

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
130030/FO/2021	27 <sup>th</sup> Apr 2021	21 <sup>st</sup> Oct 2021	Old Moat

**Proposal**    Enlargement of existing basements to form 5 No. 2 bedroom apartments together with associated elevational alterations

**Location**    25-33 Central Road, Manchester, M20 4YE

**Applicant**    Mr George Smith, Conform North West Limited, 3 Tuns Lane, L37 4AQ,

**Agent**        DK Seddon, Howard & Seddon ARIBA, 64 Washway Road, Sale, M33 7RE

### **Executive Summary**

The applicant is applying retrospectively to convert the basements of the three properties into five two- bedroom flats. Lights wells to the front, side and rear are also proposed.

Seventeen letters of objection have been received from local residents, along with one from Councillor White. Objections have been raised in respect of the standard of accommodation proposed, waste storage and the impact on residential amenity but the main concern is that insufficient parking spaces have been provided and as a result the proposal would lead to an increase in cars parking on-street on Central Road.

### **Description**

The application site comprises 3 large semi-detached Villas, namely nos. 25 to 27 Central Road, nos. 29 to 31 Central Road and 33 Central Road. The properties, which are shown below, were converted into a total of 20 flats (ground to second floor level) under planning permission 019106 approved in April 1983.

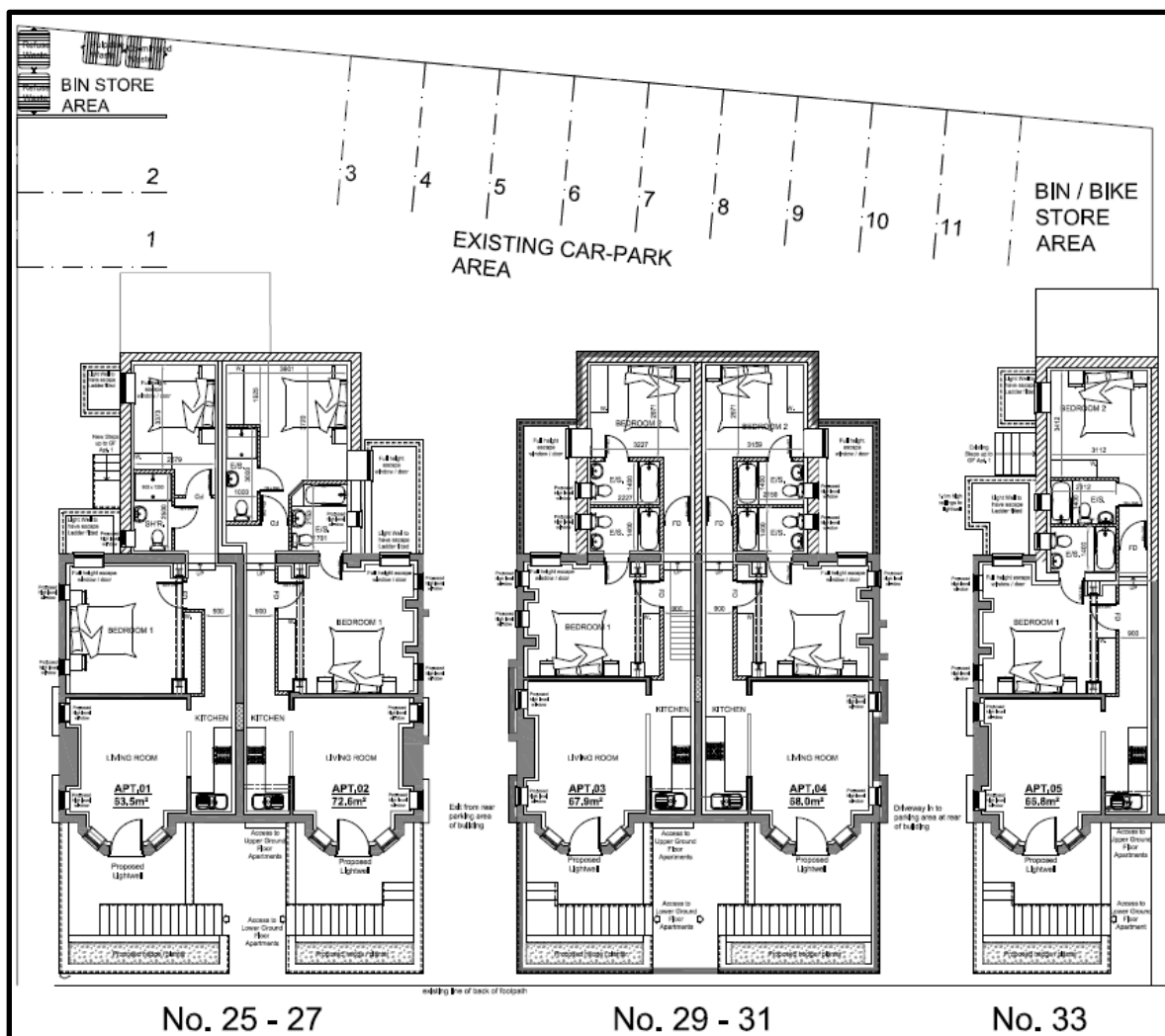


To the rear there is a hard-surfaced area which provides eleven car parking spaces, along with cycle and bin stores. Access to the parking area is via driveways located between nos.27 and 29 Central Road and nos. 31 and 33 Central Road. The front of the site was also hardsurfaced and used informally for parking but as can be seen above this has been lost to a series of lightwells. The immediate area is characterised by large semi-detached and detached properties, many of which have been converted into apartments, including at basement level.

Planning permission to convert the basements of the three properties into a total of five one-bed flats, with associated lightwells to front and rear, was approved in November 2017 under reference 117463/FO/2017.

The applicant is applying retrospectively to convert the basements of the three properties into five two-bed flats, bringing the total number of flats to 25. Light wells to the front, side and rear are also proposed. Originally the applicant proposed lightwells that occupied the full depth of the front of the properties and which left little or no room for boundary treatment. The applicant has now amended the proposal so that landscaping and perimeter fencing would be provided via suspended planters located at the back of pavement.

The proposed layout is shown below:



## Consultations

**Local Residents** – Seventeen letters of objection have been received, six of which were received following the reconsultation on the revised proposal. The comments are summarised below:

- Insufficient parking would be provided for the total number of flats that would occupy this site. This would lead to additional parking on Central Road which would be a danger and also cause inconvenience to existing residents. On the basis that each property is likely to be rented out to two individuals, there is a likelihood that each person would personally own a vehicle. With this, there could be up to 10 extra vehicles on the road and trying to use the rear car park.
- The proposal has actually reduced parking numbers on the site as the front hardsurfaced area has been lost.

- Although there is on-street parking, there is high demand on the street for car parking spaces and residents of the street struggle to find spaces to park on both this street and neighbouring Goulden Road. The extension of the Christie hospital neighbourhood permit parking scheme to both these streets has been delayed, and this is putting further pressure on parking in the area as commuters begin to return to the city centre and park on these streets to access the Burton Road and West Didsbury tram stops as well as the primary school situated further down Central Road.
- There has been no consideration for the extra bins required for the increased number of residents in the houses. Both recycling and standard bins are already very full.
- The standard of the accommodation appears poor and the fire escape strategy is questionable. In addition, it is hard to see how the basement accommodation would receive sufficient light.
- The increased activity associated with the additional flats would have a detrimental impact on existing levels of residential amenity.
- The noise from the contractors has been horrendous to live with and made it harder to live and work in this pandemic.
- Parking spaces 1 and 2 seem impossible to use given the proposed bin store.

**Ward Members** – A letter of objection has been received from Councillor White, the comments are summarised as follows:

- These works have been applied for whilst construction is already taking place, so shows a lack of respect for the planning process.
- Five 2 bed flats in this location is an overdevelopment of the site, leading to an increase in parking issues, which are already bad on this street.
- There will be further pressure on the communal bins at this location, which are not adequately managed by the landlord.
- During the works, there has been evidence of damage to the public highway and pavement, works taking place outside of agreed working hours and excessive noise due to the significant excavation works that have taken place, at risk, without planning permission being in place.

**Environmental Health** – Environmental Health have made the following comments:

- The submitted Waste Management Strategy is considered acceptable and its implementation should be conditioned.
- The Construction Management Plan should be submitted for approval.

**Highway Services** – Highway Services have made the following comments:

- There are no kerbside restrictions in the vicinity of the site.
- The site is considered suitably accessible by public transport via bus services on Burton Road and Burton Road tram stop is a short walk from the development.

- There are currently 20 apartments with 11 parking spaces - this is a 55% allocation. With the addition of 5 additional apartments this will become 44% allocation. MCC Highways have concerns regarding this low allocation given the high levels of on-street car parking, it is likely that vehicles that cannot be accommodated on site will add to existing on-street demand.
- The car park should be appropriately surfaced and marked.
- The car park layout looks acceptable in principle however space no. 2 looks tight to access and egress - a swept path should be provided to show this space can be adequately accessed. It is recommended that at least one space is allocated for blue badge holders.
- Electric vehicle charging points should be provided for all spaces.
- A cycle store is shown at the rear, it is unclear if the existing flats have cycle storage. There should be 100% cycle storage for the new and existing apartments - minimum 25 spaces. The cycle store should be secure, weatherproofed. This should be conditioned.
- The bin store is located within the car park at the rear and it is expected that residents/management will bring bins to the highway on collection days. This arrangement is as existing and considered appropriate.
- Due to the lack of parking availability and the uplift in flats, it is recommended that if the application is consented that a travel plan is developed for the site.
- A construction management plan should be provided detailing the arrangements for construction.

## **Policies**

**The National Planning Policy Framework (NPPF)** – The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 60 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

Paragraph 69 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

Paragraph 104 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 107 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

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

Policy 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 8, *Adaption to Climate Change* – This policy requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy EN 16, *Air Quality* – The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

Policy EN 19, *Waste* – States that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Policy T2, *Accessible areas of opportunity and need* – Seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

Policy DM1, *Development Management* – This policy 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, 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.
- 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.
- Flood risk and drainage.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

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

**The Manchester Green and Blue Infrastructure Strategy (G&BIS)** – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:



By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

**Manchester Residential Quality Guidance 2016** – Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester.

To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

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

### **Guide to Development in Manchester Supplementary Planning Guidance –**

Recognises the importance of an area 's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

### **Issues**

**Principle of the Proposal –** As many of the properties along Central Road (basements included) have been converted into flats, the principle of the proposal is considered acceptable, especially so in this case given the previous approval for the five one-bedroom basements apartments in November 2017 (ref. 117463/FO/2017).

Whilst the number of flats proposed remains the same, the main difference with this application in comparison with the previous approval is the number of bedrooms proposed and the size of the lightwells at the front of the properties. The impact of these additional bedrooms and the larger lightwells upon the existing levels of residential amenity and pedestrian/highway safety enjoyed within the vicinity of the site will be assessed below.

**Space Standards –** The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards for residential developments.

The amount of floor space proposed for each apartment and that required under the guidance is detailed below:

- Apartment 1 - 2 bed 63.5m<sup>2</sup> (Space Standard – 61m<sup>2</sup>)
- Apartment 2 - 2 bed 72.6m<sup>2</sup> (Space Standard – 61m<sup>2</sup>)
- Apartment 3 - 2 bed 67.9m<sup>2</sup> (Space Standard – 61m<sup>2</sup>)
- Apartment 4 - 2 bed 68m<sup>2</sup> (Space Standard – 61m<sup>2</sup>)
- Apartment 5 - 2 bed 66.8m<sup>2</sup> (Space Standard – 61m<sup>2</sup>)

Given the above, the proposal complies with Manchester's space standards.

**Disabled Access** – Despite the proposed accommodation complying with the City Council's space standards as it is located in the basement and there are no lifts proposed the flats would not be suitable for non-ambulatory occupation. In this case that is considered acceptable.

**Residential Amenity** – Local residents have raised concerns that the comings and goings associated with the proposed accommodation would have a detrimental impact on existing amenity levels. The previous approval for five one-bed flats could have accommodated between 5 to 10 people, whilst the current proposal could accommodate between 10 and 20 people. Being mindful of the applicant's fallback position, i.e. the five one-bed apartments already approved under reference 117463/FO/2017, a judgement has to be made whether 10 additional residents living at the site would have an unduly detrimental impact on existing living conditions.

As the neighbourhood is densely populated and subject to much foot and vehicular traffic, it is not considered that the provision of five additional two bed flats would bring with them such an unduly high volume of comings and goings in comparison to the previously approved five one-bed flats. As a result, it is not considered that the current proposal would have an unduly detrimental impact upon the levels of residential amenity enjoyed by the existing occupants of nos. 25-33 Central Road or those residing on the adjoining sites.

The provision of the additional flats would not give rise to overlooking or a lack of privacy.

**Car Parking** – Eleven parking spaces exist at the rear of the five properties and no additional spaces are proposed as part of this application. Whilst the proposal would reduce the overall off-street parking provision for the site from 55% to 44%, it is still considered that the level of parking is acceptable given the prevalence of public transport (detailed below) and the imposition of a Travel Plan condition.

- The Burton Road Metrolink stop is located 133 metres to the west of the site.
- The West Didsbury Metrolink stop is located 507 metres to the east of the site.
- The nearest bus stops are located 240 and 280 metres away on Burton Road and Palatine Road respectively.

Furthermore, now that in-curtilage parking to the front of the properties is no longer possible due to the proposed lightwells, on-street parking along the frontage of nos. 25-33 Central Road would now be possible. It should be noted that the informal off-street parking spaces to the front of each property would also have been lost if the previous permission for the five one-bed flats had been implemented.

Notwithstanding the above, the concerns regarding the siting of parking space no. 2 are noted and the applicant has been requested to submit a swept-path analysis to confirm that access to it would be possible. An update on this matter will be provided at Committee. However, it must be noted that even with difficulty accessing this space it would not amount to a reason to refuse planning permission given the sustainable nature of this location.

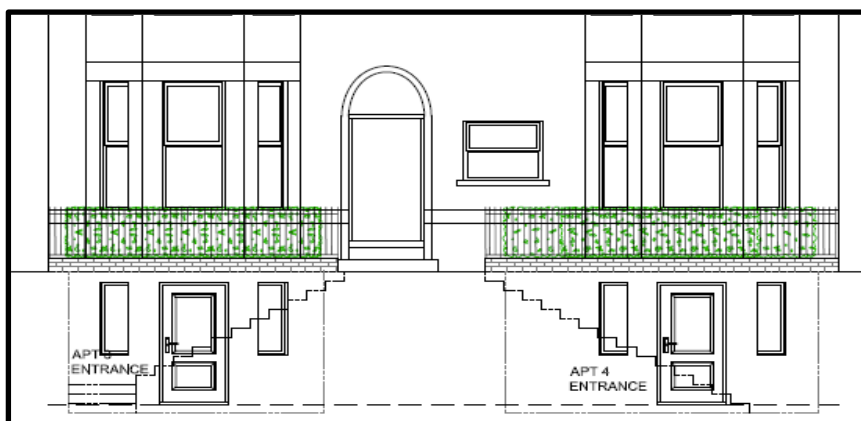
**Cycle Parking** – The applicant has been requested to confirm how many cycles can be accommodated within the proposed bike store which will be a secure weatherproof store and controlled through a recommended condition. There is no weatherproof store currently present on the site so this addition, along with a Travel Plan, would promote alternative means of transport.

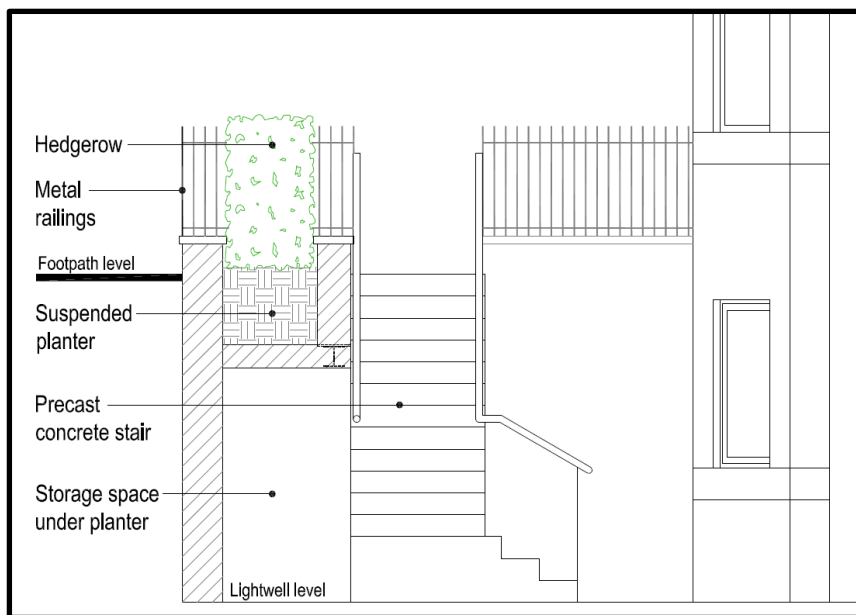
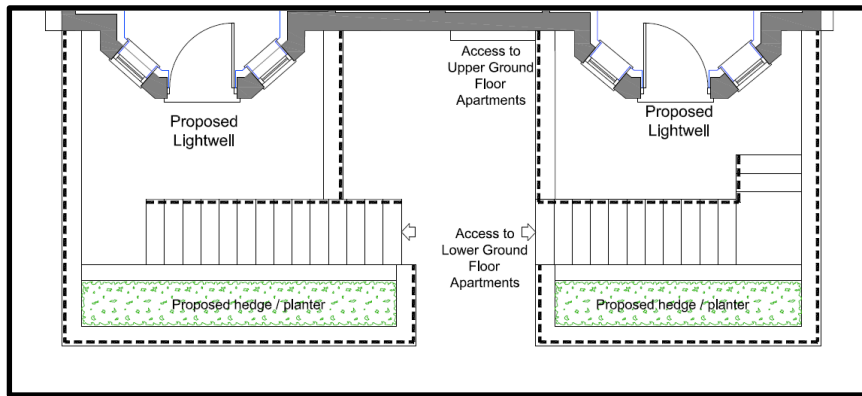
**Vehicle Charging Points** – The applicant has been requested to submit a revised layout drawing showing the inclusion of vehicle charging points, an update on this matter will be provided at Committee.

**Pedestrian and Highway Safety** – The proposal would not generate such significant levels of additional traffic along Central Road so as to prove detrimental to the levels of pedestrian and highway safety enjoyed along this road. In addition, it is not believed that any increase in on-street parking as a result of the proposal would be so significant so as to prove unduly detrimental to the existing levels of pedestrian and highway safety enjoyed within the vicinity of the site.

A number of local residents questioned the impact the proposed lightwells would have on the stability of the pavement. The Neighbourhoods team was notified and no concerns have been raised about instability of the Central Road pavement in the vicinity of site.

**Design** – Originally the applicant proposed lightwells that occupied all the area to the front of the respective properties. With little room for landscaping the proposed boundary treatment consisted solely of a low brick wall and iron railings. As this was deemed to be unacceptable, the applicant amended the scheme by introducing suspended planters in which hedging could be planted. This has resulted in a softer boundary treatment typical of the wider neighbourhood, i.e. hedging behind a combination of brick and iron railings. The three drawings below show this boundary treatment – the first two drawings showing it when viewed from the front and above, with the third drawing providing a cross-section through the lightwell showing the suspended planter in relation to the pavement:





There are many lightwells located along Central Road and as can be seen from the photographs appended at the end of this report, they vary in quality and usually lack any form of landscaping to soften their impact. In addition, the use of bamboo screening by a number of occupants has ensured that relatively transparent railings have taken on a more solid appearance, and this combined with the prevalence of bins to the front of the respective properties makes for an unattractive frontage.

It is considered in this instance that the introduction of the hedging would not only soften and reduce the appearance of the lightwells when viewed from the pavement but also provide the future occupants of the basement flats with some privacy. Overall, the design of the front lightwells, along with the much smaller side and rear ones, and the proposed boundary treatment of low brick walls and iron railings, is considered acceptable.

**Visual Amenity** – Given the introduction of the aforementioned suspended planters and associated hedging it is not considered that the proposal would have an unduly detrimental impact upon the existing levels of visual amenity enjoyed along this stretch of Central Road.

**Waste Management** – Environmental Health have confirmed that the submitted Waste Management Strategy is acceptable and have requested that it be conditioned to ensure future compliance with it.

Current guidance states that 0.43m<sup>2</sup> of space should be provided for each apartment, in this instance that would equate to a bin store with a floor area of 10.75m<sup>2</sup> of space. In this case the applicant has provided a bin store with a floor area of 12.6m<sup>2</sup> which provides the flexibility to house 4 x 1,100 litre Eurobins to allow recycling of garden/food waste, glass, metal, plastics, paper/cardboard and general household waste. A food caddy would also be located in each of the apartments. To access the refuse storage area the residents would have to walk across the car parking area. The location can be seen on the site layout plan displayed earlier on in this report.

Given the size of the refuse store and its accessibility, the waste storage and recycling facilities are considered acceptable for this scheme.

**Construction Management** – Many of the objections received raised concerns about the construction process and the impact it has had upon local residents. Whilst this is not a material consideration in the determination of this application, a Construction Management Condition would be attached to any approval granted in an effort to minimise any further disruption and disamenity.

**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. She believes that any restriction on these rights posed by the of the application 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 to resolve any matters arising in relation to dealing with the planning application.

**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:

- a) Location plan, stamped as received on 13 April 2021.
- b) Drawing nos. 1, 2 and 4, stamped as received on 13 April 2021.
- c) Drawing nos. 101D, 102D, 103D and 111A, stamped as received on 25 June 2021.
- d) Drawing no. 110A, stamped as received on 21 April 2021.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) Prior to their installation, samples of the materials to be used in the construction of the boundary treatment (brick and railings) shall be submitted to and be approved in writing by the City Council as local planning authority. The development shall be implemented and thereafter maintained in accordance with the approved materials.

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

4) 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 interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for private residential purposes and to ensure the achievement of the public benefit identified pursuant to policies SP1, DM1, EN3, H1, H6 and H11 of the Manchester Core Strategy and the guidance contained within National Planning Policy Framework including section 16.

5) Prior to the occupation of the development hereby approved, a landscaping scheme, detailing the species to be used in the suspended planters (shown on drawing no. 111A, stamped as received on 25 June 2021), shall be submitted to and

be approved by the City Council as Local Planning Authority. The approved scheme shall be implemented not later than 12 months from the date the residential accommodation is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

6) The car parking spaces hereby approved shall be laid out and made available for use before first occupation of the residential accommodation hereby approved. The car parking spaces shall remain in-situ for the duration of the development.

Reason - In the interests of residential amenity and pedestrian and highway safety, pursuant to Policy DM1 in the Manchester Core Strategy.

7) Prior to the occupation of the residential accommodation hereby approved, the specification of the electric vehicle charging points shown on drawing no. \_\_\_\_\_ shall be submitted to and been approved by the City Council as local planning authority. The approved electric vehicle charging points shall then be installed prior to the occupation of the residential accommodation and remain in-situ in perpetuity.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

8) Prior to the occupation of the residential accommodation hereby approved, elevational drawings of the proposed cycle and bin stores shall be submitted to and be approved by the City Council as local planning authority. The cycle and bin stores shall then be installed in accordance with the approved details prior to the occupation of the residential accommodation and remain in-situ in perpetuity.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

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

- i) the measures proposed to be taken to reduce dependency on the private car by those residing at the development,
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time,
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car,
- iv) measures for the delivery of specified travel plan services,



v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy and the Guide to Development in Manchester SPD (2007).

10) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy stamped as received on 21 April 2021 and shall remain in-situ in perpetuity.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy

11) Within two weeks of the date of this approval notice a construction management plan shall be submitted to and be approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the construction period. The plan shall provide for:

- o A construction programme including phasing of works;
- o 24 hour emergency contact number;
- o Expected number and type of vehicles accessing the site: o Deliveries, waste, cranes, equipment, plant, works, visitors; o Size of construction vehicles; o The use of a consolidation operation or scheme for the delivery of materials and goods; o Phasing of works;
- o Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- o Locations for storage of plant/waste/construction materials;
- o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- o Any necessary temporary traffic management measures;

- o Measures to protect vulnerable road users (cyclists and pedestrians);
- o Arrangements for temporary facilities for any bus stops or routes;
- o Method of preventing mud being carried onto the highway;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, 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: 130030/FO/2021 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 in the area were consulted/notified on the application:**

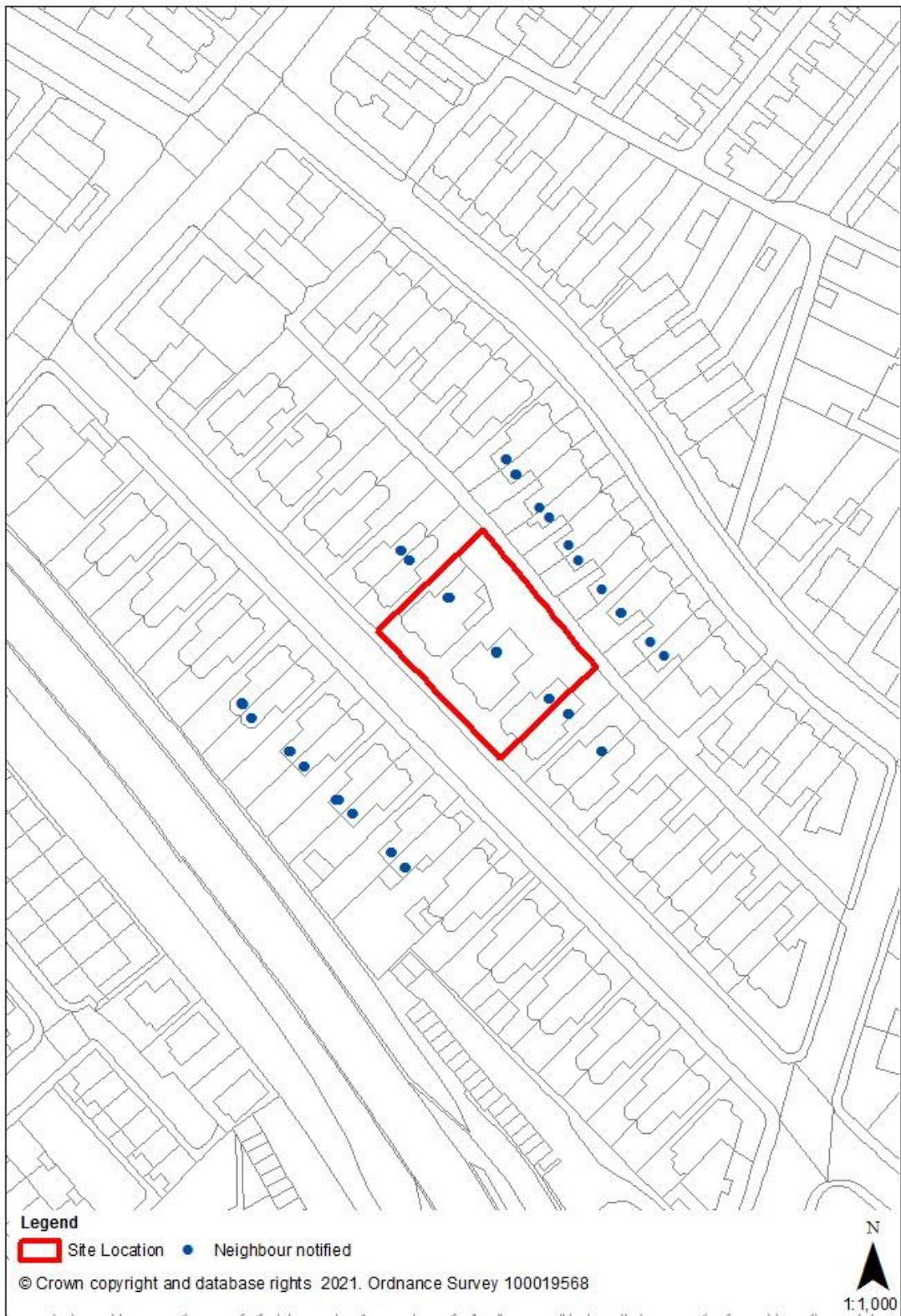
Environmental Health  
Highway Services

**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:**

Environmental Health  
Highway Services

<b>Relevant Contact Officer :</b>	David Lawless
<b>Telephone number :</b>	0161 234 4543
<b>Email :</b>	david.lawless@manchester.gov.uk





Images of Lightwells situated along Central Road

