to Manchester's position as one of the UK's leading higher education centres. Together with other higher education institutions located within Corridor Manchester, they support a substantial student population and continue to play an important role in the city's economic, social and cultural development. The presence of these institutions generates ongoing demand for a range of student accommodation types across the city.
10. *Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable* – The applicant is hoping to deliver the proposal in time for the 2027/28 academic year.

Notwithstanding the above, the proposal will also need to be assessed against the backdrop of its location within the Victoria Park Conservation Area and the proximity of a number of listed buildings. Furthermore, consideration must also be given to the proposal's impact upon the current levels of residential and visual amenity enjoyed within the vicinity of the site, the level of pedestrian and highway safety experienced on the surrounding highway network and the impact upon any flora and fauna present on the site.

Impact upon the Character of the Victoria Park Conservation Area – Policy EN3 of the Core Strategy, saved Policy DC18 of the UDP, along with the objectives of the NPPF, all state that consideration must be given to the impact of new developments on heritage assets.

The application site is located within the Victoria Park Conservation Area. In addition, there are a number of listed buildings in the surrounding area at distances where potential impacts arising from the proposed development must be assessed. Therefore, regard has been given to the effect of the proposal on the character and appearance of the Conservation Area and on the significance and setting of nearby listed buildings, with the latter being addressed in a separate section.

The Victoria Park Conservation Area lies three kilometres to the south of the City Centre and was designated in 1972. Victoria Park was conceived in the first half of the 19th Century and has been subject to modern additions since it was designated a Conservation Area in 1972. The houses in Victoria Park are large and are set in spacious grounds. Several of the roads are laid out in gently undulating curves, whilst others are straight and relatively short. They are nearly all wide, and some of them have grass verges. Not all the large old houses in Victoria Park have survived, a relatively small proportion of houses from the 1830s and 1840s still exist, and where they were demolished there now stand either groups of smaller houses or large, institutional buildings, such as schools, colleges, churches, university halls of residence and blocks of flats. Despite these changes, in many cases the large spaces between buildings have been maintained and a significant number of trees retained. Architecturally, the Conservation Area is home to a variety of building styles ranging from Victoria villas to 20th century dwellings, educational buildings and offices that are typically between 2 to 4 storeys in height.

The key element of the proposal is the provision of five additional bedrooms through alterations to the roof, principally the raising of the ridge height by approximately 1 metre. Given the scale and nature of these works, together with the proposed improvements to the front boundary treatment, including the introduction of a low brick wall with piers, it is not considered that the development would adversely affect the sense of spaciousness that characterises this part of the Victoria Park Conservation Area. Furthermore, although a number of trees are proposed to be removed, these are noted to be in poor condition and the retention of the remaining trees would ensure that the overall verdant character of the area is maintained.

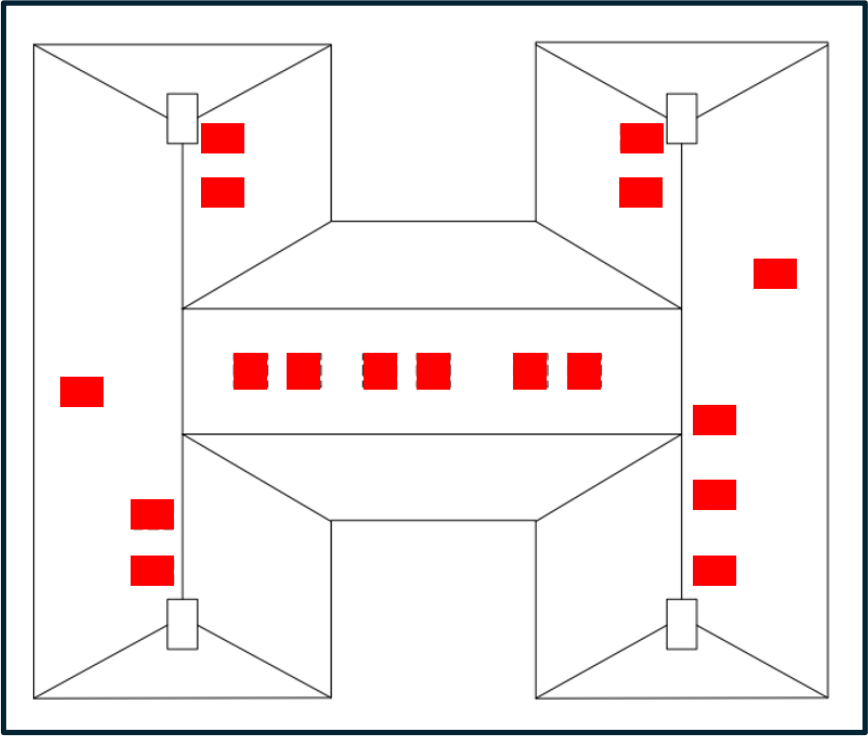
Having regard to the design and scale of the roof extension and the appearance of the replacement boundary wall, it is considered that any harm to the character and appearance of the Victoria Park Conservation Area would be at the very lowest end of the spectrum of harm. In addition, when weighed against the public benefits arising from securing the continued viable use of the building within the Conservation Area, together with the enhancement of the front boundary treatment, the limited degree of harm identified is considered to be outweighed and therefore acceptable in this instance.

Impact upon the nearby Listed Buildings – It is not considered that the proposal would result in any physical or material visual impact on the nearby listed buildings, namely those associated with Xaverian College (yellow stars) and Langdale Hall (green star). These designated heritage assets are located approximately 50-90 metres and 96 metres respectively from Carfax Court, with intervisibility largely screened by mature vegetation and existing built form. Given the limited increase in the height of Carfax Court by approximately 1 metre, together with the degree of screening already present, it is considered that the development would preserve the setting of those listed buildings. Consequently, the proposal would result in harm at the lowest end of the spectrum, if any harm at all, and the significance of the designated heritage assets would remain unaffected.



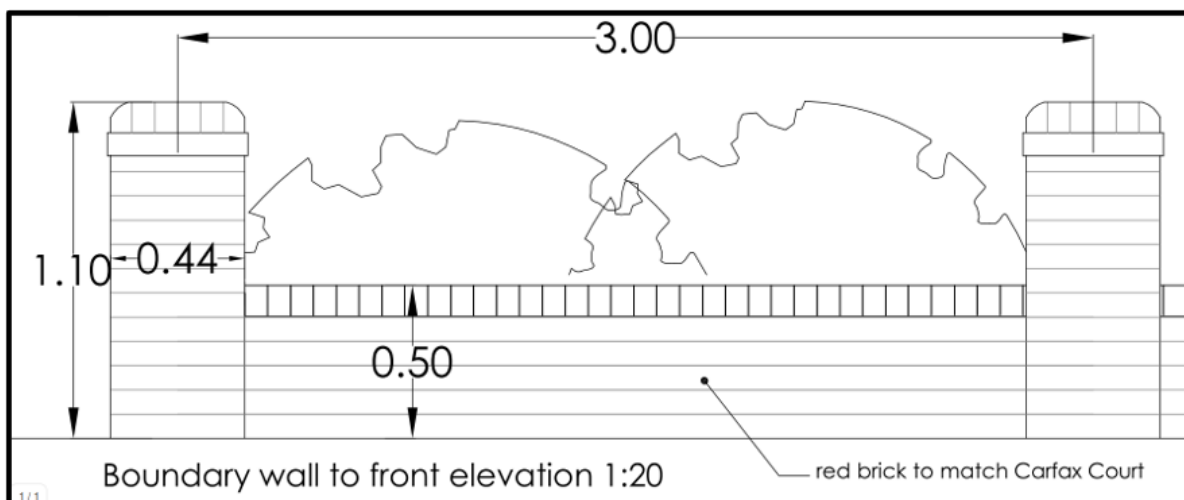
Proposed Roof Extension – The design of the replacement roof maintains the current eaves height while raising the ridge by 1 metre to create a useable internal floor space, i.e. the five additional bedrooms and the two communal rooms. The proposed roof would be similar to the existing roof, with the hipped gables to the front and back and the prominent chimneys would be reinstated. Eleven rooflights would be installed on the new pitched roof, with a further six rooflights added to the central flat roof element. The design of the replacement roof and associated chimneys is considered acceptable and in keeping with the character of Carfax Court.

The front elevation and location of the rooflights are shown below.



Boundary Treatment – At present, the frontage of Carfax Court is enclosed by low concrete post and panel fencing. This form of boundary treatment is unsympathetic to the character and appearance of this part of the Victoria Park Conservation Area and fails to provide an attractive or appropriate edge to the public realm. Furthermore, the fencing is in a poor state of repair and detracts from the visual amenity of the street scene.

The existing boundary treatment, shown below, would be replaced with a 0.5-metre-high brick wall incorporating brick piers of approximately 1.1 metres in height. The proposed boundary treatment is considered to be more in keeping with the established character of the Conservation Area. Given that brick walls are the predominant form of frontage boundary treatment along Lower Park Road, it is considered that the replacement boundary wall would make a positive contribution to the character and appearance of both the street scene and the Victoria Park Conservation Area. As such, the replacement boundary treatment is welcomed.



Standard of Accommodation – Concerns have been raised regarding the standard of accommodation proposed. Each of the five bedrooms would be provided with an en-suite shower room and WC, together with a kitchenette, enabling future occupiers to prepare meals independently. In addition, each room would benefit from either two or three opening rooflights, ensuring adequate levels of natural light and ventilation.

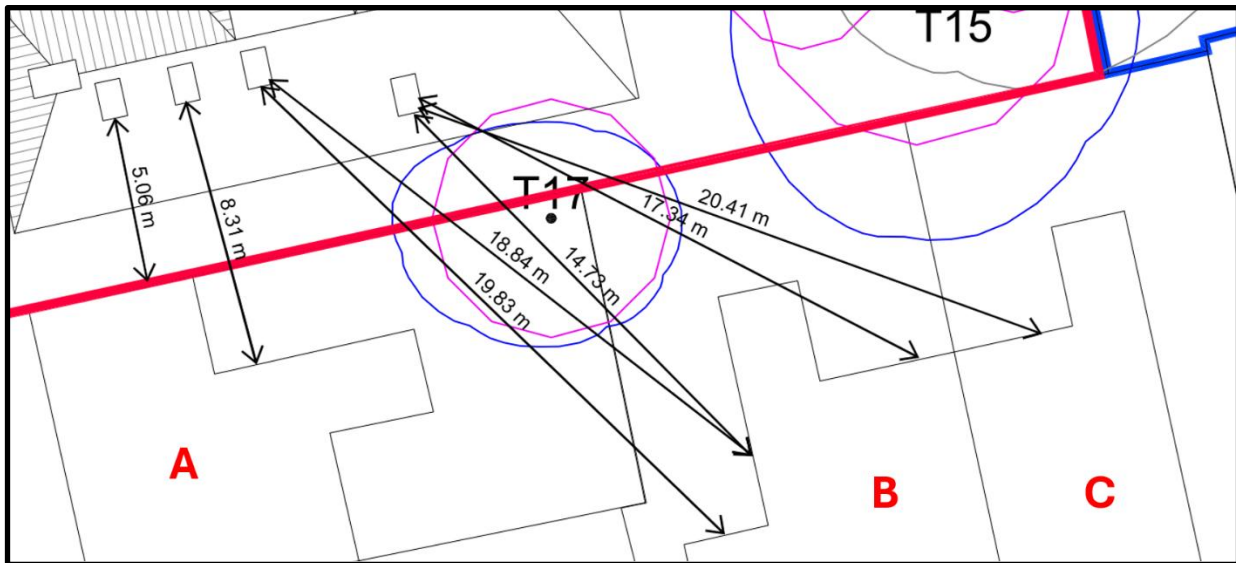
Whilst it is acknowledged that the bedrooms would not meet the City Council's adopted space standards, those standards are intended to apply to self-contained residential accommodation, such as dwellings and flats, rather than student study bedrooms within shared accommodation. Having regard to the nature of the proposed use and the facilities provided within each room, it is considered that the accommodation would provide an acceptable standard of living for future occupiers. Accordingly, no objection is raised on these grounds.

Residential Amenity – A number of factors have been assessed in order to judge the impact of the proposal upon residential amenity:

Sunlight and Overshadowing – A number of residents have raised concerns that the proposed roof alterations would result in increased overshadowing and a loss of light, particularly to properties on the northern side of Redclyffe Avenue. While these concerns are acknowledged, it is considered that any impact would be limited. The eaves height of Carfax Court would remain unchanged, and the ridge height would increase by only approximately 1 metre. Given the modest scale of this increase, together with the fact that Carfax Court is located to the north of the affected dwellings, any additional overshadowing would be minimal and primarily restricted to the late evening during the summer months, when the sun is at a lower angle in the western sky for longer. As such, the proposal is not considered to give rise to any significant adverse impact on neighbouring residential amenity in terms of daylight or sunlight.

Impact upon Privacy – A further concern raised by local residents relates to the potential for overlooking and resulting loss of privacy. Of the 17 rooflights proposed within the new roof, four would be positioned on the roof slope facing towards no. 9 Lower Park Road (Property A) and nos. 1 (Property B) and 3 (Property C) Redclyffe Avenue. Three of these rooflights would be located close to the roof ridge and would serve a single bedroom, while the remaining rooflight would serve the stairwell.

Having regard to the height and position of the rooflights within the roof slope, together with the separation distances to the nearest neighbouring dwellings (shown below), it is considered that opportunities for direct overlooking would be limited. Consequently, the proposed development is not considered to result in an unacceptable loss of privacy or residential amenity for the occupiers of the adjacent properties.



Noise – It is not considered that the proposed development would result in an inherently noise-generating use. However, it is recognised that student accommodation can give rise to a degree of noise and occasional anti-social behaviour, which has been raised as a concern by local residents.

In this instance, it is acknowledged that the existing accommodation is subject to on-site management, including the presence of a caretaker and that management procedures are in place to address complaints relating to noise and resident behaviour. Given the limited scale of the proposal, which would increase the accommodation by five additional student bedrooms, it is considered that the existing management arrangements would be sufficient to mitigate any noise and disturbance associated with the development. Accordingly, it is not considered that the proposal would give rise to an unacceptable impact on the residential amenity of neighbouring occupiers in terms of noise or disturbance.

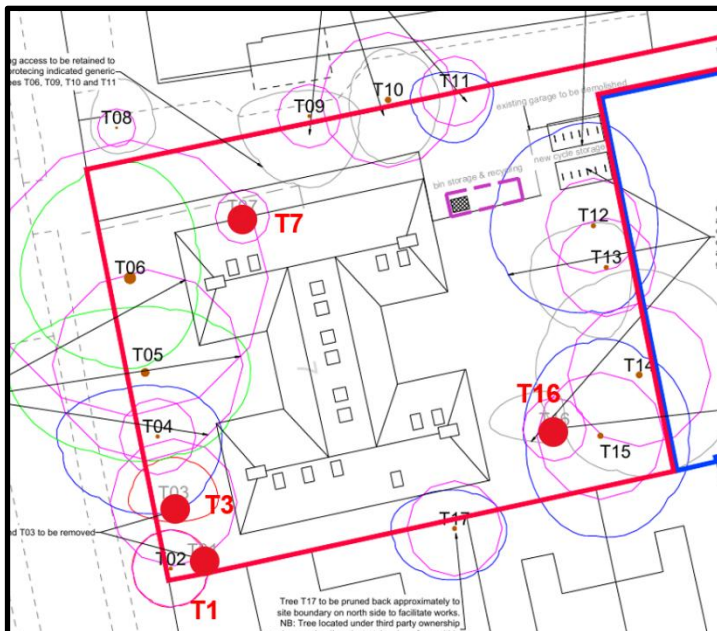
In conclusion, given the above it is not considered that the proposal will have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of those properties closest to the application site.

Visual Amenity – Given the modest increase in overall height of approximately 1 metre, it is not considered that the proposed roof works would have a detrimental impact upon the levels of visual amenity enjoyed along Lower Park Road. The additional height would not be overly discernible when viewed from pavement level, particularly given the existing scale of the host property and the prevailing street scene. Furthermore, roof forms, ridge heights, designs and roofing materials vary along Lower Park Road, resulting in a diverse roofscape. As such, the proposed increase in height would not appear incongruous or out of keeping with the established character of the street. The proposed increase can be seen below, with the original roof height annotated in red.



The proposed replacement of the existing concrete post-and-panel fencing with a traditional brick wall is considered to represent an improvement in visual amenity, contributing positively to the character and appearance of the site and the wider streetscene.

Trees – Of the 16 trees on the site the applicant is proposing to fell the four annotated below:



Three of these trees are category U trees (Unsuitable for Retention), while one is a category C tree (low quality). They are proposed to be removed for the following reasons:

- Tree T1, category U – *dead*
- Tree T3, category U – *remove tree due to short projected remaining life expectancy and risk of harm from stem failures to third party footpath users.*
- Tree T7, category U – *remove tree due to present structural decay and short projected remaining contribution.*
- Tree T16, category C – *remove tree to facilitate access for proposed works. Tree pruning not considered viable due to suppressed form and high canopy bias west towards building. Sufficient pruning works would leave little remaining canopy.*

Given the condition of the four trees, there is no arboricultural objection to their removal in this instance. Furthermore, having regard to the existing level of tree cover within Carfax Court, it is not considered necessary to secure replacement planting, as the loss of these trees would not result in a significant reduction in the overall canopy cover or amenity value of the site.

Ecology – Concerns have been raised regarding the potential impact on bats should they be present within the existing roof structure. Having regard to the nature and scale of the proposal, it is considered that this matter can be appropriately addressed through the imposition of a planning condition requiring an up-to-date bat survey to be undertaken by a suitably qualified ecologist prior to the commencement of any works on site.

The findings of the survey, together with any necessary mitigation, compensation and/or enhancement measures, shall be submitted to and approved in writing by the Local Planning Authority before development proceeds. Subject to compliance with this condition, it is considered that the proposal would not result in unacceptable impacts on bats or their habitats.

In terms of ecological enhancement, a further condition would be imposed requiring the installation of a number of bird and/or bat boxes within the curtilage of Carfax Court. This would provide biodiversity enhancements and contribute towards ecological net gains associated with the development.

Cycle Parking – Three cycle storage facilities, providing approximately 30 cycle parking spaces, are proposed to the rear of the site. This provision is welcomed and would help encourage sustainable travel choices, reducing reliance on private motor vehicles and promoting cycling as a viable mode of transport for future occupiers.

Notwithstanding this, the concerns raised by GMP regarding site security and the prevalence of cycle theft within the area are acknowledged. As a result, it is considered that a more secure and robust cycle storage solution is required in this instance. Whilst details of open cycle storage facilities have been submitted, a planning condition is recommended requiring the submission and approval of details of secure, covered cycle parking facilities. Such details shall be agreed in consultation with GMP and implemented prior to the occupation of the development.

Car Parking – No off-street car parking spaces are proposed as part of the development. However, given that the accommodation is intended for students, the absence of on-site parking provision is considered acceptable in this instance.

While limited on-street parking is available along Lower Park Road, the existing parking restrictions/permit parking areas are considered sufficient to mitigate any significant impact arising from parking associated with the proposed additional accommodation, which is most likely to occur during student arrival and departure periods at the beginning and end of academic terms.

Pedestrian and Highway Safety – Given the scale and nature of the proposed development, it is not considered that the additional residential accommodation would generate traffic volumes, or a concentration of vehicle movements, of a magnitude that would adversely affect the existing levels of pedestrian and highway safety along Lower Park Road. Furthermore, the absence of on-site car parking is likely to discourage private vehicle use by future occupants, thereby further reducing the potential for traffic generation associated with the development.

Air Quality – During the construction phase of the development there is the potential for air quality impacts. However, assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by demolition and construction works is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate measures are implemented during the construction phase.

It is acknowledged that the operational phase of the development has the potential to give rise to air quality impacts from vehicle exhaust emissions associated with development related trips. However, the proposed development comprises student accommodation, a use that typically generates relatively low levels of private car travel and it benefits from good access to public transport services within walking distance. As such, any increase in vehicle movements arising from the development is expected to be limited. Consequently, the overall significance of potential air quality effects associated with traffic generated by the proposal is considered to be low.

Security – It is considered that the security concerns identified by GMP, in respect of the cycle storage, would be adequately addressed by the imposition of the condition referred to above. In addition, it is considered that the provision of a more robust boundary treatment, i.e. the brick wall and associated brick piers, would also enhance the overall security of Carfax Court.

Refuse Storage – Refuse storage facilities are already provided at the rear of the property and will be expanded to serve the proposed additional units. In order to ensure that adequate refuse and recycling storage is provided, it is recommended that a planning condition be imposed requiring the submission and approval of detailed refuse storage arrangements, including the size, number and type of bins, prior to occupation of the development.

Drainage – The proposal does not give rise to any drainage concerns or issues.

Conclusion

The proposed development would provide five additional purpose-built student bedrooms at an established student accommodation site in a sustainable and highly accessible location. It is considered that the modest extension to the roof and the proposed boundary treatment would not have a detrimental impact upon the character of the Victoria Park Conservation Area or the setting of the nearest listed buildings. Furthermore, it is not considered that the proposal would have a detrimental impact upon the existing levels of residential and visual amenity enjoyed within the vicinity of the site, as well as the levels of pedestrian and highway safety enjoyed on Lower Park Road and the wider highway network.

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 the right to a fair hearing and to this end the Committee 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. They believe 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 issues arising from the consideration of this application.

Condition(s) to be attached to decision for approval

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents received on 7 August 2025:

- a) The Location Plan (Drawing No. 03.00)
- b) Proposed Floor Plan (Drawing No. 03.01)
- c) Proposed Street Scene (Drawing No. 03.06)
- d) Proposed Roof Plan (Drawing No. 03.07)
- e) Arboricultural Constraints Appraisal

the following document received on 29 September 2025:

- f) Arboricultural Impact Assessment Overview

and the following drawings received on 1 July 2026:

- g) Site Plan E (Drawing No. 02.01E)
- h) Proposed Front and Side Elevations F (Drawing No. 03.04F)
- i) Proposed Rear and Side Elevations F (Drawing No. 03.05F)
- j) Eaves Ridge Chimney Sections (Drawing No. 03.08)

- k) Boundary Details A-B (Drawing No. 04.02A)
- l) Flat Roof Velux Windows (Drawing No. PL-001INST_B)
- m) FlushSlate Roof Lights (Drawing Nos. CR_WRSF_LS_A and CR_WRSF_LS_B)
- n) Rafter Profiles (Drawing No. H07186B)
- o) Rafter Plan (Drawing No. H07186B)

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) Above-ground construction works shall not commence until samples and specifications of all materials, to be used in the external elevations have been submitted to and approved in writing by the City Council as Local Planning Authority. Thereafter the development shall be carried out in accordance with those 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 of the area within which the site is located, as specified in Policies SP1 and DM1 of the Manchester Core Strategy.

4) Prior to the commencement of the development hereby approved, a Construction Management Plan shall be submitted to and approved by the City Council as Local Planning Authority. The Construction Management Plan shall include (but not be limited to):

- a) Details of Wheel Washing, where relevant;
- b) Dust suppression measures;
- c) Compound locations where relevant;
- d) Location, removal and recycling of waste;
- e) Routing strategy and swept path analysis;
- f) Parking of construction vehicles and staff;
- g) Hours of working
- h) Risk assessment of potentially damaging construction activities.
- i) Identification of "biodiversity protection zones".
- j) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- k) The location and timing of sensitive works to avoid harm to biodiversity features.
- l) Responsible persons and lines of communication.
- m) Use of protective fences, exclusion barriers and warning signs.

The development shall be carried out in accordance with approved details.

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to Policy DM1 in the Manchester Core Strategy.

5) No development, including any demolition or site preparation works, shall begin until a Precautionary Method of Works (PMW) relating to bats has been submitted to and approved in writing by the Local Planning Authority. The PMW shall include, but not be limited to:

- The timing of works to avoid sensitive periods for bats;
- Pre-commencement inspections carried out by a suitably qualified ecologist.

The development shall thereafter be carried out in full accordance with the approved PMW.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with Policy EN15 of the Manchester Core Strategy and Policy JP-G8 of the Places for Everyone Joint Development Plan.

6) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the Local Planning Authority.

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

7) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the Arboricultural Constraints Appraisal, received on 7 August 2025 and Arboricultural Impact Assessment Overview, received on 29 September 2025; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use:

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with Policies EN9 and EN15 of the Manchester Core Strategy.

8) Above grounds works shall not commence until details of on-site biodiversity enhancements (bird boxes and bat bricks), including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as Local Planning Authority. The development shall be carried out in accordance with the agreed details.

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

9) a) Prior to any above ground works, either a scheme that demonstrates that any plant equipment will achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, or a scheme showing a method to acoustically treat/insulate any plant equipment so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

b) Prior to first occupation, a verification report, which will include post-completion testing, shall be submitted to and approved in writing by the Local Planning Authority to validate that the plant equipment achieves a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location.

c) In the event of non-conformity with a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the use can commence.

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 Policies SP1 and DM1 of the Manchester Core Strategy and saved Policy DC26 of the UDP.

10) Prior to the commencement of above-ground works, detailed elevational drawings of the proposed cycle stores, along with measures to ensure the security of cycles, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved cycle stores shall be provided in accordance with the approved details before the development is first brought into use and shall thereafter be retained and maintained for the lifetime of the development.

Reason - To ensure the provision of secure and attractive cycle parking facilities in the interests of promoting sustainable travel, public health and residential amenity, in accordance with Policies DM1 and SP1 of the Manchester Core Strategy.

11) Prior to the first use of the development hereby approved, a detailed scheme showing the design, location and size of a facility to store refuse and waste materials shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full prior to first use of the development and retained thereafter.

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

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 143666/FO/2025 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties were consulted / notified on the application:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Heritage & Urban Design
Greater Manchester Police
Rusholme, Fallowfield & Moss Side Civic Society
Ward Councillors

A map showing the neighbours notified of the application is attached at the end of the report.

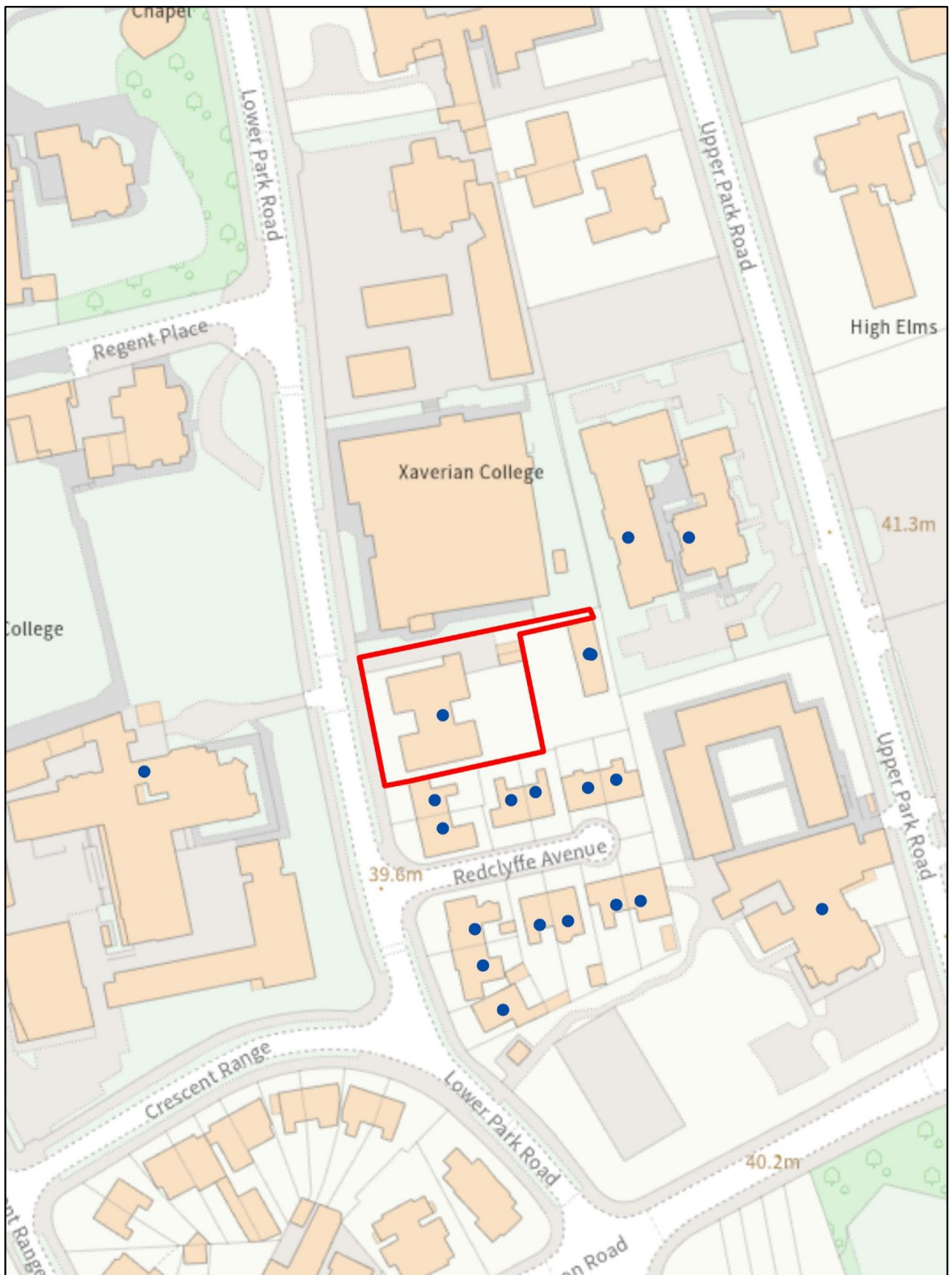
Representations were received from the following third parties:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Police
Rusholme, Fallowfield & Moss Side Civic Society
Ward Councillors

Relevant Contact Officer: David Lawless

Telephone number: 01612344543

Email: david.lawless@manchester.gov.uk



Legend

Site Location ● Neighbours notified

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