MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	124472/FO/2019
Date registered:	14 August 2019
Proposal:	Erection of a part 4, part 5, part 6 storey extension to existing student accommodation building to form 25 additional student flats (comprising 100 bedrooms) (Use Class Sui Generis) to form 86 student flats in total (329 bedrooms) following removal, modification and reconfiguration of existing car parking, landscaping and boundary treatment together with the erection of a single storey water tank
Address:	Kincardine Court, Kincardine Road, Manchester, M13 9JA
Ward(s):	Ardwick Ward
Applicant:	Mr Arcise Fishlock Unite Group PLC Swan House , 17 - 19 Stratford Place, London, W1C 1BQ
Agent (if any):	Mr Adam Buxton Turley 1 New York Street, Manchester, M1 4HD
Case officer:	Jennifer Atkinson Tel: 0161 234 4517 Email: j.atkinson@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	2 December 2019

Application details

Type of application: Full Application Consent

Development type: Smallscale Major Other

Date of site visit:

Standard consultations:
Printed: 1 November 2019 Expired: 8 November 2019

Neighbour notifications
Printed: 1 November 2019 Expired: 8 November 2019

Site notice
Posted: Expired:

Press advert
Published: 20 August 2019 Expired: 10 September 2019

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site is approximately 0.19 hectares and consists of an existing 243 bed student accommodation block known as 'Kincardine Court'. The curtilage of the accommodation contains a 45 space car park and an internal courtyard with associated landscaping.

The existing accommodation block was built in 2000 and comprises three connected blocks (blocks A, B and C). The accommodation contains ensuite student bedrooms in three or four bed cluster flats as well as a reception, common room and laundry area at ground floor. As well as the car parking area, there is an existing cycle store located externally within the central courtyard area.

The block varies in height between 3-6 storeys, stepping up in height from 3 storeys on the eastern block (block C on Whitekirk Close) moving clockwise around to the western corner (block A on Kincardine Road) which is 6 storeys in height.

The main access from residents is from Kincardine Road where the main entrance and reception is located. There is a vehicular and pedestrian access from Whitekirk Close into the private car park area via an existing security gate. This car park provides parking spaces for the student accommodation as well as access to a small car park for neighbouring residents on Haymans Walk (5 car parking spaces) via an additional security gate.

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

The application site is located in the Central Manchester Regeneration Area. Gartside Gardens is located to the north of the application site. To the east of the site are residential properties located on Haymans Walk. Residential development lies to the south beyond Whitekirk Close. Kincardine Road bounds the site to the west beyond which are a number of commercial properties.

The Brunswick Neighbourhood likes immediately adjacent to the development site and is a PFI project with the City Council and S4B. The purpose of the PFI is to transform the area through refurbishing existing homes and delivery of new homes.

The application site is also located adjacent to the Oxford Road Corridor which is home to the University campuses.

Description of development

Erection of a part 4, part 5, part 6 storey extension to existing student accommodation building to form 25 additional student flats (comprising 100 bedrooms) (Use Class Sui Generis) to form 86 student flats in total (329 bedrooms) following removal, modification and reconfiguration of existing car parking, landscaping and boundary treatment together with the erection of a single storey water tank

Consultations & Notification Responses

Local residents/public opinion

Two neighbour notifications have been carried out in respect of this matter. The comments can be summarised as follows:

First notification

One letter of objection has been received in respect of this application. The comments can be summarised as follows:

- Right to light – the proposed extension will block most of the sunlight from the west making there less daylight available to residents;
- Insufficient parking spaces – the car parking is full, with the extension it is questionable if there is enough parking for the additional students/staff. This will put pressures on the surrounding area; and
- Noise – the extension will bring the development closer to residents. The students play loud music.

One letter of support has been received in respect of this application. The comments can be summarised as follows:

- Support the application but 38 cycle spaces are nowhere near enough for 329 bedrooms.

Comments have also been received from the University of Manchester. The University are not in a position to support this planning application due to uncertainty over the demand for purpose built student accommodation in the coming years.

Highway Services

The trip generation exercise provides a multi-modal assessment and confirms the development is unlikely to generate any significant network impacts.

The applicant has agreed to the provision of a red/green men signalised crossing facilities at the signalised junction of Upper Brook Street/Booth Street East/Inchley Road.

Vehicle tracking of an 11.2 m refuse vehicle, accessing and egressing from Whitekirk Close is considered acceptable.

Deliveries and taxi vehicles will park/load within the existing bays to the front of the site. Whilst this strategy is not ideal, it is accepted that there is limited opportunity for an onsite facility and the existing kerbside restrictions allow for vehicles to board and alight.

There has been the agreement of a condition to address key enrolment periods and how this will be managed.

Regarding the level of on-site car parking proposed, this is considered acceptable from a Highways perspective.

All the car parking spaces should be electric car charging

25% on site cycle provision has been met and there are two disabled car parking spaces

Bollards have been introduced to prevent improper usage of the car parking spaces.

The applicant has agreed to an off site car club space which should be secured by a planning condition.

Flood Risk Management Team

Details of surface water drainage scheme should be agreed and a management strategy.

Environmental Health

The noise report should be implemented and verified through a verification report that the mitigation measures recommended have been implemented. Details of any plant are required to be agreed. The waste management details submitted are acceptable. The air quality measures shall be agreed and implemented.

Greater Manchester Ecology Unit

The site is of limited ecology value. The only issue would be associated with nesting birds and the clearance of tree and scrub from the bird nesting season. There should also be biodiversity improvements.

Environment Agency

Consultation with Council's ground conditions experts to determine risk to controlled waters.

Design for Security at Greater Manchester Police

The proposal should be built in line with the Crime Impact Statement

Greater Manchester Archaeology Service (GMAAS)

No reason to impose an archaeology condition on any planning permission.

Policy

Manchester Core Strategy (2012) – Relevant policies SP1, S03, H12, T1, T2, EN1, EN3, EN4, EN6, EN8, EN14, EN15, EN16, EN18, EN19 and DM1

Unitary Development Plan for the City of Manchester (1995) – Relevant saved policy DC26

National Planning Policy Framework (2019)

The Strategic Plan for Manchester City Centre

Corridor Manchester Strategic Spatial Framework

Oxford Road Corridor Strategic Regeneration Framework

Issues

Principle

The applicant, Unite Students, is one of the UK largest manager and developer of purpose built student accommodation. They current provide homes for almost 50,000 students in more than 140 properties across 24 leading university towns and cities in England and Scotland.

Unite have identified that an opportunity exists to enhance Kincardine Court to increase the provision of student accommodation at the site. The proposal seeks to cater for a pressing demand by returning students for accommodation at the site and will deliver a more diverse range of accommodation at price points which are affordable to the undergraduate market and in close proximity to the main university campuses.

The proposal also provide an opportunity to enhance the site through the delivery of an improved internal courtyard and reconfiguration of the existing car park. These enhancements of the car park provides an opportunity to deliver benefits for residents of the adjacent properties on Haymans Walk which will be considered in further detail in the report.

The proposal will provide 100 new bedrooms within 25 flats which represents a 329 flats in total in 86 flats. These additional bedrooms will be formed in an infill block (block D) to the northern corner of Kincardine Court completing the square courtyard format.

In considering whether the principle of the development is acceptable, consideration should be given to the strategic policy context. The proposal will provide enhanced purpose built student accommodation delivering a more diverse range of accommodation at the application site in close proximity to the main University campuses. The proposal will also complement the Brunswick PFI area by making environmental improvements in the PFI area in the form of increased access to the car parking spaces for Hymans Walk.

The proposal is in accordance with the policy H12 in that the development is in close proximity to the University campuses and high frequency transport routes, the proposal will be compatible with the surrounding context and amendments have been sought during the course of the application to minimise the proposals impact on the surrounding area, the site is secure with onsite security measures and improvements in boundary treatments as a result of this proposal, adequate measures are in place with regards to deal with waste management and the scheme

is deliverable in its current form and will help improve the quality and supply of purpose built accommodation and take the pressure away from HMO accommodation in the city to accommodation which is more sustainable in nature being close to the University campuses, transport corridors and the city centre.

In terms of supporting economic growth, during the construction phase the proposal will generate £6m in expenditure and generate the equivalent of 50 full time jobs 35 of which will be generated in Greater Manchester. An estimated construction phase of £3.5 million, of which £1.2 m will be in Manchester. It is recommended that a local labour planning condition is imposed on this application to capture local employment.

In terms of the operational phase, there will be an increase in local labour supply to 3 FTE jobs each year. An estimated operational phase GVA of £100,00 per annum retained within Greater Manchester. There will also be an additional £900,00 student expenditure by spending on retail and leisure goods and services each year.

The proposal is considered to be acceptable in principle. Matters which require consideration are whether the siting, scale and appearance of the extension is acceptable together with the impact on landscaping, drainage and flood risk, traffic and car parking, impact on surrounding residential amenity, impact on the proposed occupants, sustainability and climate change and waste management. Each of these matters will be considered in detail below.

Visual amenity

The proposal has been designed to complement the existing student accommodation block. The proposal will extend the existing building creating a complete block and new internal courtyard with landscaping and trees. This will remove a large portion of the 45 space car park leaving a revised 12 space car park.

The layout of the site will also be modified to include a new substation and water tank to Whitekirk Close.

The extension will extend to a height of 6 storeys and steps down to 4 storeys. The scale of the extension does not appear out of character and complements the existing student building. It is noted that there extension is in close proximity to existing two storey residential properties. There will be no loss of outlook for these properties, however, they will notice a building of scale next to their properties in close proximity where there previously wasn't a building. The impacts are, however, not considered to be harmful given the orientation of the residential properties together with changes to the scheme to reduce overlooking to these properties.

The appearance of the extension has been designed to complement the existing building. Red brickwork and cladding will be introduced. Angled windows will be introduced to the windows at the closest to the properties along Hymans Walk to reduce over looking.

All materials will be agreed by planning condition.

Landscaping/trees/boundary treatment

There are 17 individual trees and 5 group trees at the application site. There are no category A trees at the application site, however, there are 9 category B trees and 5 category C trees. The group trees are all category C. Three category C trees will be removed and one group tree (containing 5 trees) will be removed as a result of the development.

Whilst the proposal will result in a loss of green infrastructure at the site, this is necessary to facilitate the development. The trees which are to be removed are all category C trees and whilst this will result in a loss of habitat and amenity value this can be adequately mitigated by the tree replacement scheme and landscaping proposals at the site.

New boundary treatment will be proposed including new vehicular access gates which will open inwards.

Ecology

Greater Manchester Ecology Unit concur with the findings of the ecology report submitted with the application. The proposal will result in the removal of green infrastructure at the site. However, there will be biodiversity improvements as a result of the scheme will be adequately mitigate against any loss of habitats and vegetation. The recommended planning conditions should also include that there be no vegetation removal in bird nesting season as well as providing new bird boxes.

Archaeology

It is not considered that there will be any below ground archaeology of any significance. As such, it is not considered that any planning conditions are required in this regard.

Drainage and flood risk

The drainage scheme should be agreed as part of the proposals. A small part of the wider application site is located in flood zone 2. However, this is not where the proposed extension to the building is proposed and therefore the sequential test is not required to be applied in this case. Conditions of any planning approval should be that the proposal the drainage scheme and management regime be put in place.

Highway consideration

A transport assessment has been submitted with this planning application. In addition, there has been further discussions and negotiations concerns highways matters throughout the course of this planning application.

The application site currently consists of a 45 space car park. As a result of the proposed development, this car park will largely be developed and a 12 space car park (including 2 disabled spaces and 3 for Hyman Walk Residents) will be retained together with better access to the 5 car parking spaces to Hymans Walk. All of the car parking spaces at the development will be fitted with an electric car charging point which will help support changes in vehicle types which in turn will lower emissions.

The applicant has demonstrated that the loss of the car parking spaces will not materially impact on the local area due to the current under usage of the spaces and the highly sustainable location of the application close to the main University Campuses. In addition, the development itself will not generate any significant impacts on the local highway network.

The number of cycle parking spaces at the site has been significantly increased in order to mitigate against the loss of the car parking spaces and to ensure the students take advantage of the highly sustainable location. Cycle provision now represents 25% with a further opportunity to increase this should the travel plan require this. In addition, there has also been an agreement to provide an off site car club bay close to the site together with the provision of a red/green men signalised crossing facilities at the signalised junction of Upper Brook

Street/Booth Street East/Inchley Road. This reflects the uplift in students at the site and the need to ensure safe movement in the local area.

Vehicle tracking of an 11.2 m refuse vehicle, accessing and egressing from Whitekirk Close is considered acceptable.

Deliveries and taxi vehicles will park/load within the existing bays to the front of the site. Whilst this strategy is not ideal, it is accepted that there is limited opportunity for an onsite facility and the existing kerbside restrictions allow for vehicles to board and alight.

There has been the agreement of a condition to address key enrolment periods and how this will be managed.

Bollards have been introduced to prevent improper usage of the car parking spaces.

Impact on existing residential amenity

The applicant has prepared a daylight and sunlight report in support of this planning application. The following properties were assessed: 2, 3, 4, 5, 7, 9, 11 and 13 Hymans Walk. The application site is located in an urban location with mainly residential properties located to the north and east of the site and a commercial building to the south.

In daylight terms, the report concludes that there is not material change in the amount of daylight the above properties will received both in terms of VSC and NSL as well as the supplementary ADF assessment. As such, it is reasonable to conclude that there will be negligible impact as a result of the proposal on daylight to surrounding residential properties.

In terms of sunlight, the proposal scheme again will have negligible impacts on the surrounding properties with all windows assessed satisfying the BRE guidelines.

In terms of any overlooking impacts, it is acknowledged that the proposal will be in close proximity to the properties along Hymans Walk. There will be oblique views and new angled windows in a proportion of the building closest to these properties to minimise any incident of overlooking. It is not considered that overlooking would be materially harmful to warrant refusal of this planning application.

Impact on proposed occupants

A noise report has been prepared in respect of this application which concludes that the measured outlined to secured a reduction in noise levels inside the building are acceptable. This should form part of the conditions of the planning approval including a verification report to ensure that the measures were adequate.

Details of any new plant have yet to be agreed. This should form part of the conditions of approval to ensure that this is acceptable and there is no unacceptable noise transfer to the accommodation.

Ground conditions

The proposal will need to appropriately deal with the ground conditions at the site. Environmental Health consider that the appropriate investigations and recommendation should be put in place. This should form part of the conditions of the planning approval.

Sustainability and climate change

The applicant has provided an environmental standards statement in support of their planning application. This demonstrates that the building would have a highly efficient building fabric and achieves a 15.72% carbon reduction over Part L 2010 Building Regulations. The building therefore exceeds the requirements of policy EN6 of the Core Strategy and the part L of the 2013 Building Regulations.

In addition, to the above, each of the car parking spaces within the development will be fitted with an electric car charging point. In addition, the applicant will fund a car parking bay to be provided on site. The proposal would also provide 80 cycle spaces which represents 25% cycle provision at the site which is an uplift on the current situation and will allow the development to take advantage of this highly sustainable location.

Waste management

A waste management strategy has been prepared in respect of this proposal. The existing development has a bin storage area of 52 sqm which is acceptable to serve the needs of this development. Environmental Health concur with this approach and this should form part of the conditions of the planning approval.

Construction management

The proposed development will not require any demolition of any existing structures. There will be breaking of ground and vehicle movements which are likely to cause some short term disruption from residents from noise, disturbance, dust and emissions. A construction management plan is recommended in order to minimise the impacts of the constriction, in particular ensure that vehicles are covered entering and exiting the site, that dust suppression measures are used and that routing strategy of vehicles minimise disruption to residents and the local highway network.

Air quality

Measures will be incorporated into both the construction and operational aspects of this scheme to ensure that the development reduces emissions and dust and affect local air quality. The site is not within an Air Quality Management Area (AQMA), however, it is acknowledged that there should be mitigation put in place to ensure local air quality conditions are not worsened.

Dust depression measures and ensuring coordinated vehicle deliveries and not leaving vehicles idle will help reduce emissions during the construction period.

During the operational stage of the development, the air quality report suggests a number of measures which could be incorporated to the scheme. There will be an overall net loss of car parking at the site and the car parking that will remain will be fitted with an electric vehicle charging point. There has also been an overall increase in cycle provision at the site together with the provision of a new car club bay. This will all assist in minimising the impact on local air quality conditions.

Designing out crime

A crime impact statement has been prepared and therefore the development shall be constructed in accordance with this information. Secured by Design accreditation should be conditioned as part of the approval.

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 polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. 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 car parking and access issues. Further work and discussion shave taken place with the applicant through the course of the application, particularly in respect of minimising overlooking and highways impacts. 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

A-04-000 Rev P04, A-09-000 P04 and A-09-100 Rev P04 stamped as received by the City Council, as Local Planning Authority, on the 19 November 2019

A-01-000 Rev P03, A-01-050 Rev P02, A-04-001 Rev P03, A-04-002 Rev P03, A-04-003 Rev P03, A-04-004 Rev P03, A-04-005 Rev P03, A-04-006 Rev P03, A-05,001 Rev P03, A-05-002 Rev P03, A-06-001 Rev P03, and A-PL-000 Rev P03 stamped as received by the City Council, as Local Planning Authority, on the 28 October 2019

A-90-001 Rev P02 stamped as received by the City Council, as Local Planning Authority, on the 14 August 2019

Supporting information

Design and access statement Rev D stamped as received by the City Council, as Local Planning Authority, on the 28 October 2019

Archaeology report, planning statement, phase 1 preliminary risk assessment (ref. 072071-CUR-00-XX-RP-GE-001 REV V03), air quality report (ref. 102063V5_AQ), Crime Impact Statement, Energy Statement (Rev A), acoustic report (ref. 9226.RP01.EBF.1), arboricultural impact assessment (ref. 9226.RP01.EBF.1), Ecology report (ref. V1.2_1.0), daylight and sunlight report, flood risk assessment (ref. 072071-CUR-00-XX-RE-92001-V03), waste management strategy and transport statement (ref. 072071-CUR-00-ZZ-RP-TP-001-V02) stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019

Transport statement update (ref. 072071-CUR-010-XX-RP-TP-001-V01-HR1) stamped as received by the City Council, as Local Planning Authority, on the 28 October 2019

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) a) Prior to the commencement of the development, 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, a detailed report which takes into account the information and outcomes about local labour recruitment 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).

4) Notwithstanding the detailed flood risk and drainage strategy prepared (ref. 072071-CUR-00-XX-RE-92001-V03) stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019, (a) the development shall not commence until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- maximise use of green SuDs in design;

- details of surface water attenuation that offers a reduction in surface water runoff to 5 l/s;

- 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 climate change in any part of a building;

- 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. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. A layout with overland flow routes needs to be presented with the appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;

- Hydraulic calculation of the proposed drainage system;

- Construction details of flow control and SuDS elements.

(b) 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).

5) Notwithstanding the phase 1 preliminary risk assessment prepared (ref. 072071-CUR-00-XX-RP-GE-001 REV V03) stamped as received by the City Council, as Local Planning Authority, on the 7 August, (a) before the development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of site investigation proposals;
- Submission of a site investigation and risk assessment report;
- Remediation strategy.

Once approved, the development shall then be carried out in accordance with the approved details.

(b) When the development commences, the development 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).

6) Prior to the commencement of the development, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;

- Details of Wheel Washing;
- Dust suppression measures;
- Consultation with local residents;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

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, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

7) No 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 removal works 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).

8) Prior to any above ground works, samples and specifications of all material to be used on all external elevations 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 of 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.

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

For the avoidance of doubt this shall include:

- Verification reporting providing photographic evidence of constriction;

- Management and maintenance plan for the lifetime of the development which shall include the arrangements adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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).

10) (a) Prior to the first occupation of this development, details of hard and soft landscaping treatments (including appropriate samples of materials and a tree replacement strategy) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation 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, 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.

11) The development hereby approved shall be carried out in accordance with the Environmental Standards statement stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

12) Notwithstanding, the acoustic report (ref. 9226.RP01.EBF.1) stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019, (a) Prior to the first occupation of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing 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 (Laeq) below the typical background (La90) 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. 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 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).

13) The development shall be carried out in accordance with the acoustic report (ref. 9226.RP01.EBF.1) stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019.

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. 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).

14) The development hereby approved shall be carried out in accordance with site waste management strategy stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019. 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.

15) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved shall be implemented in full prior to the first use of the 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.

16) 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.

17) The development hereby approved shall be carried out in accordance with the Crime Impact Statement (version B) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019. The development shall be carried out in accordance with these approved principles. 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.

18) (a) Prior to the first occupation of the development an interim travel plan should be submitted for approval in writing by the City Council, as Local Planning Authority.

In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building 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

(b) 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).

19) Prior to the first occupation of the development, the provision of 84 cycle spaces, as indicated on drawings A-04-000 Rev P04 and A-09-100 Rev P04 stamped as received by the City Council, as Local Planning Authority, on the 19 November 2019 shall be implemented and retained and maintained in situ for as long as the development remains in use.

Reason – To ensure there is sufficient cycles stand 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).

20) Prior to the first occupation of the car parking layout (including the provision of two disabled spaces), as indicated on drawings A-04-000 Rev P04 and A-09-100 Rev P04 stamped as received by the City Council, as Local Planning Authority, on the 19 November 2019, shall be demarcated and thereafter retained and maintained in situ for as long as the development is in use.

Reason – To ensure adequate car parking (and disabled parking) is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

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

For the avoidance of doubt this shall include the following:

- provision of a red/green men signalised crossing facilities at the signalised junction of Upper Brook Street/Booth Street East/Inchley Road;
- off site car club bay on the surrounding road network.

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

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) and in accordance with the New Cross Public Realm Strategy.

22) The development hereby approved shall be used as purpose built student accommodation (Sui Generis) and for no other purpose (including serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights)

Reason - To ensure that the accommodation is used solely for the intended purpose – student accommodation and 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.

23) Prior to the first occupation development a signage strategy for the entire building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented 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).

24) Prior to the first occupation of the development hereby approved, details of the number, siting and appearance bird and bat boxes at the development 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 development hereby approved and shall thereafter be retained and maintained in situ.

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

25) The development hereby approved shall include for full disabled access to be provided to all areas of public realm 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.

26) Prior to the first occupation of the development hereby approved, a moving in and out management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and thereafter retained and maintained.

Reason – In the interest of managing the impact of the development on the car parking area and local highway network during moving in and out periods of activity pursuant to policies T2 and DM1 of the Manchester Core Strategy (2012).

27) Notwithstanding drawing A-90-001 Rev P02 stamped as received by the City Council, as Local Planning Authority, on the 14 August 2019, prior to the first occupation of the development, details of the siting, scale and appearance (including samples of materials) of the fence boundary treatment shall be submitted for approval in writing by the City Council, as Local

Planning Authority. The approved scheme shall then be implemented and be in place prior to the first occupation of the development. The boundary treatment shall be retained and maintained in situ thereafter and 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 – To ensure that appropriate boundary treatment is put in place in the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

28) Prior to the first occupation of the development details of the provision of 12 electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority, within the car parking area as shown on drawings A-04-000 Rev P04 and A-09-100 Rev P04 stamped as received by the City Council, as Local Planning Authority, on the 19 November 2019. This shall outline the location, design, operation together with a timescale for implementation of the charging points.

Reason – In the interest of promoting alternatives and minimising the impact of the development on air quality pursuant to policies EN16 of the Manchester Core Strategy (2012).

29) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; 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 arboricultural report (ref. (V1, JUNE 2019) 1.0) stamped as received by the City Council, as Local Planning Authority, on the 7 August 2019. 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.

30) 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 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.

<u>Informatives</u>

Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Greater Manchester Ecology Unit
Manchester Metropolitan University
University Of Manchester
Environmental Health
MCC Flood Risk Management
Highway Services
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Ecology Unit
Manchester Metropolitan University
University Of Manchester
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Transport For Greater Manchester
United Utilities Water PLC

6 Parkbridge Walk, Manchester, M13 9XZ
8 Hardshaw Close, Manchester, M13 9TN
Block A Flat 21, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 9, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block B Flat 11, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Citroen Manchester Ltd, 53 - 57 Upper Brook Street, Manchester, M13 9TD
Block C Flat 13, Kincardine Court, Kincardine Road, Manchester, M13 9JA
54 Helmshore Walk, Manchester, M13 9TH
48 Helmshore Walk, Manchester, M13 9TH
Flat 17, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
12 Helmshore Walk, Manchester, M13 9TH
10 Helmshore Walk, Manchester, M13 9TH
34 Helmshore Walk, Manchester, M13 9TH
44 Helmshore Walk, Manchester, M13 9TH
38 Helmshore Walk, Manchester, M13 9TH
32 Helmshore Walk, Manchester, M13 9TH
40 Helmshore Walk, Manchester, M13 9TH
28 Helmshore Walk, Manchester, M13 9TH
26 Helmshore Walk, Manchester, M13 9TH
16 Helmshore Walk, Manchester, M13 9TH
14 Helmshore Walk, Manchester, M13 9TH
5 Haymans Walk, Manchester, M13 9TF
11 Haymans Walk, Manchester, M13 9TF
3 Haymans Walk, Manchester, M13 9TF
Flat 4, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Flat 29, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Flat 26, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY

Flat 27, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Flat 3, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Flat 23, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Flat 22, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
4 Parkbridge Walk, Manchester, M13 9XZ
4 Rudcroft Close, Manchester, M13 9XT
2 Hardshaw Close, Manchester, M13 9TN
Block B Flat 4, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block B Flat 6, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 3, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 2, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block B Flat 2, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block B Flat 3, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block B Flat 15, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block B Flat 1, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 6, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Flat 7, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
6 Haymans Walk, Manchester, M13 9TF
Block A Flat 24, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 11, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block B Flat 19, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block B Flat 8, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block B Flat 9, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block B Flat 10, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block B Flat 12, Kincardine Court, Kincardine Road, Manchester, M13 9JA
22 Helmshore Walk, Manchester, M13 9TH
Flat 21, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Flat 16, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
2 Whitekirk Close, Manchester, M13 9TE
Block A Flat 20, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 25, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 26, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block B Flat 16, Kincardine Court, Kincardine Road, Manchester, M13 9JA
2 Parkbridge Walk, Manchester, M13 9XZ
8 Haymans Walk, Manchester, M13 9TF
1 Haymans Walk, Manchester, M13 9TF
Block A Flat 19, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 16, Kincardine Court, Kincardine Road, Manchester, M13 9JA
20 Helmshore Walk, Manchester, M13 9TH
Flat 2, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Flat 18, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Flat 1, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Flat 5, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Flat 20, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Block C Flat 10, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block C Flat 11, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 18, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 23, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 10, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block B Flat 7, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Flat 31, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
4 Hardshaw Close, Manchester, M13 9TN
2 Haymans Walk, Manchester, M13 9TF

6 Whitekirk Close, Manchester, M13 9TE
13 Haymans Walk, Manchester, M13 9TF
4 Helmshore Walk, Manchester, M13 9TH
Block B Flat 13, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 13, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block B Flat 18, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Flat 30, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Block C Flat 12, Kincardine Court, Kincardine Road, Manchester, M13 9JA
45 Upper Brook Street, Manchester, M13 9WS
8 Parkbridge Walk, Manchester, M13 9XZ
2 Rudcroft Close, Manchester, M13 9XT
Flat 13, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Flat 11, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Flat 15, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Block A Flat 7, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 22, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 5, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 12, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 14, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Flat 19, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
2 Helmshore Walk, Manchester, M13 9TH
4 Whitekirk Close, Manchester, M13 9TE
Flat 25, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Block A Flat 15, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Flat 14, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Block C Flat 1, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block B Flat 14, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 27, Kincardine Court, Kincardine Road, Manchester, M13 9JA
6 Hardshaw Close, Manchester, M13 9TN
4 Haymans Walk, Manchester, M13 9TF
9 Haymans Walk, Manchester, M13 9TF
Flat 9, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Flat 28, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Block C Flat 3, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block C Flat 5, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 8, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 4, Kincardine Court, Kincardine Road, Manchester, M13 9JA
52 Helmshore Walk, Manchester, M13 9TH
46 Helmshore Walk, Manchester, M13 9TH
24 Helmshore Walk, Manchester, M13 9TH
Flat 8, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Block C Flat 2, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block C Flat 4, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block C Flat 14, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block C Flat 6, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block C Flat 7, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block C Flat 8, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 17, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block A Flat 28, Kincardine Court, Kincardine Road, Manchester, M13 9JA
Block B Flat 5, Kincardine Court, Kincardine Road, Manchester, M13 9JA
8 Helmshore Walk, Manchester, M13 9TH
Flat 12, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Flat 10, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Block C Flat 9, Kincardine Court, Kincardine Road, Manchester, M13 9JA

Block B Flat 17, Kincardine Court, Kincardine Road, Manchester, M13 9JA
56 Helmshore Walk, Manchester, M13 9TH
50 Helmshore Walk, Manchester, M13 9TH
30 Helmshore Walk, Manchester, M13 9TH
6 Helmshore Walk, Manchester, M13 9TH
7 Haymans Walk, Manchester, M13 9TF
Flat 6, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY
Flat 24, Elizabeth Yarwood Court, Kincardine Road, Manchester, M13 9SY

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 Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Flood Zones Type 2 (low to medium risk) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH2