

Planning

Strategic Development

Delegated officer report for planning application

Application no. 120669/FO/2018

Date registered: 14 August 2018

Proposal: Proposed erection of a 3 storey building to create 8 no. self contained apartments and a single storey garage building to the rear with associated boundary treatments, car parking and amenity space

Address: Land At 29-31 Park Grove, Manchester, M19 2FH

Ward(s): Levenshulme Ward

Applicant: Mr Peter Noble AAD Architects C/o Agent

Agent (if any): Mr Mark Hobbs AAD Architects Ltd Wfi House , 2 Queens Road, Highfield, Sheffield, S2 4DG

Case officer: Jeni Regan
Tel: 0161 234 4164
Email: j.regan@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 13 November 2018

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 5th September 2018

Standard consultations:

Printed: 15 August 2018 Expired: 5 September 2018

Neighbour notifications

Printed: 15 August 2018 Expired: 5 September 2018

Site notice

Posted: 5 September 2018 Expired: 26 September 2018

Press advert

Published: 21 August 2018 Expired: 11 September 2018

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Rushford Park Conservation Area 1986

Tree Preservation Order: n/a

This application relates to a vacant and overgrown site in the Rushford Park Conservation Area. The premises have, in the past, been occupied by a pair of semi-detached houses, although the site appears to have been vacant for at least 20 years. The site is located on Park Grove adjacent to the railway embankment.

Park Grove has vehicular cul-de-sacs at either end. There are pedestrian footpaths at both ends of Park Grove, one leading through a tunnel under the railway embankment to Stockport Road and the other passing through bollards on Park Grove leading to Slade Lane.

Description of area

The application site is located within a predominantly residential area of Levenshulme. Generally there is a mix of different building forms in the wider context of the site, including a number of low rise flats and smaller scale domestic houses. Material finishes do alter between developments but characteristically there are brick semidetached dwellings and flats in the immediate area.

To the East there is a main line railway which runs along the Eastern boundary. To the West there are multiple residential developments and to the North there is the playing field.

Description of development

Planning History

Planning application 080329/FO/2006/N2 for the erection of a 3 storey building to form 6 self contained flats with associated car parking and landscaping was refused by the City Council in 2006. However, the development was subsequently allowed at appeal under APP/B4215/A/07/2041416/NWF by the Planning Inspectorate in July 2007. Despite this, the development was never implemented.

A subsequent planning application was then submitted under ref 117799/FO/2017 for the same scheme, for the erection of a 3 storey building with accommodation in the basement to form 6 self contained flats with associated car parking and landscaping with access from Park Grove. Car parking and associated private amenity space was to be provided at the rear of the property. The development included 6 car parking spaces to the rear including 2 disabled spaces, landscaped gardens to the front and rear, quality boundary treatments around the site including a 2.5m high acoustic fence along the boundary with the railway and a wall and railings to the front of the site, and a secure cycle store and enclosed bin store to the side of the site. There was also a vehicular and pedestrian access to the front of the site off Park Grove.

Current Proposals

Following the approval of application 117799/FO, it was realised by the applicant that the land purchased did not actually include all the area shown within the site edge red for the application. Therefore, on this basis, it was not possible to implement the permission granted. Further pre-application discussions were entered into between the applicant and the Council, and an alternative development utilising only the land owned was created.

Therefore, planning permission is now sought for a 3 storey L-shaped building (all above ground with no basement) to the front of the site to provide 8 no. self-contained apartments. The building is set in landscaped grounds with good quality boundary treatments, a communal garden and further amenity spaces, and the provision of 8 car parking spaces. 2 of the spaces are located in an undercroft area under the rear outrigger of the new building, 2 are located externally along the rear boundary of the site and 4 are located within a garage to the rear of the site and would include a vehicle stacking system.

There is a vehicular access into the proposed development to the eastern end of the site adjacent to the railway bridge, with pedestrian access to the front off Park Grove. Cycle parking is provided within the undercroft area with a large bin store provided within the ground floor. The boundary treatments around the site include a 1 metre high brick pier wall with a railing on top to the front of the site adjacent to the newly created public highway, a 2 metre high brick wall along the boundary with the railway and a 1.8 metre high timber fence to the sides and rear along the boundaries with existing residential properties.

Consultations & Notification Responses

Local Residents

No letters of representation have been received for this application.

Highway Services

The proposal for 8 units is anticipated to increase the number of vehicles using Park Grove, it is therefore recommended that Park Grove is upgraded to adoptable standards to facilitate these

additional trips. The adoption will be subject to a S38 agreement and all costs are attributable to the Applicant. Should the planning application be approved, the applicant will be required to enter into a Section 38 agreement.

The indicative layout of the site is considered acceptable in principle. However, a swept path analysis is requested to demonstrate that vehicles can adequately access and egress the site. The vehicle access to the site should be constructed to MCC standards. There are 8 on-plot car parking spaces proposed, this represents 100% provision which is considered appropriate. It is noted that 2 of the spaces are to the rear of the property, 2 are under-croft spaces and 4 spaces are within a 'stacking garage'. Further detail is sought regarding how the stacking garage will operate. It is recommended that 1 space is allocated as an accessible bay, this should be 3.6m wide x 6.0m length, all other bays should be a minimum of 2.4m x 4.8m. The spaces should be suitably surfaced and demarcated.

Confirmation is sought that at the point of vehicular egress the boundary treatment is visually permeable from a height of 900mm upwards to ensure adequate visual permeability. The location of the waste store and the arrangements for kerbside collection are considered appropriate. Cycle parking is indicated in the under-croft parking area which is considered appropriate. It is recommended that this accommodates 8 bicycles = 100% provision. A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

Following the submission of additional information to address the concerns raised above, Highway Services have confirmed that they are satisfied with the development.

Environmental Health

No objections to the proposals subject to the inclusion of conditions relating to lighting, acoustic insulation of the accommodation from railway noise, waste management and contaminated land.

Greater Manchester Police

Having read the submitted D&A, GMP are happy to see a well written 'Secured by Design' section. GMP would recommend that a condition is put in place to ensure all that is mentioned within the Secured by Design section within the D&A is implemented into the design before any occupation. GMP would also recommend that a Secured by Design condition is put in place to ensure that the proposed achieves Secured by Design accreditation before any occupation.

Network Rail

No objections to the development subject to the inclusion of certain informatives for the applicant.

Flood Risk Management

The proposed development is adjacent to the culverted watercourse Nico Ditch and has not been referenced as part of the planning application. There have been a number of flooding incidents within Park Grove where the capacity of the culverted watercourse has been exceeded. Discharge of surface water into the watercourse needs to be considered as part of the Drainage hierarchy.

Therefore, conditions are requested in relation to the provision of a flood risk assessment and a surface water drainage scheme.

Greater Manchester Ecology Unit

GMEU have no objections to the planning application on ecology grounds.

Arboriculture

The onsite trees would not support the necessary criteria for TPO status. The Willow (T1) which is situated offsite will have a large portion of its rooting system occupying this site. Any excavation works carried out within the root protection area of (T1) will need to be done so in accordance to BS:5837.

There would be no objection to the proposed development.

The site plan does not show any mitigation tree planting for the site, therefore, it is suggested that the applicant plants four new trees to mitigate the loss of tree cover. The applicant has stated they have received concerns from network rail regarding the proposed positioning of the trees, as they believe they may interfere with the line. Therefore, it is suggested that planting the new trees to the front of the site is an alternative location. This way they will offer visual amenity to local residents and general public. Magnolia Galaxy would be a suitable tree for this location.

Policy Context

The Development Plan

The Development Plan consists of:

- o The Manchester Core Strategy (2012); and
- o Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

Policies SP1, T1, T2, H1, H6, EN1, EN3, EN15, EN16, EN18, EN19 and DM1

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 New Housing Development
DC18 Conservation Areas
DC26 Development and Noise

Other material policy considerations

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

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

Chapter 2 'Design'
Paragraph 2.7
Paragraph 2.8
Paragraph 2.14
Paragraph 2.17

Chapter 8 'Community Safety and Crime Prevention'

Chapter 11 'The City's Character Areas'

Other legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

Issues

Publicity

The proposal, by virtue of the location of the site in a Conservation Area, has been advertised in the local press (Manchester Evening News) as affecting the setting of a Conservation Area. Site notices were also displayed at the application site. In addition, notification letters have been sent to an extensive area of local residents and businesses.

Principle

The application site is located within the South Manchester, as allocated within the Manchester Core Strategy (2012). Policy H6 states that this area will accommodate around 5% of new residential development over the lifetime of the Core Strategy. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing. Policy H1 also seeks to ensure good quality family housing. The application site is a key site within the neighbourhood framework and it is recognised it has been vacant for a

prolonged period of time. Whilst the principle of the development is consistent with planning policy framework, there are detailed matters that require particular attention. This report will therefore consider the following material considerations and determine whether any undue harm will arise as a consequence of the development.

Siting/layout

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites. The application site has an irregular L-shaped form with the main frontage to Park Grove. The built form covers around half of the entire site and is located so that the building addresses the key street frontage. The proposed car parking is either under the building or along the rear boundary of the site. The proposed bin and cycle stores are located within the ground floor of the building, with a landscaped front garden and quality boundary treatments to the front of the site. Therefore, the built form dominates the appearance of the site from the street and the building sits in a similar position to the adjacent existing dwellings.

Overall the siting and layout of the development maximises the relationship with the surrounding environment. Whilst the proposed building will be close to surrounding sensitive receptors, the siting and layout provides a logical arrangement and is therefore considered to be in accordance with policies SP1, EN1 and DM1 of the Core Strategy along with the aspirations in the SPD.

Scale/massing

The Guide to Development in Manchester SPD advises that consideration should be given to the scale of new developments and ensure that they are informed by their context. Where buildings are of different scale to their surroundings they should be of the highest quality and be of landmark status. The scale/height of the building is 3 storey and is a very similar height to the adjacent residential properties. Even though the existing properties are only 2 storeys in height, this similarity is due to the historic proportions of the adjacent properties, them being raised up above ground level with a stepped access and the existing properties having a basement. The new building proposed has modern proportions with a contemporary design and this is why the heights are similar.

The area is characterised by a variety of buildings of differing scale, which is a characteristic of the Conservation Area and has always been buildings of different scales situated adjacent to each other resulting in larger buildings being adjacent to more modest low rise buildings. It is considered that the development is an entirely appropriate approach, as it will complete the setting of this area of the Conservation Area by being bounded on all sides by buildings of scale.

Appearance/visual amenity

Policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF. It is considered that the design of the proposed development has been to adopt many of the key characteristics of the surrounding area.

The facing materials have been selected to respond sympathetically to the characteristic materials of the conservation area, but used in a contemporary design rather than a pastiche. The principle material is brick with large grey punched window openings and recessed

balconies to create visual interest. These materials have been chosen to provide a clear contextual link with the historical buildings in the Conservation Area.

It is considered that the appearance of the development will be a good quality façade to the front street. The simple arrangements of the elevations along with the quality and use of materials, position of the building on the site and its scale, will enhance the setting of the Conservation Area and improve this currently vacant and overgrown site. It is recommended that a condition of the planning approval is that the final materials are agreed with the applicant to ensure they are suitable.

Impact on the Conservation Area

It is considered that the setting of the Conservation Area is largely preserved, and from some vantage points enhanced, as a result of the proposed development. The removal of the unattractive overgrown site and the delivery of a good quality residential building will result in a positive visual impact to the road frontage and the Conservation Area. The use of bricks, and other complementary materials, ensures that the building emulates the character of the area in complementary materials, form, massing and scale. The use of landscaped front and rear gardens and good quality boundary treatments will also enhance the development and complement the existing properties in this area. This will preserve the setting of the Conservation Area. It is therefore considered that the proposal complies with policy EN3 of the Core Strategy, saved policies DC18 and DC19 of the UDP and the NPPF.

Noise

A noise assessment has been provided in support of this application which principally considers the noise insulation requirements for the residential accommodation proposed adjacent to the railway line. The consideration of such matters is a key requirement for policy DM1 of the Core Strategy along with saved policy DC26 of the UDP. This approach is also outlined within the NPPF which seeks to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new developments.

The acoustic report considers external noise sources on the proposed residential accommodation. It concludes that it is necessary that the residential apartments are acoustically insulated to mitigate against any undue harm as a consequence of these noise sources. It is recommended that the compliance with this report is included as a condition of the planning approval.

On that basis, provided that the residential accommodation is appropriately insulated, the proposed development is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Ecology

The planning application has been accompanied by an ecological appraisal due to the vacant and overgrown nature of the site and the removal of vegetation and some trees. This is a key requirement of policies EN15 and DM1 which seeks to ensure that applicants identify, enhance and restore impacts from developments on local habitats. The assessment has confirmed that there are no constraints associated with redevelopment of the site. Greater Manchester Ecology Unit concurs with the findings of the report.

Conditions have been included in relation to the felling of trees outside the bird nesting season, along with the submission of a biodiversity enhancement scheme.

Landscaping and amenity space /boundary treatment

The proposed development includes the provision of both landscaped front and rear gardens, including an ample area of private outdoor amenity space for the future occupants of this development. The planting of new trees is proposed to mitigate the loss of some existing trees on the site, and the necessary tree protection of the protected trees in neighbouring gardens is ensured through a condition.

The scheme includes the provision of close boarded timber fencing to the side adjacent to existing residential properties and rear, with a 2 metre high boundary wall to the side bounded with the railway. The front of the site is then bounded with a brick wall and railings to enhance the appearance of the development on Park Grove. Therefore, it is considered that the development secures an appropriate level of amenity space for the residents and good quality landscaping and boundary treatments to create a good quality setting for the new building.

Highways/car parking

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments. In relation to parking provision, 8 car parking spaces have been provided for 8 flats and 100% provision is acceptable in this location. In addition to this, ample secure cycle storage has been provided with a secure cycle store within the undercroft area to the rear of the building within the secure boundary of the site.

Due to the existing state of the unadopted highway on Park Grove to the front of the application site, the applicant has agreed to carry out the necessary works to bring the highway up to adoptable standards. Therefore, an off-site highways works condition has been included to ensure this work is delivered. As the proposals only include the provision of 8 flats, the comings and goings should be limited and will not have any effect on the capacities of the surrounding roads. Overall, it is considered that the development will have a minimal impact on the local highway network transport and there will be adequate car and cycle provision to serve the needs of the development. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy

Designing out crime

Policy DM1 of the Core Strategy requires that consideration be given to community safety and crime prevention. The planning application has been assessed by Design for Security at Greater Manchester Police, and compliance with the security measures outlined within the Design and Access Statement has been recommended. Therefore, it is recommended that a condition of the planning approval is that the Secured by Design Accreditation is achieved.

Ground conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. It is recommended that a condition of the planning approval is that details should be submitted in relation to the contamination of the ground. Once the remediation strategy has been approved this shall be implemented and a verification report submitted on completion of the development to verify that all 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.

Waste

Policies EN19 and DM1 of the Core Strategy require that applicants show consistency with the waste hierarchy which principally seeks applicant to re-use and recycle their waste. The application is accompanied by a Waste Management Strategy and an ample sized bin store provided within the ground floor of the new building. It is considered that the waste management arrangements are well considered part of the development and a condition has been included to ensure the appropriate delivery of the scheme. The proposal therefore accords with policies DM1 and EN19 of the Core Strategy in this regard.

Residential amenity

Detailed consideration has been given to the impact of the proposed development on existing residential properties around the application site. It is acknowledged that there are existing residents living within neighbouring buildings adjacent to the application site, and there would be a significant increase in the amount of development on the site compared to the existing vacant land. However, it has been considered that there is a reasonable distance between the existing properties and the new building, and windows have been sited to reduce any overlooking or loss of privacy.

A condition has been included to ensure that the windows in the western side elevation of the building are installed with opaque glass to ensure the privacy of adjacent properties is protected. As the proposals only include the provision of 8 flats, the comings and goings should be limited and should not have a significant effect on the residential amenity currently enjoyed by the surrounding occupants.

Construction Management

Due to the location of the development adjacent to existing residential properties and immediately adjacent to the railway line, a condition has been included to require the submission of a construction management strategy which addresses issues such as how the construction process will be managed at the site, particularly in respect of the operating hours, dust suppression, wheel washing, routing strategies, security and waste.

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 a condition of the approval should clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a House of Multiple Occupation (HMO) falling within use classes C3(b) and C3(c) without the requirement for formal planning permission. This is to protect this development and its future residents from the problems associated with the change of use of properties to HMO's and to promote family accommodation and sustainability within this neighbourhood.

Pre-commencement Conditions

In accordance with s100ZA of the Town & Country Planning Act 1990 (as amended) introduced on the 1st October 2018, the City Council gave written notice to the applicant in relation to the intention to include a number of pre-commencement conditions relating to flood risk, drainage, contaminated land and the submission of a construction management plan. A letter was sent to the applicant on the 18th September 2018 and it was confirmed in writing by the agent on the 8th

November that the applicant was happy for all the recommended pre-commencement conditions to be included.

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 Head of Planning 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 was sought in respect of this development on the basis of the planning history and allowed appeal at this site. Work and discussions have taken place with the applicant through the course of the application, particularly in respect of the issues raised through the consultation process. 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:

017046 AAD 01 ZZ M3 0001 001

017046 AAD 01 ZZ M3 0003 001

017046 AAD 01 ZZ M3 0004 001

Heritage Assessment by The Jessop Consultancy

Daylight and Sunlight Study by Smith Marston Ltd

Tree Survey and Constraints Report by Amenity Tree Care

stamped as received by the Local Planning Authority on the 6th August 2018

Design and Access Statement

017046-AAD-01-ZZ-M3-A-0007-001 (as revised by email dated 23/10/2018 in relation to the front boundary treatment)

Waste Management Strategy

stamped as received by the Local Planning Authority on the 13th August 2018

Bat Activity Report by Amenity Tree Care dated 29.09.17

Bat Roost Assessment - Preliminary Roost Feature Inspections dated 27.09.17

stamped as received by the Local Planning Authority on the 14th August 2018

Noise Impact Assessment by Hepworth Acoustics dated September 2017

stamped as received by the Local Planning Authority on the 24th September 2018

20304-TRACK-002

IP1-CM MOB

stamped as received by the Local Planning Authority on the 23rd October 2018

017046 AAD 01 ZZ M3 0002 001 dated 13/11/18

stamped as received by the Local Planning Authority on the 13th November 2018

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 erection of the above ground structure samples and specifications of all materials to be used on all external elevations of the development, including the specifications of security gates, boundary treatments, rear car parking garage, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall then be constructed in accordance with these approved materials.

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

4) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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.

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 - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

5) a) The development hereby approved shall not commence until a Flood Risk Assessment for the site outlining the flood risk from Nico ditch adjacent to the site has been submitted and approved in writing by the Local Planning Authority. The flood risk assessment should include recommended finished floor levels, access and egress routes and any flood resistance and resilience measures.

b) Prior to the first occupation of the development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

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

6) a) Prior to the commencement of the development, a scheme for the drainage of surface water from the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. The development shall then be constructed in accordance with the approved details, within a previously agreed timescale.

b) Prior to the first occupation of the development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

7) Notwithstanding the annotations on the approved plans, prior to the erection of the above ground structure a fully detailed hard and soft landscaping treatment scheme shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

8) Prior to the occupation of the development hereby approved, a scheme for delivering biodiversity enhancement at the site as outlined within the approved Bat Activity Report by Amenity Tree Care dated 29.09.17 and Bat Roost Assessment - Preliminary Roost Feature Inspections dated 27.09.17, stamped as received by the Local Planning Authority on the 14th August 2018, including the provision of appropriate native tree and shrub planting to assist with feeding/commuting bats, shall be submitted to and approved in writing by the City Council as the local planning authority. The biodiversity enhancement measures shall be implemented in accordance with the approved scheme.

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

9) No trees shall be felled, or have any works undertaken on them, during the bird nesting season (March to July inclusive), unless prior consent is granted by the City Council as Local Planning Authority.

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy EN15 of the Core Strategy for the City of Manchester and National Planning Policy Framework.

10) The development hereby approved shall be constructed in strict accordance with the Ecological recommendations outlined within the Bat Activity Report by Amenity Tree Care dated 29.09.17 and Bat Roost Assessment - Preliminary Roost Feature Inspections dated 27.09.17, stamped as received by the Local Planning Authority on the 14th August 2018.

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy EN15 of the Core Strategy for the City of Manchester and National Planning Policy Framework.

11) 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 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.

12) 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.

13) Prior to the commencement of the development hereby approved, 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;

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

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

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

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

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to Policies T2, SP1 and DM1 of the Core Strategy.

15) Prior to the first occupation of the development hereby approved, full detailed designs (including specifications) of any necessary off site highways works to bring Park Grove to appropriate adoptable standards (including any necessary vehicle cross overs and pedestrian routes), shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, prior to the proposed accommodation first being brought into use.

Reason - In the interests of highway safety due to the increased traffic flow generated from the development, pursuant to policy T1 of the Core Strategy for Manchester.

16) Prior to the erection of the above ground structure, an Environmental Standards Statement outlining how the development will achieve a sustainability rating based on the principles of the Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least three star sustainability rating under the code for sustainable homes shall be submitted and approved by the City Council as the Local Planning Authority. A post construction review statement and/or certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the buildings hereby approved are first occupied.

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, policies ER13 and DP3 of Regional Spatial Strategy for the North West (RSS13) and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

17) a) The development hereby approved shall be implemented in accordance with the security measures outlined within the Secured by Design section of the Design and Access Statement, stamped as received by the Local Planning Authority on the 13th August 2018. The development shall only be carried out in accordance with these approved details.

b) 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) The provision of space and facilities for 8 no. bicycle parking spaces within the development shall be completed in accordance with the drawings numbered 017046 AAD 01 ZZ M3 0002 001 dated 13/11/18 received by the Local Planning Authority on the 13th November 2018. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Core Strategy and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

19) The positions, heights, and type of boundary treatment around the development hereby approved shall be erected in accordance with the plans numbered 017046-AAD-01-ZZ-M3-A-0007-001 stamped as received by the Local Planning Authority on the 13th August 2018 and as revised by email dated 23/10/2018 in relation to the front boundary treatment. The approved scheme shall be implemented in full before each particular property of each phase is first occupied and retained as such thereafter.

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 in order to comply with Policies SP1, EN1 and DM1 of the Core Strategy, and the guidance provided within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

20) The development hereby approved shall be constructed in accordance with the Noise Impact Assessment by Hepworth Acoustics dated September 2017, in relation to a scheme for acoustically insulating the residential accommodation against noise from the adjacent railway. The approved noise insulation scheme shall be completed and fully insulated before any of the dwelling units are occupied.

Reason - To secure a reduction in noise from the adjacent railway in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

21) The development hereby approved shall be completed and occupied in accordance with Waste Management Strategy stamped as received by the Local Planning Authority on the 13th

August 2018 and the layout plan numbered 017046 AAD 01 ZZ M3 0002 001 dated 13/11/18 received by the Local Planning Authority on the 13th November 2018. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies SP1 and DM1 of the Core Strategy and guidance provided within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

22) 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.

23) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). 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.

24) All of the windows in the elevations facing west overlooking the neighbouring properties on Park Grove and Central Avenue, including the glazing on the stair core, within the development hereby approved shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with Policy DM1 of the Core Strategy for the City of Manchester and saved Policy DC1 of the Unitary Development Plan.

Informatives

1) Considerations in relation to gas pipeline/s identified on site:

Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe

on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

Email: plantprotection@cadentgas.com Tel: 0800 688 588

2) (1) When designing proposals, the developer and LPA are advised, that any measurements must be taken from the operational railway / Network Rail boundary and not from the railway tracks themselves. From the existing railway tracks to the Network Rail boundary fence, the land will include critical infrastructure (e.g. cables, signals, overhead lines, communication equipment etc) and boundary treatments which might be adversely impacted by outside party proposals unless the necessary asset protection measures are undertaken. No proposal should increase Network Rail's liability.

(2) The developer is to submit directly to Network Rail, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Builder to ensure that no dust or debris is allowed to contaminate Network Rail land as the outside party would be liable for any clean-up costs. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer. The applicant /developer should submit the RAMs directly to:

AssetProtectionLNWNorth@networkrail.co.uk

(3) The applicant will provide at their own expense (if not already in place):

A suitable trespass proof steel palisade fence of a minimum height of 1.8m adjacent to the boundary with the railway/railway land.

The fence must be wholly constructed and maintained within the applicant's land ownership footprint.

All foundations must be wholly constructed and maintained within the applicant's land ownership footprint without over-sailing or encroaching onto Network Rail's boundary.

The fence must be set back at least 1m from the railway boundary to ensure that Network Rail can maintain and renew its boundary treatments.

Any and all existing Network Rail fencing and boundary treatments must not be damaged or removed in any way.

Network Rail will not allow any maintenance works for proposal fencing or proposal boundary treatments to take place on its land.

Proposal fencing must not be placed on the boundary with the railway.

Any fencing over 1.8m in height will require agreement from Network Rail with details of foundations and wind loading calculations submitted for review.

The fence should be maintained by the developer and that no responsibility is passed to Network Rail.

(4) The developer/applicant must ensure that their proposal, both during construction and as a permanent arrangement, does not affect the safety, operation or integrity of the existing operational railway / Network Rail land.

There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and boundary treatments.

Any construction works on site and any future maintenance works must be conducted solely within the applicant's land ownership.

(5) Any scaffolding which is to be constructed within 10 metres of the Network Rail / railway boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffolding must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffolding / access for working at height within the footprint of their land ownership boundary. The applicant is reminded that when pole(s) are erected for construction or maintenance works, must have at least a 3m failsafe zone between the maximum height of the pole(s) and the railway boundary.

(6) If vibro-compaction machinery / piling machinery or piling and ground treatment works are to be undertaken as part of the development, details of the use of such machinery and a method statement must be submitted to the Network Rail Asset Protection Engineer for agreement.

All works shall only be carried out in accordance with the method statement and the works will be reviewed by Network Rail. The Network Rail Asset Protection Engineer will need to review such works in order to determine the type of soil (e.g. sand, rock) that the works are being carried out upon and also to determine the level of vibration that will occur as a result of the piling.

The impact upon the railway is dependent upon the distance from the railway boundary of the piling equipment, the type of soil the development is being constructed upon and the level of vibration. Each proposal is therefore different and thence the need for Network Rail to review the piling details / method statement.

Maximum allowable levels of vibration - CFA piling is preferred as this tends to give rise to less vibration. Excessive vibration caused by piling can damage railway structures and cause movement to the railway track as a result of the consolidation of track ballast. The developer must demonstrate that the vibration does not exceed a peak particle velocity of 5mm/s at any structure or with respect to the rail track.

(7) All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3m of the boundary with Network Rail. However, where this is unavoidable, Network Rail's Asset

Protection Engineer must be consulted; crane working diagrams, specification and method of working must be submitted for review and agreement prior to work(s) commencing on site.

(8) Balconies must not oversail the railway boundary. Balconies constructed as part of developments facing the railway should be enclosed, to prevent occupants from throwing debris onto or towards the existing operational railway. Occupants who throw debris/rubbish onto the railway will face prosecution.

(9) The applicant must ensure that the proposal drainage does not increase Network Rail's liability, or cause flooding pollution or soil slippage, vegetation or boundary issues on railway land. Therefore the proposal drainage on site will ensure that:

All surface waters and foul waters drain away from the direction of the railway boundary.

Any soakaways for the proposal must be placed at least 30m from the railway boundary.

Any drainage proposals for less than 30m from the railway boundary must ensure that surface and foul waters are carried from site in closed sealed pipe systems.

Suitable drainage or other works must be provided and maintained by the developer to prevent surface water flows or run-off onto Network Rail's property.

Proper provision must be made to accept and continue drainage discharging from Network Rail's property.

Drainage works must not impact upon culverts on developers land including culverts/brooks etc that drain under the railway.

The developer must ensure that there is no surface or sub-surface flow of water towards the operational railway.

Rainwater goods must not discharge in the direction of the railway or onto or over the railway boundary.

(10) Lighting close to or adjacent to the railway boundary must not impact train drivers ability to perceive signals and therefore all column lighting is recommended to be:

White LED

Flat bottom luminaires

Downlit throw lighting

Lighting to be directed away from the railway boundary

(11) Network Rail will need to review and agree all excavation and earthworks within 10m of the railway boundary to determine if the works impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree to the following:

Alterations to ground levels

De-watering works

Ground stabilisation works

Network Rail would need to review and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail. The LPA are advised that the impact of third party excavation and earthworks can be different depending on the geography and soil in the area. The LPA and developer are also advised that support zones for railway infrastructure may extend beyond the railway boundary and into the proposal area; therefore consultation with Network Rail is requested. Any right of support must be maintained by the developer.

(12) Network Rail requests that the developer ensures there is a minimum 3 metres gap between the buildings and structures on site and the railway boundary due to overhead power

lines. Less than 3m from the railway boundary to the edge of structures could result in construction and future maintenance works being undertaken on Network Rail land. This would not be acceptable. All the works undertaken to facilitate the design and layout of the proposal should be undertaken wholly within the applicant's land ownership footprint.

The developer should also be aware of the implications for their workers / contractors as there are 25kv overhead lines and there is the risk of induced voltages up to 20-30m from the overhead lines impacting the site.

(13) The LPA and the developer (along with their chosen acoustic contractor) are recommended to engage in discussions to determine the most appropriate measures to mitigate noise and vibration from the existing operational railway to ensure that there will be no future issues for residents once they take up occupation of the dwellings.

Network Rail is aware that residents of dwellings adjacent to or in close proximity to, or near to the existing operational railway have in the past discovered issues upon occupation of dwellings with noise and vibration. It is therefore a matter for the developer and the LPA via mitigation measures and conditions to ensure that any existing noise and vibration, and the potential for any future noise and vibration are mitigated appropriately prior to construction.

The NPPF states, "182....Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use), in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed."

To note are:

The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running, heavy freight trains, trains run at weekends /bank holidays.

Maintenance works to trains could be undertaken at night and may mean leaving the trains' motors running which can lead to increased levels of noise and vibration.

Network Rail carry out works at night on the operational railway when normal rail traffic is suspended and these works can be noisy and cause vibration.

Network Rail may need to conduct emergency works on the existing operational railway line which may not be notified to residents in advance due to their safety critical nature, and may occur at any time of the day or night, during bank holidays and at weekends.

Works to the existing operational railway may include the presence of plant and machinery as well as vehicles and personnel for works.

The proposal should not prevent Network Rail from its statutory undertaking. Network Rail is a track authority. It may authorise the use of the track by train operating companies or independent railway operators, and may be compelled to give such authorisation. Its ability to respond to any enquiries regarding intended future use is therefore limited.

The scope and duration of any Noise and Vibration Assessments may only reflect the levels of railway usage at the time of the survey.

Any assessments required as part of CDM (Construction Design Management) or local planning authority planning applications validations process are between the developer and their appointed contractor.

Network Rail cannot advise third parties on specific noise and vibration mitigation measures. Such measures will need to be agreed between the developer, their approved acoustic contractor and the local planning authority.

Design and layout of proposals should take into consideration and mitigate against existing usage of the operational railway and any future increase in usage of the said existing operational railway.

Noise and Vibration Assessments should take into account any railway depots, freight depots, light maintenance depots in the area. If a Noise and Vibration Assessment does not take into account any depots in the area then the applicant will be requested to reconsider the findings of the report.

(14) Proposals for the site should take into account the recommendations of, 'BS 5837:2012 Trees in Relation to Design, Demolition and Construction', which needs to be applied to prevent long term damage to the health of trees on Network Rail land so that they do not become a risk to members of the public in the future.

All vegetation on site should be in line with the recommended tree matrix for the reasons outlined in the document.

<http://wcms-internet.corp.ukrail.net/community-relations/trees-and-plants/>

(15) Where a proposal calls for the following adjacent to the boundary with the operational railway, running parallel to the operational railway or where the existing operational railway is below the height of the proposal site:

hard standing areas

turning circles

roads, public highways to facilitate access and egress from developments

Network Rail would very strongly recommend the installation of suitable high kerbs or crash barriers (e.g. Armco Safety Barriers).

This is to prevent vehicle incursion from the proposal area impacting upon the safe operation of the railway.

(16) As the proposal includes works which may impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

The applicant / developer should liaise directly with Asset Protection to set up the BAPA (form attached).

AssetProtectionLNWNorth@networkrail.co.uk

No works are to commence until agreed with Network Rail.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit
Network Rail
United Utilities Water PLC

37 Park Grove, Manchester, M19 2FH
39 Park Grove, Manchester, M19 2FH
33 Park Grove, Manchester, M19 2FH
Flat 30, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 27, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 25, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 22, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 20, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 15, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 12, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 10, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 7, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 5, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 2, Warwick House, Central Avenue, Manchester, M19 2FF
76 Central Avenue, Manchester, M19 2EN
Flat 8, Scott House, 35 Central Avenue, Manchester, M19 2HF
Flat 7, Scott House, 35 Central Avenue, Manchester, M19 2HF
Flat 6, Scott House, 35 Central Avenue, Manchester, M19 2HF
Flat 5, Scott House, 35 Central Avenue, Manchester, M19 2HF
Flat 4, Scott House, 35 Central Avenue, Manchester, M19 2HF
Flat 3, Scott House, 35 Central Avenue, Manchester, M19 2HF
Flat 2, Scott House, 35 Central Avenue, Manchester, M19 2HF
Flat 1, Scott House, 35 Central Avenue, Manchester, M19 2HF
Flat 36, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 35, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 34, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 33, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 32, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 31, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 29, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 28, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 26, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 24, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 23, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 21, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 19, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 18, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 17, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 16, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 14, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 13, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 11, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 9, Warwick House, Central Avenue, Manchester, M19 2FF

Flat 8, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 6, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 4, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 3, Warwick House, Central Avenue, Manchester, M19 2FF
Flat 1, Warwick House, Central Avenue, Manchester, M19 2FF
35 Park Grove, Manchester, M19 2FH
25 Woodfold Avenue, Manchester, M19 3AP
10 Woodfold Avenue, Manchester, M19 3AP
78 Central Avenue, Manchester, M19 2EN

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
Conservation Area - Rushford Park Conservation Area 1986
Area Team Boundary - Name: NORTH2