

Planning**Growth & Development****Delegated officer report for planning application**

Application no. 129393/VO/2021

Date registered valid: 12 February 2021

Proposal: City Council Development for the erection of 168, three and four storey dwellinghouses (Use Class C3a) and two, five and six storey apartment buildings to form 76 residential apartments (Use Class C3a) with associated ground floor flexible commercial unit (162 sqm) (Use Class E); and the creation of a new public park; all with associated car and parking, refuse storage, landscaping, public realm and other associated works and infrastructure following demolition of 29 existing residential dwellinghouses, the Collyhurst Village Store and associated car parking

Address: Land Bound By Rochdale Road, Shellard Road, Harrowby Drive, Johnny King Close, Thornton Street North, Stretton Close & Marston Street, Manchester

Ward(s): Harpurhey Ward

Applicant: Manchester City Council & Far East Consortium International C/o Agent

Agent (if any): Miss Alice Routledge Avison Young Norfolk House, 7 Norfolk Street , Manchester, M2 1DW

Case officer: Jennifer Atkinson
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Recommendation: Approve

Date of recommendation: 17 June 2021

Application details

Type of application: Regulation 3 Consent

Development type: Largescale Major Dwellings

Date of site visit:

Standard consultations:

Printed: 25 February 2021 Expired: 27 March 2021

Neighbour notifications

Printed: 25 February 2021 Expired: 27 March 2021

Site notice

Posted: Expired:

Press advert

Published: 3 March 2021 Expired: 2 April 2021

Departure from Development Plan: No

Environmental Statement: RECV

Description of site/building

The application site is 4.7 hectares and is an irregular shape adjoining Marston Street on its northern boundary and Johnny King Close, Anslow Close, Thornton Street North and Stretton Close on its most eastern boundary. Shellard Road and Harrowby Drive adjoin the site to the south and Rochdale Road (A664) adjoins the site on its western boundary. Thornton Street, Churnet Street and Paget Street are all located within the red line boundary.

The application site a development site have been identified within the Manchester Brownfield Land Register since 2019 and have previously contained residential properties which were subject to clearance work under previous regeneration proposals for the area.

There are 29 existing properties within the site boundary, the Collyhurst Store and a substation located in the south eastern corner of the site. The site also includes existing trees and grassed areas.

Planning permission has recently been granted for a series of enabling works at the site. (Enabling works comprising the erection of site hoardings, removal of existing trees, site clearance, cut and fill excavation, remediation works and other associated ground works) 128788/FO/2020.

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

The application site forms part of the Victoria North development area which is underpinned by the Northern Gateway Strategic Regeneration Framework. This framework seeks to deliver a significant number of new homes in the area some of which will be delivered in partnership with FEC the joint applicant of this planning application.

The application site is situated within an established residential neighbourhood. The area is dominated by 1960s properties were delivered as part of a new estate following clearance in the city centre.

Manchester Communication Academy is located to the north of the site which is a mixed comprehensive High School serving the local community. Immediately east of the site is the existing Collyhurst Park and further residential properties. The site is bounded to the west by Rochdale Road, which takes traffic into the City Centre to the south and also provides access to North Manchester. Beyond Rochdale Road is further residential development. The site is bounded by Shellard Road and Harrowby Drive to the south, beyond which are further residential properties.

Description of development

City Council Development for the erection of 168, three and four storey dwellinghouses (Use Class C3a) and two, five and six storey apartment buildings to form 76 residential apartments (Use Class C3a) with associated ground floor flexible commercial unit (162 sqm) (Use Class E); and the creation of a new public park; all with associated car and parking, refuse storage, landscaping, public realm and other associated works and infrastructure following demolition of 29 existing residential dwellinghouses, the Collyhurst Village Store and associated car parking

Consultations & Notification Responses

Local residents/public opinion

Two letters of support have been received. The comments can be summarised as follows:

- Clarification sought on when the rest of the work on Collyhurst Village will be complete the other side of Thornton St north;
- Recommend increase in density of development along Rochdale Road frontage, to 'urbanise' the road. Road should also be narrowed at this location, to prevent speeding, with widened pavements.
- Perhaps have more apartments along the Rochdale Road frontage similar to those already proposed. Gable end of terraces facing Rochdale Road feels like a mistake as this would represent a blank wall, with no natural surveillance. Gable ends could be 'covered' with apartment blocks A) to shield townhouse gardens from busy road and B) to increase natural surveillance onto the road and increase feeling of safety.
- Also recommend balconies to all apartments, again to increase natural surveillance but also to improve residential amenity.

Two objections have also been received. The comments can be summarised as follows:

- Residents will be forced to leave the area so yuppies can move in;
- There is no indication of the number of parking spaces for residents of the flats or where these spaces may be located. This would make it difficult for any commercial operator of the commercial premises who needs space for customer to pull into;
- There is also a lack of service yard for the commercial space;
- There are no plans for secure refuse storage out side of the building

As this is a City Council development, all responses received on the planning application have been followed up by the City Council's Sturgeon Development Team as part of the ongoing dialogue for change in Collyhurst.

Highway Services

Environmental Health advise that the residential and commercial accommodation should be acoustically insulated to meet appropriate criteria along with any plant. The information submitted in relation to air quality is acceptable subject to the implementation of electric car charging points. The desk top ground study is acceptable. A site investigation report and remediation strategy is now required. The refuse arrangements are acceptable for the residential use but the commercial use would need to be agreed. The lighting scheme is acceptable. A construction management plan is required.

Flood Risk Management Team advise that a surface water drainage condition be imposed on any planning permission.

Works and Skills Team advise that a local labour condition should be imposed for the construction phase of the development.

Greater Manchester Archaeological Advisory Service state that there is known archaeological implications relating to this site and a condition of the planning approval should be that this is investigated and recorded.

Design for Security at Greater Manchester Police advise that the recommendations within the crime impact statement are implemented.

Environment Agency are satisfied that the FRA demonstrates that the proposed development will not be at an unacceptable risk of flooding or exacerbate flood risk elsewhere. The proposed development must proceed in strict accordance with FRA and this should be a condition of the planning approval. The EA also welcome the use of SuDs.

Greater Manchester Ecology Unit No comments at the time of writing the report.

Policy

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows: SO1, SO2, SO6, SP1, T1, T2, H1, H2, H4, H8, EN4, EN5, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows: DC7, DC26, DC20 and E3.3.

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

Manchester Residential Quality Guidance (2016)

Manchester Green and Blue Infrastructure Strategy 2015

National Planning Policy Framework (2019)

Norther Gateway Strategic Regeneration Framework

Environmental Impact Assessment The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and has considered the following topic areas:

- Townscape and Visual
- Flood Risk and Drainage
- Transport and Access
- Air Quality and Dust
- Noise and Vibration
- Socioeconomics
- Human Health
- Climate Change
- Cumulative Effects

The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current use of the site a series of cleared sites.

The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects.

In accordance with the EIA Regulations, this ES sets out the following information:

- A description of the proposal comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

Issues

Principle of the redevelopment of the site and contribution to regeneration

The redevelopment of this site would offer a regeneration opportunity. The proposal would support economic sustainable growth and enhance the vitality of this part of Collyhurst through the provision of affordable and open market new homes in line with the objections of the Northern Gateway SRF.

North Manchester has also been identified as an area for residential growth. This is to support Manchester's growing population; the need for new homes of the right quality and tenure is crucial to support this increasing population.

This proposal would provide 244 new homes in total - 168, three and four storey dwellinghouses (Use Class C3a) and two, five and six storey apartment buildings to form 76 residential apartments towards the target of 2,500 new homes required per year.

The property type and sizes is as follows:

- Ground floor 2 bed duplexes – 12;
- Ground floor 3 bed duplexes – 4
- 1 Bedroom apartments – 18 (representing only 7% of the scheme)
- 2 bedroom accommodation – 56 dwellinghouses and 40 apartments;
- 3 bedroom accommodation – 88 dwellinghouses and 2 apartments;
- 4 bedroom dwellings – 23; and
- 5 bedroom dwellings – 1.

This development would create jobs and support the needs of a skilled workforce through the creation of construction jobs. A local labour agreement would be agreed with the applicant for the construction element in order to capture the local employment opportunities for this development

The new homes would be consistent with growth priorities and as part of meeting the objectives of policies H1 and H3 of the Core Strategy. These homes would meet the demands of a growing economy and population on a well-connected, highly sustainable brownfield site together with contributing towards carbon reduction objectives. It is now necessary to consider the impact of the proposal in detail below.

Affordable Housing

Policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing being affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership, or provide an equivalent financial contribution.

The amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

The application proposes 100 social rent dwellings (41%) of which 24 would be houses and 76 would be apartments. The remaining 144 dwelling would be available on the open market.

The amount of affordable accommodation provided at the application site exceeds the requirements of policy H8 of the Core Strategy. As the applicant is the City Council, the affordable housing in this instance would be secured through an appropriate land arrangement with the chosen developer, FEC.

Commercial accommodation

The proposals include 162 sqm of flexible community/commercial floorspace (Use Class E) located at the ground floor of the 6 storey apartment building on Rochdale Road, fronting onto the new neighbourhood square in Plot A.

The intention with this space is it provides a focus spot for the local community and there is the possibility that the Collyhurst Store could be relocated to the premises given the existing building is to be demolished as part of the demolition work.

The inclusion of the commercial space is welcome. Acoustic attention, waste and opening hours should be agreed once the end user is known. In addition, fume extraction should be agreed if the end user requires it along with details of roller shutters.

New Collyhurst Park

The proposals also include a new park (1.3ha) located in the south eastern part of the site which includes open space, a play area, wetland, sustainable drainage systems (SuDs), combined cycle and pedestrian paths and woodland.

The Northern Gateway SRF highlights Collyhurst Village's public realm and public spaces opportunities that needs to be addressed, including provision for a New Collyhurst Park. The SRF states that a new park in the heart of the neighbourhood will form part of a wider green network, that will connect Collyhurst Village with Vauxhall Gardens and the City River Park to the west, and Monsall to the north and east. The park will sensitively incorporate the War Memorial and Cemetery and create new opportunities for play, sports and recreation

The proposed development includes high quality external amenity space in the form of private gardens, balconies and roof terraces. Private gardens provide a degree of separation from the public street, both vehicular and pedestrian. The proposed scheme has been designed to provide high quality outdoor amenity space which adheres to the requirements of Core Strategy Policy DM1.

The proposal for the housing site includes the development of a new neighbourhood square, part of a network of new public spaces proposed in the Northern Gateway SRF. The new square is located on the southern boundary of the site adjacent to the existing war memorial and is defined by Rochdale Road, Shellard Street and Thornton Street North. This new space will provide a visual and physical connection between the site and the war memorial, helping to integrate the memorial into the proposals. The square will also act as a community space, connected to the proposed community hub located in the ground floor of the adjacent apartment building. It is envisaged that the space will be used to hold local community events. Tree and shrub planting have been strategically placed to shelter the space from the surrounding roads. Seating opportunities are located to the edges of the space to allow for an adapted central area for events.

With regards to the New Collyhurst Park. this consists of a number of different character areas connected by a central spine path running north / south between Shellard Street and Burgess Street. A number of secondary paths are proposed to aid access and movement around the park and ensure its integration into the surrounding proposed and existing urban grain. The character areas proposed include:

- A gateway space adjacent to Shellard Street connecting the park with a new neighbourhood square associated with Collyhurst Village. This creates an integrated public space across the two sites with priority given to pedestrians in this location of Thornton Street North.

Areas of woodland blocks acting as structure within the park to define recreation spaces. The woodland blocks also provide significant habitat and bio-diversity benefits and provide opportunities to informal and natural play.

- Areas of open lawn providing multifunctional recreation spaces for informal sporting activities and larger team or group events.
- An orchard of fruiting trees to enhanced local habitat and biodiversity whilst creating opportunities for community-based activities such as food growing and harvesting. The inclusion of the orchard is a direct result of the public consultation process.
- A formal play space located centrally within the park creating a hive of activity for all age groups.
- A pedestrian boulevard running east / west through the park along the current alignment of Churnet Street. This route connects the park into the existing surrounding urban grain whilst establishing new routes for future development phases.
- A bio-diverse linear swale that runs parallel to Thornton Street North and is designed to attenuate surface water runoff from the park and highway.
- An area of multifunctional wetland to the north of the park, designed to be a wildlife haven whilst creating educational opportunities and attenuating surface water from Collyhurst Village to the adjacent side of Thornton Street North.

A central spine route designed for use by pedestrians and cyclists runs north / south through the park connecting the various character areas mentioned above. Significant numbers of new trees are proposed throughout the park including woodland trees, parkland trees and specimen trees. Seating opportunities are a key consideration of the park design taking the form of regular resting opportunities along key routes, informal seating opportunities to the edges of the recreational spaces and play areas and the introduction of picnic tables and benches to key spaces such as the banks of the wetland. The seating opportunities are designed to accommodate all ages and abilities.

Climate change, sustainability and energy efficiency

The proposal would be a low carbon development in a highly sustainable location with excellent access to public transport for residents and visitors.

Sustainability principles would be incorporated into the construction process in terms of minimising and recycling of waste, efficiency in terms of vehicle movements and sourcing and use of materials.

A robust travel plan would encourage residents to take advantage of the excellent public transport in the area which would go some way to reducing overall vehicle trips from the site. There would be a secure cycle store for residents of the apartment and dwellinghouses. Electric car charging points would also be incorporated into the car parking area in the interest of air quality. It is envisaged that there would be a net reduction in vehicle trips to the site than those associated with the former educational use.

There would be a fabric first approach to the building construction together with all electric systems. There would also be the introduction of PV panels to the roofs of the dwellinghouses.

These measures would achieve a site wide reduction in CO₂ over Part L (2013) of the Building Regulations of 20.6%. This reduction exceeds the requirements of policy EN6 which seeks to achieve a 9% reduction in CO₂ on Part L (2013) Building Regulations (15% on 2010 regulations).

A drainage scheme, incorporating Suds, would also minimise the flow rates of surface water into the surrounding network and the soft landscaping within the public realm would adopted sustainable principles as much as possible.

There would also be the provision of new green infrastructure in the form of new trees shrubs and other soft landscaping within the areas of public realm and footways.

Impact on Archaeology

GMAAS have confirmed that there is potential to impact on below ground archaeology at the site. A planning condition should be imposed which investigates this as part of the development.

Impact on Ecology

An ecological appraisal concludes that the development would not result in any significant or unduly harmful impacts to local ecology given the current condition of the site.

The main ecological implications associated with the development were considered as part of planning application 128788/FO/2020 where there was a significant amount of tree and green infrastructure lost from the site. Work has now commenced on this planning permission.

It was acknowledged as part of this application, that the lost of green infrastructure would have implications for the habitats at the site in the short term. However, in this instance, it was considered that the need to provide the new homes outweighs any harm to the loss of the trees at the site. Suitable mitigation can secured through the tree replacement strategy as part of the residential development. No trees should be felled in bird nesting season as advised by GMEU.

Impact on trees and green infrastructure

As detailed above, the application site contained 119 individual trees (44 category A, 43 Category B, 24 Category C and 4 U). There are also 19 group trees (3 category A, 4 category B, 11 category C and 1 U). The majority of the trees would be removed from the site with the exception of 11 no trees will be retained (along Rochdale Road and within the eastern parcel of land). This tree removal was approved as part of planning permission 128788/FO/2020.

A Tree Replacement Framework is submitted as part of this planning application which sets out the key principles for how the trees lost will be mitigated. The detailed tree replacement scheme will be secured through the planning application for the redevelopment of the site. the principle of strategy are as follows:

- 1:2 tree replacement strategy
- contribute towards biodiversity net gain
- for the new park:
 - create all year-round interest;
 - incorporate storm water management;
 - emphasise different typologies for example, woodland, orchard and specimen trees; and
 - incorporate secure by design parameters.
- for the housing development:
 - reflect the binney sandstone within the follar palette
 - create seasonal interest
 - encourage biodiversity through a choice of pollinator species
 - incorporate secure by design parameters to achieve permeability and maintain site lines across spaces; and
 - support the SuDS strategy;

A total of 464 trees would be planted at the site which more than exceeds those that will be lost. When agreeing the tree mitigation strategy, it will be necessary to ensure that the trees are of an appropriate species and size to ensure that they have maximum impact on the day they are planted.

The tree loss at the site would have an inevitable impact on the visual amenity and biodiversity of the application site. In this instance, it is considered that the need to provide the new homes outweighs any harm to the loss of the trees at the site. Suitable mitigation can be secured through the tree replacement strategy as part of the residential development. No trees should be felled in bird nesting season as advised by GMEU.

Heritage

The planning application is supported by a Heritage Statement. This identifies that there are no listed buildings or buildings of interest within the application site. Within a 750m study area radius of the site, five designated built heritage assets and one non-designated built heritage asset have been assessed in the Heritage Statement in order to consider the potential for the proposed development to affect the settings of these heritage assets.

The assessment demonstrated that the settings of the identified built heritage assets will not be affected by the proposed development. The proposed development will result in five instances of 'no adverse effect', on the key viewpoints and settings of the designated heritage assets identified within this assessment.

One non-designated heritage asset, the war memorial on Rochdale Road, has been identified within close proximity to the proposed development, approximately 25m to the south of the site.

The war memorial has heritage value as a non-designated heritage asset and also holds communal value as a commemorative monument to those who lost their lives during World War I. The monument is surrounded by a fenced yard, beyond which is a landscaped area of open land. However, the proposed development will not physically affect this heritage asset.

The Heritage Statement concludes that there is little opportunity to enhance the historic environment, as little of the historic character of the site survives. The proposed development includes residential dwellings, which re-establishes the late-nineteenth and twentieth century uses of the site as a residential area. There is therefore an opportunity to pick up the historical threads of the site and emphasise the time-depth of the site by incorporating some of the historic street names and the historic street pattern (e.g. Paget Street, Churnet Street) within the new development, if appropriate.

Overall, the proposed development accords with Policy EN3 of the Core Strategy.

Layout, scale, external appearance and visual amenity

The layout and scale of the proposal has been influenced by a number of key factors in order to create a development of the highest quality with active street frontages.

The layout of the proposal would ensure all the new dwellings and apartment entrance front the road. Car parking is largely positioned at the front of the dwelling due to the overall density of the scheme, however, this is broken down sufficiently with boundary treatment and planting.

Masonry buildings with deep window reveals and architectural brick work would ensure that the new homes are of the highest quality.

Frontage to Rochdale Road – the 5 and 6 storey apartment buildings have been located at the frontage with Rochdale Road to create scale. The 4 storey house type is located with its gable abutting Rochdale Road to continue the sense of scale. Glazing and recessed entrances provide relief and architectural interest, whilst additional planting and trees soften the approach. As a primary route into the city centre, the treatment along Rochdale Road is a robust combination of complimentary architectural approaches for the apartments and housetypes.

Materiality – The houses are separated into ‘street view’ and ‘park view’. The material palette for the street view houses includes a darker tone of brick whereas the park view houses includes a brick with a texture and light coloured tone complimenting whilst contrasting with the material palette of the apartment building. Red multi-tones are proposed for the apartment buildings. The brickwork will be developed in both a stretcher bond soldier course and corbelled with cant brick detailing. The red brickwork will be detailed using vertical stack bonded soldier courses and corbelled or sawtooth brickwork will enhance entrances. The brickwork will be complimented by brick deep window reveals, aluminium windows in dark grey and Juliet balconies. Clay brick is the material of choice for the Collyhurst scheme because of its great aesthetic and, more importantly, the health, safety and longevity that masonry build is known to offer.

Landmark buildings – A 6 storey landmark apartment is located at the junction with Rochdale Road and Shellard Street. The 4 storey townhouses have been located fronting Rochdale Road to create landmark features of architectural interest.

Street trees – The building line has been set back to allow for street trees to be incorporated into the layout. The existing Paget Street, which runs centrally east/west through the development, will become a Green Link creating a direct connection from Rochdale Road to the new park and wider Collyhurst Village area. Paget Street is wider than the Internal Streets and can accommodate street tree planting and rain gardens along its length, extending the character of the park into the housing site. Like the Internal Streets it is bounded by gardens on both sides. The street trees and rain gardens are carefully co-ordinated with the gardens and driveways to ensure the maximum number of trees along the street is achieved whilst still facilitating access where required. The proposed rain gardens form part of the wider SUD's strategy across the site.

Living streets – these are 'access only' and are the least busy within the masterplan, generally only accessed by a handful of homes. They are designed along the principles of the Dutch streetscape design.

Overall the design is considered to be high quality offering an individual and distinctive piece of architecture. The scale of the proposal is appropriate in this location and the materials deliver a simple and effective façade treatment. Conditions of the planning approval will ensure that the materials are appropriate and undertaken to the highest standard.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing and overlooking

The proposal would not give rise to any loss of privacy from overlooking or loss of light. The proposed development would introduce development of height and scale on what is currently a largely cleared site. The development would not impact on any other surrounding development due to the distances involved. There are adequate daylight, sunlight and privacy distances created between the proposed dwellings and apartments.

(b) TV reception and broadband connectivity

The proposal is unlikely to affect broadband connectivity. A condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

(c) Air Quality

The application site is partially located in the Air Quality Management Area (AQMA) due to its position along Rochdale Road.

An air quality report notes that during the construction phases there could be impact from dust, earth works/construction and vehicle emissions. This would be minimised through good practices which should remain in place for the duration of the works and should be a condition of the approval.

A travel plan would be prepared to support the operational aspects of the development. There would be 100% parking associated with the dwellinghouses, of which all of them would be fitted with an electric car charging point. 20% of the car parking would be fitted with an electric car charging point which could be further increased if demand was evident. Both the apartments and individual properties would be fitted with secure cycle storage.

This provision would allow residents a real alternative to the car and take advantage of the local cycle routes into the city centre.

Environmental Health concur with the conclusions and recommendations within the air quality report. The proposed mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

Noise and vibration

A noise assessment identifies the main sources of noise would be from construction activities and noise ingress to the new homes from external noise, particularly from nearby road. Noise levels from the construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents.

This should be secured by a planning condition.

The main source of noise to the apartments and dwellings is likely to be from traffic on the surrounding roads. In addition, the commercial accommodation requires acoustic attenuation. Provided the residential and commercial accommodation is appropriately insulated, the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

A refuse store would be provided within the apartment buildings at ground floor level and meets the required size for the number of apartments proposed.

The dwellinghouses would be each have a domestic waste arrangements which includes general waste 1 x 240 litre, pulpable recycling 1 x 240 litre, mixed recycling 1 x 240 litre, garden waste 1 x 240 litre and food waste 1 x 23 litre caddy (the properties without a garden would not be provided with a garden bin). The bins would be stored in the rear gardens obscured from view behind a close boarded timber fence. Bins would be transferred by residents to the collection point on refuse day.

Environmental Health have considered the refuse arrangements and determined they are acceptable. The arrangements should form part of the conditions of the approval. The arrangements for the commercial accommodation require agreement once the end user is known.

Accessibility

All main entrances to the apartment building and dwellings would have level access.

Flood Risk/surface drainage

The site is located in flood zone 1 'low probability of flooding' and within a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and from the sewer network. An increase in surface water run-off and/or volume from new developments may exasperate local flooding problems.

The drainage strategy for site includes nature based solutions to control surface water run off and drainage management. Rain gardens and tree pits would be used in this regard. Source control measures would discharge to a below ground piped network which would then discharge to a retention basis within the proposed park or other site level SuDS features. Surface would discharge into the culverted watercourse via the UU network beneath Thornton Street North.

The drainage statement has been considered by the Council's flood risk management team. Whilst the broad principles are satisfactory final details are required.

In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that the approval, verification and monitoring of the drainage forms part of the conditions of the planning approval.

Impact on the highway network/car/cycle parking and servicing

A transport statement has been submitted which indicates that the application site is close to public transport along Rochdale Road together with the nearby Queens Road tram stop. The transport assessment also concludes that there would be no unacceptable impacts on the local highway network.

There would be 100% car parking for the houses and 32% for the apartments plus visitor spaces for the housing and the new park area. There would also be 200% secure cycle parking for the houses and 100% for the apartments plus additional scooter spaces for the apartments.

A robust travel plan would meet the ongoing needs of the residents and encourage sustainable travel choices.

Highways details regarding the new road layout and public etc require arrangement as part of the planning conditions. A construction management plan should also be agreed.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Ground conditions

A ground conditions report provides notes that further ground investigations are required to inform the final remediation strategy. A verification report should confirm that the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city.

It is also considered appropriate to remove the right to extend the dwellings alter the roof, including upwards extensions, and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features form the street scene.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have

made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

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

Recommendation:

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

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

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

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

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

Drawings

8871-BA-PD-04-DR-A-(04)304, 8871-BA-PD-03-DR-A-(04)303, 8871-BA-PD-02-DR-A-(04)302, 8871-BA-PD-01-DR-A-(04)301, 8871-BA-PD-00-DR-A-(04)300, 8871-BA-MP-XX-DR-A-(04)704, 8871-BA-MP-XX-DR-A-(04)702, 8871-BA-MP-00-DR-A-(04)721, 8871-BA-MP-00-DR-A-(04)706, 1994-EXA-00-GF-DR-L-303, 1994-EXA-00-GF-DR-L-302, 1994-EXA-00-GF-DR-L-300, 1994-EXA-00-GF-DR-L-203, 1994-EXA-00-GF-DR-L-201, 1994-EXA-00-GF-DR-L-104, 1994-EXA-00-GF-DR-L-103 and 1994-EXA-00-GF-DR-L-100, 1226-01-CIV-XX-VIL-DR-D-0550-P01, 1226-01-CIV-XX-VIL-DR-D-0511-P01, 1226-01-CIV-XX-VIL-DR-D-0510-P01, 1226-01-CIV-XX-VIL-DR-D-0505-P05, 1226-01-CIV-XX-VIL-DR-D-0504-P08, 1226-01-CIV-XX-VIL-DR-HI-0324 - P01, 1226-01-CIV-XX-VIL-DR-HI-0323 - P01, 1226-01-CIV-XX-VIL-DR-HI-0322 - P01, 1226-01-CIV-XX-VIL-DR-HI-0321 - P01, 1226-01-CIV-XX-VIL-DR-HI-0313 -P01, 1226-01-CIV-XX-VIL-DR-HI-0312 -P01, 1226-01-CIV-XX-VIL-DR-HI-0311 -P01, 1226-01-CIV-XX-VIL-DR-HI-0310 -P01, 1226-01-CIV-XX-VIL-DR-HI-0306 - P07, 1226-01-CIV-XX-VIL-DR-HI-0304 -

P07, 1226-01-CIV-XX-VIL-DR-HI-0302 - P07, 1226-01-CIV-XX-VIL-DR-HI-0300 - P07, 1226-01-CIV-XX-GA-DR-C-0304-P02 stamped as received by the City Council, as Local Planning Authority, on the 18 May 2021

8871-BA-XX-XX-DR-A-(99)004, 8871-BA-XX-XX-DR-A-(99)003, 8871-BA-XX-XX-DR-A-(99)002, 8871-BA-XX-XX-DR-A-(99)001, 8871-BA-PD-XX-DR-A-(06)300, 8871-BA-PD-XX-DR-A-(05)300, 8871-BA-PC-XX-DR-A-(06)200, 8871-BA-PC-XX-DR-A-(05)200, 8871-BA-PC-05-DR-A-(04)205, 8871-BA-PC-04-DR-A-(04)204, 8871-BA-PC-03-DR-A-(04)203, 8871-BA-PC-02-DR-A-(04)202, 8871-BA-PC-01-DR-A-(04)201, 8871-BA-PC-00-DR-A-(04)200, 8871-BA-PB-XX-DR-A-(06)100, 8871-BA-PB-XX-DR-A-(05)100, 8871-BA-PB-04-DR-A-(04)104, 8871-BA-PB-03-DR-A-(04)103, 8871-BA-PB-02-DR-A-(04)102, 8871-BA-PB-01-DR-A-(04)101, 8871-BA-PB-00-DR-A-(04)100, 8871-BA-PA-XX-DR-A-(06)001, 8871-BA-PA-XX-DR-A-(05)001, 8871-BA-PA-06-DR-A-(04)006, 8871-BA-PA-05-DR-A-(04)005, 8871-BA-PA-04-DR-A-(04)004, 8871-BA-PA-03-DR-A-(04)003, 8871-BA-PA-02-DR-A-(04)002, 8871-BA-PA-01-DR-A-(04)001, 8871-BA-PA-00-DR-A-(04)000, 8871-BA-MP-XX-DR-A-(05)750, 8871-BA-MP-XX-DR-A-(01)100, 8871-BA-HX-XX-DR-A-(21)502, 8871-BA-HX-XX-DR-A-(21)501, 8871-BA-HX-XX-DR-A-(21)500, 8871-BA-H9-XX-DR-A-(05)675-4B6P, 8871-BA-H9-XX-DR-A-(04)675-4B6P, 8871-BA-H8-XX-DR-A-(05)625-4B6P, 8871-BA-H8-XX-DR-A-(04)625-4B6P, 8871-BA-H7-XX-DR-A-(05)575-3B5P, 8871-BA-H7-XX-DR-A-(04)575-3B5P, 8871-BA-H6-XX-DR-A-(05)850-3B5P, 8871-BA-H6-XX-DR-A-(04)850-3B5P, 8871-BA-H5-XX-DR-A-(05)700-5B7P, 8871-BA-H5-XX-DR-A-(04)700-5B7P, 8871-BA-H4-XX-DR-A-(05)650-4B6P, 8871-BA-H4-XX-DR-A-(04)650-4B6P, 8871-BA-H3-XX-DR-A-(05)600-4B6P, 8871-BA-H3-XX-DR-A-(04)600-4B6P, 8871-BA-H2-XX-DR-A-(05)550-3B5P, 8871-BA-H2-XX-DR-A-(04)550-3B5P, 8871-BA-H1-XX-DR-A-(05)500-2B4P, 8871-BA-H1-XX-DR-A-(04)500-2B4P, 8871-BA-CV-XX-DR-A-(01)104, 8871-BA-AD-XX-DR-A-(07)306, 8871-BA-A2-XX-DR-A-(21)251, 8871-BA-A2-XX-DR-A-(21)250, 8871-BA-A2-XX-DR-A-(05)250, 8871-BA-A2-04-DR-A-(04)254, 8871-BA-A2-02-DR-A-(04)252, 8871-BA-A2-01-DR-A-(04)251, 8871-BA-A2-00-DR-A-(04)250, 8871-BA-A1-XX-DR-A-(21)050, 8871-BA-A1-XX-DR-A-(05)051, 8871-BA-A1-XX-DR-A-(05)050, 8871-BA-A1-XX-DR-A-(04)053, 8871-BA-A1-05-DR-A-(04)055, 8871-BA-A1-04-DR-A-(04)054, 8871-BA-A1-02-DR-A-(04)052, 8871-BA-A1-01-DR-A-(04)051, 8871-BA-A1-00-DR-A-(04)050, 1994-EXA-00-GF-DR-L-522, 1994-EXA-00-GF-DR-L-521, 1994-EXA-00-GF-DR-L-307, 1994-EXA-00-GF-DR-L-306, 1994-EXA-00-GF-DR-L-305, 1994-EXA-00-GF-DR-L-304, 1994-EXA-00-GF-DR-L-301, 1994-EXA-00-GF-DR-L-204, 1994-EXA-00-GF-DR-L-202, 1994-EXA-00-GF-DR-L-150, 1994-EXA-00-GF-DR-L-107, 1994-EXA-00-GF-DR-L-106, 1994-EXA-00-GF-DR-L-105, 1994-EXA-00-GF-DR-L-102 and 1994-EXA-00-GF-DR-L-101 stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021

Supporting information

Covering Letter from Avison Young, Hydraulic Model – plot A model results, Hydraulic Model – plot B, C, D and Northern Park model results, Drainage and Utility Layer Sheet 1, South Collyhurst MH Card 5101 and transport assessment information note stamped as received by the City Council, as Local Planning Authority, on the 18 May 2021

Planning Statement prepared by Avison Young, Design and Access Statement (including Landscape Design and Refuse Management Strategy) prepared by Buttress; Archaeology Assessment prepared by Salford Archaeology, Crime Impact Statement prepared by Greater Manchester Police, Ecology Report prepared by TEP Including Bat Activity Survey, Bat Roost Survey, Biodiversity Net Gain Calculation and Invasive Plant Species Survey), Heritage Assessment prepared by Salford Archaeology, Lighting Assessment prepared by Watt, Phase I Preliminary Risk Assessment prepared by Civic Engineers, Phase II Ground Investigations prepared by Civic Engineers, Remediation Strategy prepared by Civic Engineers, Statement of Community Involvement prepared by Counter Context, Tree Survey and Arboricultural Impact Assessment prepared by Amenity Tree Care, TV Reception Survey prepared by GTech and

Written Scheme of Investigation prepared by Salford Archaeology stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021

Environmental Statement (ES) comprising:

ES Volume 1: Non-Technical Summary, prepared by Avison Young;

ES Volume 2: Main Text:

- Chapter 1 – Introduction, prepared by Avison Young;
- Chapter 2 – Approach, prepared by Avison Young;
- Chapter 3 – Site Description, prepared by Avison Young;
- Chapter 4 – Alternatives, prepared by Avison Young;
- Chapter 5 – The Proposed Development, prepared by Avison Young;
- Chapter 6 – Planning Policy Context, prepared by Avison Young;
- Chapter 7 – Townscape and Visual Impact (including trees), prepared by Exterior Architecture;
- Chapter 8 – Flood Risk and Drainage, prepared by Civic Engineers;
- Chapter 9 – Transport and Access, prepared by Civic Engineers;
- Chapter 10 – Air Quality and Dust, prepared by Redmore Environmental;
- Chapter 11 – Noise and Vibration, prepared by Sandy Brown;
- Chapter 12 – Socioeconomic (including local labour), prepared by Avison Young;
- Chapter 13 – Climate Change, prepared by Watt
- Chapter 14 – Human Health, prepared by Enfusion
- Chapter 15 – Cumulative Impacts, prepared by Avison Young;
- Chapter 16 – Summary of Mitigation and Residual Effects, prepared by Avison Young.

ES Volume 3: Appendices.

Chapter 1 Introduction

Appendix 1.1 EIA Competent Experts

Chapter 2 Approach

Appendix 2.1 EIA Scoping Report

Appendix 2.2 EIA Scoping Opinion

Chapter 7 Townscape and Visual

Appendix 7.1 TVIA Figures

Appendix 7.2 Viewpoint photographs

Appendix 7.3 Site photographs

Chapter 8 Drainage and Flood Risk

Appendix 8.1 Flood Risk Assessment

Chapter 9 Transport and Access

Appendix 9.1 Transport Assessment

Appendix 9.2 Travel Plan

Chapter 10 Air Quality and Dust

Appendix 10.1 Assessment Input Data

Appendix 10.2 Figures

Appendix 10.3 Abbreviations and Glossary

Chapter 14 Climate Change

Appendix 14.1 Environmental Standards Statement

The ES was stamped as received by the City Council, as Local Planning Authority, on the 12 February 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 the commencement of development, a detailed phasing plan (including indicative timescales for implementation) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall then be carried out in accordance with the phasing plan and timescales agreed.

Reason - The development is to be carried out on a phased basis and details must therefore be agreed in this regard to ensure that a comprehensive development provided at this site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

4) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

5) a) A phase of development shall not commence until details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed on a phase, a detailed report which takes into account the information and outcomes about local labour recruitment for that phase pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

6) A scheme of archaeological works shall be undertaken in accordance with the Written Scheme of Investigation: 'Collyhurst Village, Collyhurst, Manchester: written scheme of investigation for archaeological investigation' prepared by Salford Archaeology 3rd November 2020 stamped as received by the City Council, as Local Planning Authority, on the 3 December 2020. The Written Scheme of Investigation covers the following:

1. A phased programme and methodology of investigation and recording to include:

- i) an evaluation through 'strip, map and record' excavation of the two areas of potential archaeological interest;
- ii) dependent on the above, more detailed excavation (subject to a separate Written Scheme of Investigation).

2. A programme for post-investigation assessment to include:

- production of a final report on the investigation results.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. Dissemination of the results of the archaeological investigations commensurate with their significance.

5. Provision for archive deposition of the report and records of the site investigation.

6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved Written Scheme of Investigation.

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

7) (a) A phase of development hereby approved shall be carried out in accordance with the Flood Risk Assessment (Appendix 8.1 of the ES) prepared by Civic Engineers (ref. 1226-01 dated 9 December 2020) stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021. This shall include ensuring that the properties adjacent to the culverted watercourse are built with piled foundations as per section 5 of the report.

(b) The mitigation measures hereby approved shall be implemented prior to the first occupation of a phase of the development and a verification report shall be submitted, including relevant photographic evidence, that phase of development has been implemented in accordance with the previously approved details.

Reason: To reduce the risk of flooding to the proposed development and future occupants and reduce the impact of flooding on the development pursuant to policy EN14 of the Manchester Core Strategy.

8) Notwithstanding the details outlined in Chapter 8 Drainage and Flood Risk of the ES and Appendix 8.1 Flood Risk Assessment of the ES stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021 and Covering Letter from Avison Young, Hydraulic Model – plot A model results, Hydraulic Model – plot B, C, D and Northern Park model results, Drainage and Utility Layer Sheet 1 and South Collyhurst MH Card 5101 stamped as received by the City Council, as Local Planning Authority, on the 18 May 2021, (a) a phase of the development shall not commence until a scheme for the drainage of surface water for that phase of the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Further details of outfalls, including confirmed locations of existing assets and invert levels, to ensure that the proposed system can drain via gravity.
- Confirmation of how a discharge rate of 34l/s has been calculated for the discharge rate from catchments B, C and D;
- Details of the proposed swale outfall.;

- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building; pipe lengths and total drainage catchment areas to be illustrated on hydraulic model report;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site. This should include an assessment of finished floor levels and external elevations.
- Email correspondence from the EA should be issued confirming that the EA have no issues with the proposed layout and that the risk of damage to the culverts structural integrity is appropriately mitigated;
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice;
- For sites where proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required;
- Further information on construction details of SuDS elements; including any impermeable linings. Pond and swale details should also illustrate the maximum water level during the critical 1 in 100 year storm plus 40% climate change and
- include top of bank and invert levels.

(b) Each phase of the development shall then be constructed in accordance with the approved details, within an agreed timescale.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

9) Notwithstanding the LKC, Updated Preliminary Risk Assessment (PRA) report, Ref: LKC 20 1120, dated August 2020, LKC, Phase 2 Environmental Investigation, Risk Assessment and Outline Remediation Strategy, Ref: LKC 20 1120, dated January 2021 and LKC, Remediation Strategy, Ref: LKC 20 1120, dated October 2020 stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021, (a) a phase of development shall not commence until the following information for that phase has been submitted for approval in writing by the City Council, as Local Planning Authority:

- The results of the additional intrusive investigation in the SE together with an updated risk assessment and Remediation Strategy (RS);
- An updated RS to include the minimum acceptable total depth for fill materials (including break layer) within private garden areas (front or rear) as 600mm;
- An updated imported material sampling proposals;
- An updated Human Health Risk Assessment for the SE of the site identified as Parkland and a community orchard to include this potential pathway.
- An Asbestos Management Strategy
- Confirmation should be provided of whether an MMP is required.

(b) When a phase of the development commences, it shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be

submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the development.

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

Reason - There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

10) The development shall not commence until a detailed construction management plan outlining working practices during construction shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Dilapidation survey;
- o Consultation with local residents;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Methods to deal with the possible presence of badgers;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

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.

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

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN15, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

11) Prior to the commencement of each phase of the development (excluding site clearance, site investigations, remediation and ground works), samples and specifications of all material to be used on all external elevations of that phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The specification shall include the agreement of a materials panel which shall include samples and specifications of all materials to be used on all external elevations of the development along with window reveals, jointing and fixing details, details of the drips to be used to prevent staining, ventilation/louvre details, air bricks and a strategy for quality control management.

The approved materials used shall then be implemented as part the development.

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 Core Strategy.

12) The window reveals and soffits for the development shall be carried out in accordance with drawings 8871-BA-A1-XX-DR-A-(21)050, 8871-BA-A2-XX-DR-A-(21)250, 8871-BA-A2-XX-DR-A-(21)251, 8871-BA-HX-XX-DR-A-(21)500, 8871-BA-HX-XX-DR-A-(21)501 and 8871-BA-HX-XX-DR-A-(21)502 stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021

The extent of the window reveals and detailing will be as follows:

- Minimum window reveal one brick length deep and brick soffits (for both apartments and dwellings)

Reason - In the interest of preserving the architectural detailing on the scheme pursuant to policies EN1 and DM1 of the Manchester Core Strategy (2012).

13) Prior to any above ground works associated with a phase of the development, details of the siting, scale and appearance (and materials to be used) for the boundary treatment for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of each phase of the development and thereafter retained and maintained in situ thereafter.

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

Reason - In the interest of visual amenity and security of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

14) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement within Chapter 14 (appendix 14.1) of the ES stamped as received by the City Council, as Local Planning Authority, on the 4 December 2020. The development shall achieve a minimum of 20.6% reduction in carbon on Part L 2013 Building Regulations.

A post construction review certificate/statement shall be submitted for approval in writing by the City Council, as Local Planning Authority, within 3 months of first occupation of A phase of the development hereby approved.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

15) Prior to the first occupation of each phase of the development, details of the implementation, maintenance and management of the sustainable drainage scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The implementation of the management and maintenance plan shall be implemented in accordance with the timescales agreed and retained for as long as the development remains in use.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

16) (a) The landscaping scheme shall be carried out in accordance with drawings 1994-EXA-00-GF-DR-L-303, 1994-EXA-00-GF-DR-L-302, 1994-EXA-00-GF-DR-L-300, 1994-EXA-00-GF-DR-L-203, 1994-EXA-00-GF-DR-L-201, 1994-EXA-00-GF-DR-L-104, 1994-EXA-00-GF-DR-L-103, 1994-EXA-00-GF-DR-L-100 stamped as received by the City Council, as Local Planning Authority, on the 18 May 2021.

(b) The approved landscaping scheme shall be implemented prior to the first occupation of each phase of the development. 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 in that phase, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

17) Notwithstanding drawing 1994-EXA-00-GF-DR-L-522, 1994-EXA-00-GF-DR-L-521, 1994-EXA-00-GF-DR-L-307, 1994-EXA-00-GF-DR-L-306, 1994-EXA-00-GF-DR-L-305, 1994-EXA-00-GF-DR-L-304, 1994-EXA-00-GF-DR-L-204, 1994-EXA-00-GF-DR-L-202, 1994-EXA-00-GF-DR-L-150, 1994-EXA-00-GF-DR-L-107, 1994-EXA-00-GF-DR-L-106, 1994-EXA-00-GF-DR-L-105, 1994-EXA-00-GF-DR-L-102 and 1994-EXA-00-GF-DR-L-101 stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021, prior to any works associated with the proposed Park area, details of a hard and soft landscaping scheme (including appropriate materials and specifications) for the Park shall be submitted for approval in writing by the City Council as Local Planning Authority.

(b) The approved hard and soft landscaping scheme shall be implemented and be in place in line with the phasing plan agreed as part of condition 3 of this approval. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

18) Prior to the first use of each phase and/or use of the Park, a detailed landscape management plan for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

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

19) (a) Notwithstanding the Noise and Vibration chapter of the ES (Chapter. 11), prepared by Sandy Brown, stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021, prior to the first occupation of a phase of the development a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first occupation of the phase of the development.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq
Gardens and terraces (daytime) 55 dB L Aeq

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

20) (a) Prior to the first occupation of a phase of the development, details of any externally mounted ancillary plant, equipment and servicing for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

21) (a) Notwithstanding the Noise and Vibration chapter of the ES (Chapter. 11), prepared by Sandy Brown, stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021, prior to the first use of the commercial unit (ground floor of apartment building 1) as indicated on drawing 8871-BA-A1-00-DR-A-(04)050 stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021 a scheme of acoustic insulation for that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) Prior to the first use of the commercial unit (ground floor of apartment building 1), a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

22) The waste management arrangements for residential element of the development hereby approved shall be carried out in accordance with appendix IX 'the waste management proforma' included in the planning statement prepared by Avison Young stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021.

The details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

23) Prior to the first use of the commercial unit (ground floor of apartment building 1) as indicated on drawing 8871-BA-A1-00-DR-A-(04)050 stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021, a scheme for the storage (including segregated waste recycling) and disposal of refuse for the commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The details of the

approved scheme shall be implemented prior to the first use of the commercial unit and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the commercial element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

24) Prior to the first use of the commercial unit (ground floor of apartment building 1) as indicated on drawing 8871-BA-A1-00-DR-A-(04)050 stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021, in the event fume extraction is required, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the commercial units pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

25) Prior to the first use of the commercial unit (ground floor of apartment building 1) as indicated on drawing 8871-BA-A1-00-DR-A-(04)050 stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021, in the event roller shutters are required, details of any roller shutters shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises only. The approved details shall be implemented prior to the first occupation of the commercial unit and thereafter retained and maintained in situ.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

26) The commercial unit (ground floor of apartment building 1) as indicated on drawing 8871-BA-A1-00-DR-A-(04)050 stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021, shall not be open outside the following hours:-

Monday to Saturday	08.00hrs - 23.00hrs
Sundays	09.00hrs - 23.00hrs

There shall be no amplified sound or any amplified music at any time within the unit other than any background music and sounds agreed as part of condition 21.

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

27) Deliveries, servicing and collections including waste collections for the commercial unit shall not take place outside the following hours:

Monday to Saturday	07:30 to 20:00
Sundays (and Bank Holidays):	No deliveries/waste collections

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

28) The commercial unit (ground floor of apartment building 1) as indicated on drawing 8871-BA-A1-00-DR-A-(04)050 stamped as received by the City Council, as Local Planning Authority, on

the 12 February 2021, shall remain as one unit and shall not be sub divided without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

29) The commercial unit (ground floor of apartment building 1) as indicated on drawing 8871-BA-A1-00-DR-A-(04)050 stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021, can be occupied as Class E and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification). The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester .

30) The external lighting plan as indicated in the planning statement (Appendix XII) prepared by Avison Young, stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021 shall be implemented prior to the first occupation of a phase of development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

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

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

32) The development hereby approved shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021. The development shall only be carried out in accordance with these approved details. A phase of the development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

33) Prior to the first occupation of the development, the siting, scale and appearance of a suitable cycle store for each dwellinghouse shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The cycle storage arrangements for the apartment blocks shall be carried out in accordance with drawings 8871-BA-A2-00-DR-A-(04)250 and 8871-BA-A1-00-DR-A-(04)050 stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021

The approved details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycles provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

34) Prior to the occupation of a phase of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Scheme for the adoption of new roads;
- Details of the alteration to the existing highway including creation of the vehicular accesses, dropped kerbs, resurfacing and tactile paving at pedestrian crossing points on Thornton Street North, Rochdale Road, Paget Street, Marston Street, Churnet Street;
- Creation of a prescribed left turn only arrangement at the junction of Rochdale Road/Marston Street;
- Traffic calming measures along Thornton Street North and along other areas of adopted highway;
- A Road Safety Audit for areas of shared surfaces; and
- Parking controls in the form of Traffic Regulations Order (TROs) for the streets within and around the development site.

The approved scheme shall be implemented and be in place prior to the first occupation of the relevant phase of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

35) Prior to any above ground works, details of the waste collection points strategy for plots B, C and D shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the location and size of the area to ensure that it is sufficient to accommodate the number of bins required to be employed on any given collection day and to ensure that there are no impacts on pedestrian or highways safety. The approved strategy shall be implemented upon first use of the development and thereafter retained and maintained for as long as the development remains in use.

Reason – In the interest of having and appropriate waste collection strategy for these plots in the interest of pedestrian and highway safety pursuant to policy DM1 of the Manchester Core Strategy (2012)

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

statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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

37) 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 - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

38) Prior to the first occupation of a phase of the development hereby approved, details of the number, siting and appearance bird and bat boxes and habitats for hedgehogs for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of the relevant phase of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason - In the interest of providing habitats for birds, bats and hedgehogs and to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

39) (a) Prior to the first occupation of the development, details, location and specification of 7 kw electric car charging points for 50% dwellinghouses together with the remaining spaces fitted with infrastructure for future electric car charging capability and 20% apartment car parking space shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ.

(b) The number of fast charging electric car charging points shall be reviewed annually as part of the travel plan requirements of condition 46 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional charging points identified as part of this review shall be implemented within two months of approval of the annual agreement.

Reason - In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

40) Prior to the installation of the proposed driveways and car parking areas hereby approved, a drainage scheme shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details and maintained in situ thereafter.

Reason - To prevent the increased risk of flooding, improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

41) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions, porches, roof alterations, outbuildings or upwards extensions shall be erected to the dwellinghouses other than those expressly authorised by this permission.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

42) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings outlined in condition 3.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

43) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the apartment buildings shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

44) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order to 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 Core Strategy.

45) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the arboricultural impact assessment stamped as received by the City Council, as Local Planning Authority on the 12 February 2021; 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 Core Strategy.

46) The development hereby approved shall be carried out in accordance with the Interim Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021.

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 living at the development;
- ii) a commitment to surveying the travel patterns of residents during the first three months of the first 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 occupation of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval 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 for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

47) Prior to the first use of a phase of the development hereby approved, details of the siting, scale and appearance of the solar panels to the dwellings (including cross sections) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of that phase of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

48) The development hereby approved shall include for full disabled access to be provided to the communal walkways and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

49) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

50) Prior to the first occupation of each relevant phase of the development a signage strategy for the apartment buildings within that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for that phase and used to inform any future advertisement applications for the building.

Reason - In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

51) Notwithstanding the TV Reception Survey, stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021, within one month of the practical completion of each phase, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before each phase is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Strategic Development Team
Work & Skills Team
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Greater Manchester Ecology Unit
Network Rail
Planning Casework Unit
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Strategic Development Team
Work & Skills Team
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Greater Manchester Ecology Unit
Network Rail
Planning Casework Unit

13 Thornton Street North, Manchester, M40 8JT
9 Aldbourne Close, Manchester, M40 8NE
7 Aldbourne Close, Manchester, M40 8NE
14 Burgin Walk, Manchester, M40 8JR
9 Thornton Street North, Manchester, M40 8JT
208 Queens Road, Manchester, M40 8JW
55 Thornton Street North, Manchester, M40 8JT
91 Biddisham Walk, Manchester, M40 8JU
1A Johnny King Close, Manchester, M40 8UT
11 Lashbrook Close, Manchester, M40 8LE
29 Tollesbury Close, Manchester, M40 8WF
15 Tollesbury Close, Manchester, M40 8WF
5 Thornton Street North, Manchester, M40 8JT
7 Lashbrook Close, Manchester, M40 8LE
5 Lashbrook Close, Manchester, M40 8LE
Unit 4, Winthrop Avenue, Manchester, M40 7UQ
6 Hillman Close, Manchester, M40 8LB
10 Hewart Close, Manchester, M40 8WA
165 Thornton Street North, Manchester, M40 8JS
4 Biddisham Walk, Manchester, M40 8LS
18 Biddisham Walk, Manchester, M40 8LS
8 Sue Patterson Walk, Manchester, M40 8NB
12 Burnett Close, Manchester, M40 8LN

7 Burnett Close, Manchester, M40 8LN
1 Burnett Close, Manchester, M40 8LN
12 Foynes Close, Manchester, M40 8LL
3 Halstock Walk, Manchester, M40 8LG
2 Hillman Close, Manchester, M40 8LB
119 Thornton Street North, Manchester, M40 8JS
57 Thornton Street North, Manchester, M40 8JT
23 Thornton Street North, Manchester, M40 8JT
9 Regency Close, Manchester, M40 8JY
99 Biddisham Walk, Manchester, M40 8JU
13 Robert Malcolm Close, Manchester, M40 8LD
15 Aldbourne Close, Manchester, M40 8NE
6 Biddisham Walk, Manchester, M40 8LS
11 Biddisham Walk, Manchester, M40 8LR
34 Burgin Walk, Manchester, M40 8JR
30 Burgin Walk, Manchester, M40 8JR
8 Carslake Road, Manchester, M40 8JQ
5 Carslake Road, Manchester, M40 8JQ
15 Carslake Road, Manchester, M40 8JQ
14 Carslake Road, Manchester, M40 8JQ
Flat 24, 20 Aldbourne Close, Manchester, M40 8NE
Flat 14, 20 Aldbourne Close, Manchester, M40 8NE
2 Anslow Close, Manchester, M40 8UA
10 Sue Patterson Walk, Manchester, M40 8NB
1 Brigsteer Walk, Manchester, M40 8LW
5 Burnett Close, Manchester, M40 8LN
16 Foynes Close, Manchester, M40 8LL
14 Foynes Close, Manchester, M40 8LL
8 Foynes Close, Manchester, M40 8LL
13 Foynes Close, Manchester, M40 8LL
9 Foynes Close, Manchester, M40 8LL
1 Foynes Close, Manchester, M40 8LL
1 Knightley Walk, Manchester, M40 8LF
11 Ailsa Close, Manchester, M40 8LA
9 Ailsa Close, Manchester, M40 8LA
5 Ailsa Close, Manchester, M40 8LA
Flat 9, 20 Aldbourne Close, Manchester, M40 8NE
149 Thornton Street North, Manchester, M40 8JS
143 Thornton Street North, Manchester, M40 8JS
139 Thornton Street North, Manchester, M40 8JS
67 Thornton Street North, Manchester, M40 8JT
25 Thornton Street North, Manchester, M40 8JT
6 Aldbourne Close, Manchester, M40 8NE
10 Harrowby Drive, Manchester, M40 8LP
8 Regency Close, Manchester, M40 8JY
11 Regency Close, Manchester, M40 8JY
88 Biddisham Walk, Manchester, M40 8JX
276 Queens Road, Manchester, M40 8JW
240 Queens Road, Manchester, M40 8JW
202 Queens Road, Manchester, M40 8JW
172 Queens Road, Manchester, M40 8JW
11 Tollesbury Close, Manchester, M40 8WF
3 Thornton Street North, Manchester, M40 8JT
Unit 6, Winthrop Avenue, Manchester, M40 7UQ

4 Burnett Close, Manchester, M40 8LN
17 Foynes Close, Manchester, M40 8LL
7 Ailsa Close, Manchester, M40 8LA
1 Ailsa Close, Manchester, M40 8LA
147 Thornton Street North, Manchester, M40 8JS
111 Thornton Street North, Manchester, M40 8JT
Flat 1, 20 Aldbourne Close, Manchester, M40 8NE
58 Biddisham Walk, Manchester, M40 8LS
52 Biddisham Walk, Manchester, M40 8LS
44 Harrowby Drive, Manchester, M40 8LP
248 Queens Road, Manchester, M40 8JW
19 Robert Malcolm Close, Manchester, M40 8LD
3 Tollesbury Close, Manchester, M40 8WF
13 Aldbourne Close, Manchester, M40 8NE
8 Biddisham Walk, Manchester, M40 8LS
20 Biddisham Walk, Manchester, M40 8LS
16 Biddisham Walk, Manchester, M40 8LS
6 Burgin Walk, Manchester, M40 8JR
111 Biddisham Walk, Manchester, M40 8JU
36 Burgin Walk, Manchester, M40 8JR
3 Carslake Road, Manchester, M40 8JQ
28 Burgin Walk, Manchester, M40 8JR
7 Carslake Road, Manchester, M40 8JQ
4 Carslake Road, Manchester, M40 8JQ
9 Foreland Close, Manchester, M40 8JP
Flat 21, 20 Aldbourne Close, Manchester, M40 8NE
Flat 15, 20 Aldbourne Close, Manchester, M40 8NE
66 Biddisham Walk, Manchester, M40 8JX
1 Harrowby Drive, Manchester, M40 8LP
16 Stretton Close, Manchester, M40 8NJ
70 Churnet Street, Manchester, M40 8LY
1 Bishop Marshall Close, Manchester, M40 8LX
18 Burnett Close, Manchester, M40 8LN
3 Burnett Close, Manchester, M40 8LN
18 Foynes Close, Manchester, M40 8LL
2 Foynes Close, Manchester, M40 8LL
5 Foynes Close, Manchester, M40 8LL
30 Robert Malcolm Close, Manchester, M40 8LD
8 Robert Malcolm Close, Manchester, M40 8LD
2 Robert Malcolm Close, Manchester, M40 8LD
3 Ailsa Close, Manchester, M40 8LA
5 Johnny King Close, Manchester, M40 8UT
137 Thornton Street North, Manchester, M40 8JS
121 Thornton Street North, Manchester, M40 8JS
77 Thornton Street North, Manchester, M40 8JT
71 Thornton Street North, Manchester, M40 8JT
49 Thornton Street North, Manchester, M40 8JT
31 Thornton Street North, Manchester, M40 8JT
3 Aldbourne Close, Manchester, M40 8NE
56 Biddisham Walk, Manchester, M40 8LS
48 Harrowby Drive, Manchester, M40 8LP
7 Regency Close, Manchester, M40 8JY
3 Regency Close, Manchester, M40 8JY
17 Regency Close, Manchester, M40 8JY

84 Biddisham Walk, Manchester, M40 8JX
82 Biddisham Walk, Manchester, M40 8JX
78 Biddisham Walk, Manchester, M40 8JX
274 Queens Road, Manchester, M40 8JW
264 Queens Road, Manchester, M40 8JW
262 Queens Road, Manchester, M40 8JW
244 Queens Road, Manchester, M40 8JW
232 Queens Road, Manchester, M40 8JW
164 Queens Road, Manchester, M40 8JW
158 Queens Road, Manchester, M40 8JW
87 Biddisham Walk, Manchester, M40 8JU
85 Biddisham Walk, Manchester, M40 8JU
21 Lashbrook Close, Manchester, M40 8LE
Unit 7, Winthrop Avenue, Manchester, M40 7UQ
21 Robert Malcolm Close, Manchester, M40 8LD
1 Biddisham Walk, Manchester, M40 8LR
1 Foreland Close, Manchester, M40 8JP
6 Foynes Close, Manchester, M40 8LL
3 Foynes Close, Manchester, M40 8LL
3 Johnny King Close, Manchester, M40 8UT
153 Thornton Street North, Manchester, M40 8JS
57 Biddisham Walk, Manchester, M40 8LR
6 Harrowby Drive, Manchester, M40 8LP
2 Regency Close, Manchester, M40 8JY
10 Regency Close, Manchester, M40 8JY
176 Queens Road, Manchester, M40 8JW
260 Queens Road, Manchester, M40 8JW
174 Queens Road, Manchester, M40 8JW
93 Biddisham Walk, Manchester, M40 8JU
2 Hewart Close, Manchester, M40 8WA
167 Thornton Street North, Manchester, M40 8JS
2 Biddisham Walk, Manchester, M40 8LS
5 Biddisham Walk, Manchester, M40 8LR
3 Biddisham Walk, Manchester, M40 8LR
13 Biddisham Walk, Manchester, M40 8LR
12 Burgin Walk, Manchester, M40 8JR
109 Biddisham Walk, Manchester, M40 8JU
20 Burgin Walk, Manchester, M40 8JR
18 Carslake Road, Manchester, M40 8JQ
13 Carslake Road, Manchester, M40 8JQ
5 Bishop Marshall Close, Manchester, M40 8LX
5 Brigsteer Walk, Manchester, M40 8LW
6 Burnett Close, Manchester, M40 8LN
7 Foynes Close, Manchester, M40 8LL
28 Robert Malcolm Close, Manchester, M40 8LD
Flat 6, 20 Aldbourne Close, Manchester, M40 8NE
131 Thornton Street North, Manchester, M40 8JS
27 Thornton Street North, Manchester, M40 8JT
21 Thornton Street North, Manchester, M40 8JT
19 Thornton Street North, Manchester, M40 8JT
113 Thornton Street North, Manchester, M40 8JT
4 Rousden Close, Manchester, M40 8LT
54 Biddisham Walk, Manchester, M40 8LS
53 Biddisham Walk, Manchester, M40 8LR

22 Harrowby Drive, Manchester, M40 8LP
1 Regency Close, Manchester, M40 8JY
80 Biddisham Walk, Manchester, M40 8JX
76 Biddisham Walk, Manchester, M40 8JX
266 Queens Road, Manchester, M40 8JW
258 Queens Road, Manchester, M40 8JW
256 Queens Road, Manchester, M40 8JW
230 Queens Road, Manchester, M40 8JW
152 Queens Road, Manchester, M40 8JW
150 Queens Road, Manchester, M40 8JW
95 Biddisham Walk, Manchester, M40 8JU
89 Biddisham Walk, Manchester, M40 8JU
27 Tollesbury Close, Manchester, M40 8WF
17 Lashbrook Close, Manchester, M40 8LE
3 Lashbrook Close, Manchester, M40 8LE
1 Tollesbury Close, Manchester, M40 8WF
11 Aldbourne Close, Manchester, M40 8NE
32 Burgin Walk, Manchester, M40 8JR
7 Foreland Close, Manchester, M40 8JP
Flat 13, 20 Aldbourne Close, Manchester, M40 8NE
32 Robert Malcolm Close, Manchester, M40 8LD
129 Thornton Street North, Manchester, M40 8JS
234 Queens Road, Manchester, M40 8JW
220 Queens Road, Manchester, M40 8JW
180 Queens Road, Manchester, M40 8JW
11 Robert Malcolm Close, Manchester, M40 8LD
7 Robert Malcolm Close, Manchester, M40 8LD
169 Thornton Street North, Manchester, M40 8JS
2 Carslake Road, Manchester, M40 8JQ
68 Churnet Street, Manchester, M40 8LY
Flat 25, 20 Aldbourne Close, Manchester, M40 8NE
Flat 18, 20 Aldbourne Close, Manchester, M40 8NE
Flat 12, 20 Aldbourne Close, Manchester, M40 8NE
2 Brigsteer Walk, Manchester, M40 8LW
7 Brigsteer Walk, Manchester, M40 8LW
14 Burnett Close, Manchester, M40 8LN
10 Burnett Close, Manchester, M40 8LN
15 Foynes Close, Manchester, M40 8LL
Flat 3, 20 Aldbourne Close, Manchester, M40 8NE
1 Johnny King Close, Manchester, M40 8UT
145 Thornton Street North, Manchester, M40 8JS
62 Biddisham Walk, Manchester, M40 8LS
61 Biddisham Walk, Manchester, M40 8LR
8 Harrowby Drive, Manchester, M40 8LP
19 Kelly Street, Manchester, M40 8NL
19 Regency Close, Manchester, M40 8JY
270 Queens Road, Manchester, M40 8JW
250 Queens Road, Manchester, M40 8JW
236 Queens Road, Manchester, M40 8JW
224 Queens Road, Manchester, M40 8JW
218 Queens Road, Manchester, M40 8JW
212 Queens Road, Manchester, M40 8JW
154 Queens Road, Manchester, M40 8JW
97 Biddisham Walk, Manchester, M40 8JU

15 Robert Malcolm Close, Manchester, M40 8LD
17 Aldbourne Close, Manchester, M40 8NE
12 Biddisham Walk, Manchester, M40 8LS
15 Biddisham Walk, Manchester, M40 8LR
2 Burgin Walk, Manchester, M40 8JR
107 Biddisham Walk, Manchester, M40 8JU
3 Foreland Close, Manchester, M40 8JP
6 Anslow Close, Manchester, M40 8UA
12 Stretton Close, Manchester, M40 8NJ
3 Knightley Walk, Manchester, M40 8LF
4 Robert Malcolm Close, Manchester, M40 8LD
2 Harrowby Drive, Manchester, M40 8LP
254 Queens Road, Manchester, M40 8JW
6 Hewart Close, Manchester, M40 8WA
173 Thornton Street North, Manchester, M40 8JS
11 Thornton Street North, Manchester, M40 8JT
5 Tollesbury Close, Manchester, M40 8WF
21 Aldbourne Close, Manchester, M40 8NE
103 Biddisham Walk, Manchester, M40 8JU
24 Burgin Walk, Manchester, M40 8JR
18 Burgin Walk, Manchester, M40 8JR
9 Carslake Road, Manchester, M40 8JQ
11 Foreland Close, Manchester, M40 8JP
Flat 26, 20 Aldbourne Close, Manchester, M40 8NE
Flat 17, 20 Aldbourne Close, Manchester, M40 8NE
64 Churnet Street, Manchester, M40 8LY
4 Brigsteer Walk, Manchester, M40 8LW
22 Burnett Close, Manchester, M40 8LN
8 Burnett Close, Manchester, M40 8LN
2 Burnett Close, Manchester, M40 8LN
9 Burnett Close, Manchester, M40 8LN
10 Foynes Close, Manchester, M40 8LL
11 Halstock Walk, Manchester, M40 8LG
7 Halstock Walk, Manchester, M40 8LG
10 Robert Malcolm Close, Manchester, M40 8LD
5 Knightley Walk, Manchester, M40 8LF
Flat 10, 20 Aldbourne Close, Manchester, M40 8NE
Flat 2, 20 Aldbourne Close, Manchester, M40 8NE
117 Thornton Street North, Manchester, M40 8JS
73 Thornton Street North, Manchester, M40 8JT
65 Thornton Street North, Manchester, M40 8JT
64 Biddisham Walk, Manchester, M40 8LS
65 Biddisham Walk, Manchester, M40 8LR
49 Biddisham Walk, Manchester, M40 8LR
46 Harrowby Drive, Manchester, M40 8LP
12 Harrowby Drive, Manchester, M40 8LP
13 Regency Close, Manchester, M40 8JY
72 Biddisham Walk, Manchester, M40 8JX
246 Queens Road, Manchester, M40 8JW
226 Queens Road, Manchester, M40 8JW
178 Queens Road, Manchester, M40 8JW
184 Queens Road, Manchester, M40 8JW
Flat 23, 20 Aldbourne Close, Manchester, M40 8NE
Flat 22, 20 Aldbourne Close, Manchester, M40 8NE

Flat 20, 20 Aldbourne Close, Manchester, M40 8NE
17 Tollesbury Close, Manchester, M40 8WF
8 Burgin Walk, Manchester, M40 8JR
9 Biddisham Walk, Manchester, M40 8LR
19 Biddisham Walk, Manchester, M40 8LR
21 Biddisham Walk, Manchester, M40 8LR
10 Burgin Walk, Manchester, M40 8JR
4 Burgin Walk, Manchester, M40 8JR
13 Tollesbury Close, Manchester, M40 8WF
21 Tollesbury Close, Manchester, M40 8WF
23 Tollesbury Close, Manchester, M40 8WF
19 Tollesbury Close, Manchester, M40 8WF
25 Tollesbury Close, Manchester, M40 8WF
19 Lashbrook Close, Manchester, M40 8LE
1 Lashbrook Close, Manchester, M40 8LE
15 Lashbrook Close, Manchester, M40 8LE
9 Lashbrook Close, Manchester, M40 8LE
4 Hewart Close, Manchester, M40 8WA
9 Robert Malcolm Close, Manchester, M40 8LD
17 Biddisham Walk, Manchester, M40 8LR
171 Thornton Street North, Manchester, M40 8JS
7 Biddisham Walk, Manchester, M40 8LR
23 Biddisham Walk, Manchester, M40 8LR
Unit 5, Winthrop Avenue, Manchester, M40 7UQ
26 Burgin Walk, Manchester, M40 8JR
Flat 19, 20 Aldbourne Close, Manchester, M40 8NE
18 Stretton Close, Manchester, M40 8NJ
66 Churnet Street, Manchester, M40 8LY
9 Halstock Walk, Manchester, M40 8LG
75 Thornton Street North, Manchester, M40 8JT
69 Thornton Street North, Manchester, M40 8JT
14 Harrowby Drive, Manchester, M40 8LP
242 Queens Road, Manchester, M40 8JW
162 Queens Road, Manchester, M40 8JW
12 Hewart Close, Manchester, M40 8WA
175 Thornton Street North, Manchester, M40 8JS
9 Tollesbury Close, Manchester, M40 8WF
12 Carslake Road, Manchester, M40 8JQ
2 Foreland Close, Manchester, M40 8JP
11 Carslake Road, Manchester, M40 8JQ
1 Carslake Road, Manchester, M40 8JQ
4 Foreland Close, Manchester, M40 8JP
4 Sue Patterson Walk, Manchester, M40 8NB
3 Brigsteer Walk, Manchester, M40 8LW
34 Robert Malcolm Close, Manchester, M40 8LD
6 Robert Malcolm Close, Manchester, M40 8LD
Flat 7, 20 Aldbourne Close, Manchester, M40 8NE
Flat 4, 20 Aldbourne Close, Manchester, M40 8NE
155 Thornton Street North, Manchester, M40 8JS
151 Thornton Street North, Manchester, M40 8JS
123 Thornton Street North, Manchester, M40 8JS
51 Thornton Street North, Manchester, M40 8JT
2 Aldbourne Close, Manchester, M40 8NE
60 Biddisham Walk, Manchester, M40 8LS

67 Biddisham Walk, Manchester, M40 8LR
55 Biddisham Walk, Manchester, M40 8LR
4 Harrowby Drive, Manchester, M40 8LP
18 Harrowby Drive, Manchester, M40 8LP
16 Harrowby Drive, Manchester, M40 8LP
86 Biddisham Walk, Manchester, M40 8JX
74 Biddisham Walk, Manchester, M40 8JX
252 Queens Road, Manchester, M40 8JW
216 Queens Road, Manchester, M40 8JW
166 Queens Road, Manchester, M40 8JW
79 Biddisham Walk, Manchester, M40 8JU
115 Biddisham Walk, Manchester, M40 8JU
13 Lashbrook Close, Manchester, M40 8LE
Unit 1, Winthrop Avenue, Manchester, M40 7UQ
Flat 16, 20 Aldbourne Close, Manchester, M40 8NE
3 Robert Malcolm Close, Manchester, M40 8LD
141 Thornton Street North, Manchester, M40 8JS
53 Thornton Street North, Manchester, M40 8JT
17 Thornton Street North, Manchester, M40 8JT
2 Rousden Close, Manchester, M40 8LT
63 Biddisham Walk, Manchester, M40 8LR
15 Regency Close, Manchester, M40 8JY
214 Queens Road, Manchester, M40 8JW
168 Queens Road, Manchester, M40 8JW
7 Thornton Street North, Manchester, M40 8JT
19 Aldbourne Close, Manchester, M40 8NE
10 Biddisham Walk, Manchester, M40 8LS
113 Biddisham Walk, Manchester, M40 8JU
105 Biddisham Walk, Manchester, M40 8JU
22 Burgin Walk, Manchester, M40 8JR
6 Carslake Road, Manchester, M40 8JQ
20 Carslake Road, Manchester, M40 8JQ
5 Foreland Close, Manchester, M40 8JP
14 Stretton Close, Manchester, M40 8NJ
12 Sue Patterson Walk, Manchester, M40 8NB
3 Bishop Marshall Close, Manchester, M40 8LX
6 Brigsteer Walk, Manchester, M40 8LW
20 Burnett Close, Manchester, M40 8LN
4 Foynes Close, Manchester, M40 8LL
1 Robert Malcolm Close, Manchester, M40 8LD
4 Hillman Close, Manchester, M40 8LB
Flat 8, 20 Aldbourne Close, Manchester, M40 8NE
1 Aldbourne Close, Manchester, M40 8NE
Flat 5, 20 Aldbourne Close, Manchester, M40 8NE
7 Johnny King Close, Manchester, M40 8UT
115 Thornton Street North, Manchester, M40 8JS
59 Biddisham Walk, Manchester, M40 8LR
17 Kelly Street, Manchester, M40 8NL
5 Regency Close, Manchester, M40 8JY
238 Queens Road, Manchester, M40 8JW
204 Queens Road, Manchester, M40 8JW
182 Queens Road, Manchester, M40 8JW
170 Queens Road, Manchester, M40 8JW
83 Biddisham Walk, Manchester, M40 8JU

81 Biddisham Walk, Manchester, M40 8JU
127 Thornton Street North, Manchester, M40 8JS
Unit 8, Winthrop Avenue, Manchester, M40 7UQ
Unit 3, Winthrop Avenue, Manchester, M40 7UQ
Unit 2, Winthrop Avenue, Manchester, M40 7UQ
101 Biddisham Walk, Manchester, M40 8JU
10 Carslake Road, Manchester, M40 8JQ
Flat 11, 20 Aldbourne Close, Manchester, M40 8NE
14 Hewart Close, Manchester, M40 8WA
8 Hewart Close, Manchester, M40 8WA
17 Robert Malcolm Close, Manchester, M40 8LD
2 Sue Patterson Walk, Manchester, M40 8NB
11 Foynes Close, Manchester, M40 8LL
135 Thornton Street North, Manchester, M40 8JS
125 Thornton Street North, Manchester, M40 8JS
29 Thornton Street North, Manchester, M40 8JT
51 Biddisham Walk, Manchester, M40 8LR
24 Harrowby Drive, Manchester, M40 8LP
6 Regency Close, Manchester, M40 8JY
228 Queens Road, Manchester, M40 8JW
206 Queens Road, Manchester, M40 8JW
156 Queens Road, Manchester, M40 8JW
15 Thornton Street North, Manchester, M40 8JT
7 Tollesbury Close, Manchester, M40 8WF
14 Biddisham Walk, Manchester, M40 8LS
157 Thornton Street North, Manchester, M40 8JS
163 Thornton Street North, Manchester, M40 8JS
161 Thornton Street North, Manchester, M40 8JS
16 Carslake Road, Manchester, M40 8JQ
16 Burgin Walk, Manchester, M40 8JR
4 Anslow Close, Manchester, M40 8UA
6 Sue Patterson Walk, Manchester, M40 8NB
16 Burnett Close, Manchester, M40 8LN
5 Halstock Walk, Manchester, M40 8LG
1 Halstock Walk, Manchester, M40 8LG
5 Robert Malcolm Close, Manchester, M40 8LD
159 Thornton Street North, Manchester, M40 8JS
133 Thornton Street North, Manchester, M40 8JS
5 Aldbourne Close, Manchester, M40 8NE
4 Aldbourne Close, Manchester, M40 8NE
42 Harrowby Drive, Manchester, M40 8LP
20 Harrowby Drive, Manchester, M40 8LP
4 Regency Close, Manchester, M40 8JY
70 Biddisham Walk, Manchester, M40 8JX
68 Biddisham Walk, Manchester, M40 8JX
272 Queens Road, Manchester, M40 8JW
160 Queens Road, Manchester, M40 8JW
268 Queens Road, Manchester, M40 8JW
222 Queens Road, Manchester, M40 8JW
210 Queens Road, Manchester, M40 8JW
Church Of The Saviour, Eggington Street, Manchester, M40 7RN
9 Overcombe Walk, Manchester, M40 7TH
7 Puritan Walk, Manchester, M40 7SD
11 Allenby Walk, Manchester, M40 7SA

3 Overcombe Walk, Manchester, M40 7TH
27 Keyhaven Walk, Manchester, M40 7TF
14 Bushton Walk, Manchester, M40 7SP
5 Keyhaven Walk, Manchester, M40 7SU
33 Allenby Walk, Manchester, M40 7ST
31 Allenby Walk, Manchester, M40 7ST
29 Allenby Walk, Manchester, M40 7ST
14 Shiregreen Avenue, Manchester, M40 7TE
5 Shiregreen Avenue, Manchester, M40 7SX
39 Allenby Walk, Manchester, M40 7ST
9 Allenby Walk, Manchester, M40 7SA
3 Allenby Walk, Manchester, M40 7SA
15 Overcombe Walk, Manchester, M40 7TH
2 Bushton Walk, Manchester, M40 7SP
12 Bushton Walk, Manchester, M40 7SP
7 Shiregreen Avenue, Manchester, M40 7SX
3 Shiregreen Avenue, Manchester, M40 7SX
9 Keyhaven Walk, Manchester, M40 7SU
19 Allenby Walk, Manchester, M40 7ST
1 Overcombe Walk, Manchester, M40 7TH
8 Ribblesdale Drive, Manchester, M40 7SB
1 Allenby Walk, Manchester, M40 7SA
Church Of The Saviour Rectory, Eggington Street, Manchester, M40 7RN
35 Keyhaven Walk, Manchester, M40 7TF
23 Allenby Walk, Manchester, M40 7ST
9 Puritan Walk, Manchester, M40 7SD
10 Ribblesdale Drive, Manchester, M40 7SB
25 Keyhaven Walk, Manchester, M40 7TF
6 Bushton Walk, Manchester, M40 7SP
13 Shiregreen Avenue, Manchester, M40 7SX
15 Keyhaven Walk, Manchester, M40 7SU
11 Keyhaven Walk, Manchester, M40 7SU
11 Overcombe Walk, Manchester, M40 7TH
3 Kintore Walk, Manchester, M40 7SE
13 Overcombe Walk, Manchester, M40 7TH
13 Keyhaven Walk, Manchester, M40 7SU
19 Keyhaven Walk, Manchester, M40 7TF
7 Overcombe Walk, Manchester, M40 7TH
5 Overcombe Walk, Manchester, M40 7TH
16 Bushton Walk, Manchester, M40 7SP
41 Allenby Walk, Manchester, M40 7SY
13 Puritan Walk, Manchester, M40 7SD
6 Ribblesdale Drive, Manchester, M40 7SB
5 Allenby Walk, Manchester, M40 7SA
4 Bushton Walk, Manchester, M40 7SP
10 Bushton Walk, Manchester, M40 7SP
22 Dalbury Drive, Manchester, M40 7SF
29 Keyhaven Walk, Manchester, M40 7TF
23 Keyhaven Walk, Manchester, M40 7TF
12 Ribblesdale Drive, Manchester, M40 7SB
33 Keyhaven Walk, Manchester, M40 7TF
25 Allenby Walk, Manchester, M40 7ST
9 Shiregreen Avenue, Manchester, M40 7SX
11 Shiregreen Avenue, Manchester, M40 7SX

35 Allenby Walk, Manchester, M40 7ST
21 Allenby Walk, Manchester, M40 7ST
4 Ribblesdale Drive, Manchester, M40 7SB
7 Allenby Walk, Manchester, M40 7SA
21 Keyhaven Walk, Manchester, M40 7TF
18 Bushton Walk, Manchester, M40 7SP
1 Shiregreen Avenue, Manchester, M40 7SX
3 Keyhaven Walk, Manchester, M40 7SU
17 Keyhaven Walk, Manchester, M40 7SU
1 Keyhaven Walk, Manchester, M40 7SU
7 Kintore Walk, Manchester, M40 7SE
15 Puritan Walk, Manchester, M40 7SD
11 Puritan Walk, Manchester, M40 7SD
2 Ribblesdale Drive, Manchester, M40 7SB
37 Keyhaven Walk, Manchester, M40 7TF
31 Keyhaven Walk, Manchester, M40 7TF
7 Keyhaven Walk, Manchester, M40 7SU
37 Allenby Walk, Manchester, M40 7ST
17 Allenby Walk, Manchester, M40 7ST
15 Allenby Walk, Manchester, M40 7ST
13 Allenby Walk, Manchester, M40 7ST
24 Dalbury Drive, Manchester, M40 7SF
5 Kintore Walk, Manchester, M40 7SE
1 Kintore Walk, Manchester, M40 7SE
8 Bushton Walk, Manchester, M40 7SP
27 Allenby Walk, Manchester, M40 7ST
17 Barnstaple Drive, Manchester, M40 7XL
15 Barnstaple Drive, Manchester, M40 7XL
617 Rochdale Road, Manchester, M40 7XH
Flat Above, 615 Rochdale Road, Manchester, M40 7XH
43 Keyhaven Walk, Manchester, M40 7TR
51 Keyhaven Walk, Manchester, M40 7TR
49 Keyhaven Walk, Manchester, M40 7TR
47 Keyhaven Walk, Manchester, M40 7TR
45 Keyhaven Walk, Manchester, M40 7TR
41 Keyhaven Walk, Manchester, M40 7TR
39 Keyhaven Walk, Manchester, M40 7TR
615 Rochdale Road, Manchester, M40 7XH

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development High Risk - Name: DEVELOPMENT_HIGH_RISK_AREA
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: NORTH1