

Planning

Growth & Development

Delegated officer report for planning application

Application no. 142987/VO/2025

Date registered valid: 19 May 2025

Proposal: City Council Development - Erection of modular-built youth and community facility (F.2) with a covered connection lobby to the existing building on site, including associated landscaping and parking areas.

Address: Stirling Centre, Scotland Hall Road, Manchester, M40 2AZ

Ward(s): Miles Platting & Newton Heath Ward

Applicant: Mr Patrick Barber, Manchester City Council

Agent (if any): Lorna Clements, Corstorphine and Wright

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 1 August 2025

Application details

Type of application: Regulation 3 Consent

Development type: Minor Other

Standard consultations:

Printed: 28 May 2025 Expired: 18 June 2025

Neighbour notifications

Printed: 28 May 2025 Expired: 18 June 2025

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

This application relates to the Stirling Centre, a single storey building set in landscaped grounds, originally built as an aged persons day centre (F09666/LA- Approved 7-2-1979). There are residential properties to the north and north east and otherwise there is open land surrounding the site, with a railway line beyond to the south, and beyond that is the Clayton Vale Nature Reserve.

The site has a brick pier/metal railing boundary, which runs along Scotland Hall Road and continues along the northern boundary before transitioning into a hedge, with a vehicular access at the north-western boundary of the site and a gated community to the west.

The building is now used as a youth centre, and this application is made, by the Youth Investment Fund, as part of a nationwide programmed of investment across 28 sites.

The existing building is situated along the south-eastern boundary of the site and has a floor area of 231 square metres. It is of brick construction with a pitched roof. The building covers approximately 25% of the site, with 6 car parking spaces and an otherwise mostly landscaped/grassed area, with some tree planting.

The proposed new building is a flat roofed modular building, to work in combination with the existing building on site. The building would have a floor area of 127 square metres, including a glazed lobby area, that would provide a link into the main building, so that the two buildings could work independently, if necessary. The building would have a height of 3.85 metres and be perpendicular, to the existing building, being sited close to the north-eastern (Scotland Hall

Road) boundary of the site. A patio area is also proposed, adjacent to the proposed building, which would allow some outdoor activities.

No specifics are indicated, in relation to uses carried out but the submitted plans show a main hall, with meeting room, kitchen and toilets, and the intention is that it would offer additional activities to complement the existing youth centre.

The building would be constructed in timber cladding with black aluminium windows and doors.

Some grassland would be lost, but all trees are to be retained, but some works are required, including raising of crowns, to avoid interference with the proposed building. The existing 6 car parking spaces would remain, and 10 new cycle spaces are proposed in a covered shelter.

Consultations & Notification Responses

Local residents - No comments received.

Highways Services - Make the following comments:

TRIP GENERATION AND JUNCTION CAPACITY:

In comparison to the existing site, the level of trips generated is not anticipated to be dissimilar and as such no highways concerns are expected.

SITE ACCESSIBILITY:

The site is well accessed by sustainable modes. Regular bus services and Metrolink services are available within walking distance of the site.

PARKING AND ACCESS: The Application Form confirms that 6 existing car parking spaces are in place and will be retained. Acceptable in principle.

Electric vehicle charging point to be installed. Welcomed and acceptable in principle.

Vehicular access to the site is gained from Croydon Drive. It is noted that an existing vehicular crossover is present in this location in order to facilitate this access. Pedestrian access will be retained - acceptable in principle.

CYCLE PARKING:

The Application Form confirms that 10 cycle parking spaces are in place. Acceptable in principle.

BOUNDARY TREATMENTS:

Existing boundary treatments to be retained. Acceptable in principle.

REFUSE AND SERVICING:

Refuse storage area is noted within the site. Acceptable in principle. Existing waste strategy to continue as existing. Acceptable in principle.

EVENT MANAGEMENT PLAN: It is recommended that an Event Management Plan is conditioned to any consent of the application to include the following:

Marshalls during large events both on and off-site.

Appropriate signage. Manage parking on adjacent residential streets to mitigate inconsiderate parking.

Sustainable travel to and from the site should be fully endorsed for both staff and visitors to the site

CONSTRUCTION MANAGEMENT:

A Construction Management Plan should be conditioned.

Strategic Area and Citywide Support Manager - Conditions are recommended in relation to construction hours, acoustic controls, the installation of a proprietary gas membrane, imported soils and a contaminated land watching brief.

Flood Risk Management Unit - Recommend that a condition is attached, to any permission, in relation to the submission of a surface water drainage layout. An informative is also proposed, in relation to a nearby culvert.

Neighbourhood Officer (trees) - No comments received.

Greater Manchester Police - No comments received

GM Ecology Unit - Made the following comments:

The building on site was found to have low bat roosting potential, though the building will not be impacted and therefore further surveys are not required. The site was found to have some potential for birds, badger, and small mammals. Mitigation has been recommended within Section 5 of the report, which should be adhered to and secured via condition. The enhancements proposed within Section 5.3 should also be secured via condition. Additionally, protected species can turn up in unexpected places and the granting of planning permission does not negate the need to abide by the laws which are in place to safeguard biodiversity. An informative should be used so that the applicant is aware that they must seek ecological advice should they find or suspect that the proposal will impact on protected species.

The submitted BNG metric shows that a loss of 0.08 habitat units (7.88%) and no net gain in hedgerow units will be incurred on site. No details regarding how the applicant intends to achieve an overall 10% net gain in either habitat or hedgerow units have been provided, though some indication of this will be required to give the LPA confidence that an overall 10% net gain will be achieved. There are also some concerns regarding the baseline condition assessment of the trees; according to the reports, all of the trees are individual and comprise native species. They would therefore pass condition assessment criteria A and B, which they are shown to fail within the condition assessment sheets. With these criteria passed, the trees would be in 'good' rather than 'moderate' condition, increasing the baseline value of the site and in turn the deficit to 10%.

It is indicated that the loss of units on site will be compensated for within a land parcel within the same ownership adjacent to the site. However, while only a small number of units will need to be compensated in order to achieve a 10% gain, they would expect some more information as to the location, size, and baseline value of this off-site area in order to be confident that a 10% gain could be achieved in this way. They would also make the applicant aware that the land will need to be registered to the Biodiversity Gain Site Register in order to discharge the BNG condition, should permission be granted. In order to do this, the land must be secured for at least 30 years through a S106 or conservation covenant.

It is essential at this stage in the planning process that certain aspects such as the baseline value of the site are understood, as errors in these can have implications when it comes to discharge of the Biodiversity Gain Condition. The planning authority needs to be reasonably confident that the applicant will be able to discharge the Biodiversity Gain Condition. They would therefore advise that the above comments are addressed and further information provided as to how 10% BNG can be delivered by this application.

A revised plan was submitted by the applicant, indicating that BNG would be provided in some City Council owned parkland, just to the east of the application site.

GMEU commented that while the location plan does include a blue line boundary within which off-site habitat enhancements are proposed, no information has been included regarding the baseline value of this area and what habitats are proposed, and this information is needed so that they can be confident that a 10% gain can be achieved in this way.

The applicant responded that the BNG would be provided in part of Scotland Hall Road Recreation Ground. The area identified is currently modified grassland used for recreational purposes. At this stage, they propose to enhance the baseline condition of this area through the introduction of a reduced cutting regime. Additionally, subject to agreement with Manchester Parks, they may introduce mixed scrub planting and tree planting along the site margins to further enhance habitat value. A full assessment of this area's baseline condition and the detailed design of habitat enhancements would be undertaken following the securing of planning permission.

Given the need to meet funding deadlines linked to this project, they request that this second stage of the BNG plan be secured by way of a pre-commencement condition.

United Utilities - Recommend that a condition is attached, to any permission, in relation to the drainage of the site.

Cadent Gas - No objections and an informative is recommended.

Issues

National Planning Policy Framework (December 2024) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;
- b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants. Communities, local planning authorities and other interests throughout the process (paragraph 131).

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EN1 relates to Design Principles and Strategic Character Areas. It states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

Policy EN9 relates to Green Infrastructure). It states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the

loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed

guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

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

Places for Everyone - The approved Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for 9 of the 10 boroughs which make up Greater Manchester.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs.

Relevant policies of PfE in this instance are:

JP-S1: Sustainable development

JP-C8: Transport Requirements of New Development

JP-P1: Sustainable Places

JP-G8 : A Net Enhancement of Biodiversity and Geodiversity

JP-P7 : Sport and Recreation

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance was formally adopted in April 2007, and is therefore relevant in this case. At that time, Planning Policy Statement 3 'Housing' stated that to facilitate efficient delivery of high quality development, Local Planning Authorities should draw on relevant guidance and standards and promote the use of appropriate tools and techniques, such as Design Coding alongside urban design guidelines, detailed masterplans, village design statements, site briefs and community participation techniques.

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. This guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places, that is character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability.

The guidance advises that high quality design is a vital attribute of successful neighbourhoods, the design of streets should promote neighbourliness and design should respect and be informed by location. The guidance also advises that buildings should relate well to each other and building heights should be carefully considered. In terms of ease of movement, cul-de-sacs are discouraged, the street network should contribute to the character of the area, safe routes for cyclists and pedestrians will be promoted, and public transport should be easy to use. Places with attractive and successful public areas are encouraged with open spaces reflecting and accommodating future uses with children and young people being considered in the design and location of open spaces. Neighbourhoods should contain a mix of housing, safety and security are vital elements of the urban area, the impact of parking areas should be minimised and new developments should maximise access for disabled people

Principle - The proposed development is part of an approach, by the Youth Investment Fund, which seeks to address an identified need for enhanced youth provision in the area. Whilst the proposal would lead to the loss of some grassed land, this is not what would be considered as recreational space and it is considered that the proposed new building/use would provide a significant new facility for young people, which would have health and well-being benefits through the provision of a range of youth activities, including sport and social activities.

It is considered that the proposal is in keeping with the local context and is essentially an extension of an existing use. In principle the proposal is therefore considered to be acceptable, subject to an assessment of biodiversity net gain in relation to the lost grassland.

Site Layout - The proposed development comprises a single, detached, rectangular shaped block positioned close to the north-eastern boundary of the site, and perpendicular to the existing building on site, with its position chosen to enable a set back from the road and to safeguard the root protection areas of the larger perimeter trees. The existing vehicular access, and car parking provision, is unaffected by the proposal, which largely involves siting a building on some underused grass land, along with an outdoor patio area and a sheltered cycle store.

It is considered that the position of the proposed building creates a presence onto Scotland Hall Road, and retains a large portion of the site for the car parking, patio area and sheltered parking, which would be largely shielded from external view by the proposed building. It is

considered that the layout would assimilate effectively into the surroundings with no significant adverse impact to the character and appearance of the area

Design, Scale and Appearance - The proposed building is a simple structure which is of a different style and materials, to the existing building. The building though is designed to be functional and low key, being single storey only with a flat roof, constructed in timber cladding and contrasting black aluminium openings, with windows facing both the patio area/car park and Scotland Hall Road, to promote natural surveillance.

The surrounding area is of two distinct styles with a number of residential properties that are two stories in scale, along with three tower blocks. It is considered that the proposed building responds sympathetically into the immediate context with the differences arising from its design, scale and appearance (mainly the choice of materials) being negligible. It is considered that the building would integrate into the local surroundings without being strident or out of character with any impact softened by the retention of existing trees, along the site perimeter.

Residential Amenity - As the site is already used as a youth centre, the proposed building/use is compatible. Whilst the proposal has the potential to create an intensification in the use of the site, the building is modest in size, with a floorspace of 127 square metres, that would be only anticipated to accommodate a limited number of additional people plus staff at any one time. Also the indication is that the building would not be in continuous use, with the most common case being that either the existing, or proposed building would be used at a given time, depending on the activities being carried out.

The proposed building would be located approximately 25 metres, from the nearest residential properties, which would limit any noise disturbance, and conditions are proposed in relation to matters such as hours of use, and acoustic insulation, to further ensure that any impact, upon surrounding residents, is minimal. Also the distance, to these residential properties ensures that there would be no impact upon those residents in relation to matters, such as loss of outlook/privacy/daylight.

Given the relationship of the building with the nearest residential occupiers, the limited provision and on-site management, the proposed scheme is considered compatible with its surroundings, and is unlikely to have an adverse impact upon residential amenity.

Impact on the Highway - The proposed youth hub is expected to generate minimal vehicle traffic due to it relating to an existing youth centre and its limited capacity/operation with many of its visitors expected to be local people arriving on foot or by public transport. Demand for parking is expected to be low and no change is proposed to the existing car parking provision, of 6 spaces, which is considered to be acceptable to Highways Services. In addition, 10 new cycle spaces are proposed to encourage visiting by bike, which is felt to be likely to be taken up, given the ages of people who will be attending the premises.

In cases of significant events on site, where both buildings are in use, and a significant attendance is expected, an events management condition has been requested by Highways Services, but, overall the proposal is not expected to have any significant impact on the operation of the local highway network.

Trees and landscaping - At present there are 7 trees on site and none are to be removed. Four of the trees are to have their crowns raised, by between 1 and 2 metres, to accommodate the new building, with the remaining three having no work or some minor deadwood removal.

Ecology and Biodiversity - The Greater Manchester Ecology Unit (GMEU) considers that the site has some potential for birds, badger and small mammal habitat, and enhancements have

been proposed on site, which are to be secured by condition, along with 'informatives' for the protection of birds and mammals during works.

In terms of statutory biodiversity net gain requirements, GMEU consider that the site has some ecological value, consisting of grassland, a hedgerow unit and individual trees. After construction of the development, onsite biodiversity remediation and the 10% net gain requirement it is indicated that there would be a deficit, on site of 0.08 Area Habitat units.

The applicant has indicated that a net gain in biodiversity units cannot be achieved on site, and therefore intends to offset the biodiversity loss within a land parcel, adjacent to the site, that is within the applicants ownership.

Given the characteristics and amount the habitat to be lost, and the commitment provided by the applicant this is considered acceptable. The application is therefore subject to the default biodiversity net gain condition requiring full details of how the net gain can be achieved.

On this basis, the impact to ecology and biodiversity net gain requirements is considered acceptable.

Waste Management - The site incorporates an external bin storage area with space for segregated waste and recycling. No changes are proposed to the existing arrangements and no concerns have been raised by Environmental Health or Highways Services

Environmental Standards - Wherever feasible, natural ventilation is to be prioritised, with limited use of mechanical systems to make the building as comfortable as possible for occupiers. The building would operate entirely on electricity, incorporating air source heat pumps for heating and electric water heaters that provide hot water at the point of use, enhancing overall energy efficiency. A condition is included to ensure the proposed measures are provided.

Climate Change - The building is of a modular design, which is likely to be largely constructed off site, thereby limiting the impact on air quality, during the construction process. A construction management plan condition is nevertheless proposed.

During the operational phase, it is expected that the proposal would not lead to significant changes in vehicle visits and an electric vehicle charging point is to be provided. On this basis, it is not considered that the proposal would have a detrimental impact upon the air quality levels experienced within the vicinity of the site.

Crime and Disorder - The building has been designed to provide natural surveillance and certain measures are identified, such as alarms and cctv although it is also stated that these are the responsibility of the operator. Accordingly a condition is proposed to ensure the development incorporates sufficient security measures.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant/agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this instance, negotiations were necessary in relation to BNG. Generally the proposal is considered to be in accordance with City Council policy. The applicant was also advised of a pre-commencement conditions, which has been agreed.

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 numbered 23519-0324 rev P-01, 23519-3742 rev P-01, 23519-3074 rev P-00 and 23519-3074 rev P-01

Design and Access Statement

Tree survey report and drawing numbered P.2063.24.T01

Ascerta preliminary ecological appraisal and day time building inspection document dated October 2024 and drawing numbered P.2063.24.E02

All stamped as received by the City Council, as Local Planning Authority, on 19 May 2025.

Ascerta Biodiversity Impact Assessment document, dated April 2025, and Mayer Brown Transport assessment dated May 2025, stamped as received by the City Council, as Local Planning Authority, on 23 June 2025.

Drawing numbered 23519-0224 rev P-01 and the A-1 On-site Habitat Baseline document, stamped as received by the City Council, as Local Planning Authority, on 24 July 2025.

Email from Lorna Clements, dated 29 July 2025, confirming Biodiversity Net Gain arrangements for the site and the adjoining Scotland Hall Road Recreation ground.

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

3) Notwithstanding details submitted, no above ground development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed details.

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

4) Prior to the commencement of development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt should include;

- Measures to control noise and vibrations;
- Hours of working;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

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

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

5) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority. 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 and DM1 of the Manchester Core Strategy.

6) No above ground development shall commence until a detailed hard and soft landscaping treatment scheme (including replacement tree planting and permeable hard surfacing) has been 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 is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged

or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

7) 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 Manchester Core Strategy.

8) (a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped.

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

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

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

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

10) Prior to any site clearance or earthworks a reasonable avoidance measures method statement for hedgehog and other mammals shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

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

11) The development hereby approved shall include a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of each phase (save for the enabling works phase), full details of such a scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of each phase 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 and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Manchester Core Strategy.

12) Prior to the first occupation of the building hereby approved, an Event Management Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The Plan shall include details of traffic/parking marshalling during events and shall remain in use as long as the use is in operation.

Reason - To mitigate harm to the operation of the highway and the amenity of noise sensitive occupiers, pursuant to saved policy DC26 of the Unitary Development Plan and policies DM1 and SP1 of the Manchester Core Strategy.

13) 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.

14) Notwithstanding details submitted, the development hereby approved shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority. 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. No bins shall be stored outside the curtilage of the site other than on the day of collection.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

15) The development hereby approved including the building and outside areas shall not be open outside the following hours:- Mondays to Sundays 10:00 to 21:00, including Bank Holidays.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

16) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the 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 agreed Remediation Strategy and validated. If no contamination is found, then a post-completion report shall be submitted to evidence this prior to occupation of the development.

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 Manchester Core Strategy.

17) Prior to the commencement of development appropriate and comprehensive construction designs for the installation of a proprietary gas membrane, in order to alleviate any possibility of landfill gas ingress to the building, shall be submitted for approval to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to occupation as part of the development.

Reason - the development site lies within 250 metres of a registered landfill site or in close proximity to a potential historical source of landfill gas pursuant to policy EN18 of the Manchester Core Strategy.

18) A detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the units hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
- (2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. 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 reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

19) Any soils imported for use in the landscaped area shall be validated as suitable for use and a minimum of 300mm subsoil and topsoil over a no dig marker layer shall be placed. Prior to occupation a post completion report shall be submitted to and agreed in writing by the City Council as the Local Planning Authority to evidence this.

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 Manchester Core Strategy.

20) a) The building hereby approved shall be acoustically insulated and treated to limit the break-out of noise with a noise study of the premises and a scheme of acoustic treatment shall be submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall be implemented in full before the use commences.

b) Upon completion of the development and within 3 months of first occupation, a Verification Report is required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - In order to safeguard the amenity of existing and future occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

21) a) Externally mounted ancillary 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 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to operation of the scheme to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to saved UDP Policy DC26 and Policy DM1 of the Manchester Core Strategy.

22) The building hereby approved shall not be occupied until details of the security measures to be incorporated into the development, which shall be to 'secured by design' specification, have been submitted to and approved in writing by the City Council as Local Planning Authority. This shall include details of external fittings, boundary treatment and dusk till dawn lighting. The development shall only be carried out in accordance with these approved details which shall be retained thereafter.

Reason - To reduce the risk of crime pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

23) Prior to the commencement of the development hereby approved, a surface water drainage layout for the development site shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the following:

- Evidence of drainage hierarchy adherence.
- Finalised surface water drainage layout including all components, levels and connectivity.
- Evidence of connection approval in principle.
- Maintenance and management plan including responsible party and a schedule of tasks/frequencies for the components.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

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 EN14 & EN17 of the Manchester Core Strategy.

24) In addition to biodiversity net gain requirements, the development shall be carried out in accordance with the indicated enhancements/mitigation measures contained in section 5 of the Ascerta Preliminary Ecological Appraisal and Day Time Building Inspection report, dated October 2024, stamped as received by the City Council, as Local Planning Authority, on 19 May 2025. All measures should be carried out, prior to first occupation of the building, and thereafter maintained.

Reason - To provide and ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

25) Prior to above ground works a written 30-year Habitat Management and Maintenance Plan (HMMP) for the site, and adjoining land, shall be submitted to and approved in writing by the City Council as local planning authority. The approved HMMP shall relate to all 'significant' biodiversity gains on site and shall be strictly adhered to and implemented in full for its duration and shall contain:

- A) Aims, objectives and targets for management, including habitat target conditions matching the associated Biodiversity Metric submitted with the application.
- B) Descriptions of the management operations necessary to achieving aims and objectives.
- C) Preparation of a works schedule, including timescales for habitat clearance and habitat creation and/or enhancement.
- D) Details of monitoring needed to measure the effectiveness of management.
- E) Details of the persons responsible for the implementation and monitoring.
- F) Mechanisms of adaptive management and remedial measures to account for changes in the work schedule to achieve required targets.
- G) Reporting on years 1, 2, 5, 10, 20 and 30'.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to Policy EN15 of the Manchester Core Strategy, Policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

Informatives

1) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email -highwaylicences@manchester.gov.uk.

2) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. Prior to carrying out works, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

The original holding objection was triggered due to the presence of a High-Pressure Major Accident Hazard Pipeline (MAHP) and/or an Intermediate Pressure Pipeline and/or an Above Ground Installation.

The minimum building proximity distance (BPD) for the pipelines and associated installations is as follows:

MANCHESTER 7 BAR = 3 Meters BPD

The building proximity distance taken from The Institution of Gas Engineers and Managers publication IGEM/TD/1 Edition 5 which is the standard applicable to steel pipelines and associated installations for high pressure gas transmission and IGEM/TD/3 Edition 5 Steel and PE pipelines for gas distribution

Your responsibilities and obligations

This informative does not constitute any formal agreement or consent for any proposed development work either generally or related to Cadent's easements or other rights, or any planning or building regulations applications.

Cadent Gas Ltd or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements.

3) Whilst the development is low risk for bats, the applicant is reminded that under the 2019 Regulation it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a bird's nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

Protected species can turn up in unexpected places and the granting of planning permission does not negate the need to abide by the laws which are in place to safeguard biodiversity. The applicant must seek ecological advice should they find or suspect that the proposal will impact on protected species.

4) MCC records highlight that the underground Sea Brook is located within close proximity to the site (approximately 93 m to the North of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all culverted assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC Lead Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following link:

<https://manchester.civicapayforms.co.uk/Sales/LaunchInternet.aspx?saleform=drainage>.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit

38 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
52 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
51 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
15 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
60 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
7 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
47 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
72 Scotland Hall Road, Manchester, M40 2RF
39 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
70 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
84 Scotland Hall Road, Manchester, M40 2RF
27 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
68 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
20 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
37 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
31 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
66 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
15 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
11 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
67 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
9 Amos Avenue, Manchester, M40 2QT
22 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
71 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
54 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
33 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
21 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
27 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
41 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
70 Scotland Hall Road, Manchester, M40 2RF
18 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
32 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
67 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
9 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
37 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
76 Scotland Hall Road, Manchester, M40 2RF
57 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
62 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
55 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
16 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
59 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
10 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
63 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
56 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
14 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
38 Fenchurch Avenue, Manchester, M40 2RH
25 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG

9 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
2 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
46 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
72 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
59 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
71 Scotland Hall Road, Manchester, M40 2RE
66 Scotland Hall Road, Manchester, M40 2RF
63 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
10 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
6 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
53 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
40 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
13 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
46 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
23 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
21 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
50 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
42 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
7 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
70 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
12 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
3 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
11 Amos Avenue, Manchester, M40 2QT
8 Amos Avenue, Manchester, M40 2RJ
6 Amos Avenue, Manchester, M40 2RJ
4 Amos Avenue, Manchester, M40 2RJ
5 Amos Avenue, Manchester, M40 2QT
16 Amos Avenue, Manchester, M40 2RJ
40 Fenchurch Avenue, Manchester, M40 2RH
65 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
60 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
29 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
44 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
28 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
57 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
14 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
73 Scotland Hall Road, Manchester, M40 2RE
69 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
82 Scotland Hall Road, Manchester, M40 2RF
8 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
44 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
58 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
33 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
28 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
12 Amos Avenue, Manchester, M40 2RJ
66 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
30 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
4 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
50 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
20 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
5 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
40 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG

19 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
71 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
64 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
34 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
25 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
35 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
48 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
54 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
53 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
39 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
7 Amos Avenue, Manchester, M40 2QT
3 Amos Avenue, Manchester, M40 2QT
1 Amos Avenue, Manchester, M40 2QT
51 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
43 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
16 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
35 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
36 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
17 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
68 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
12 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
24 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
1 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
52 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
68 Scotland Hall Road, Manchester, M40 2RF
56 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
34 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
38 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
74 Scotland Hall Road, Manchester, M40 2RF
13 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
69 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
36 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
19 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
4 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
2 Amos Avenue, Manchester, M40 2RJ
48 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
1 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
6 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
30 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
61 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
55 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
64 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
26 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
11 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
23 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
49 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
32 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
5 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
65 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
18 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
41 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
26 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
45 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
22 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP

2 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
10 Amos Avenue, Manchester, M40 2RJ
77 Scotland Hall Road, Manchester, M40 2RE
75 Scotland Hall Road, Manchester, M40 2RE
14 Amos Avenue, Manchester, M40 2RJ
24 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
49 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
58 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
42 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
3 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
62 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
8 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
45 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
31 Lancaster Court, 6 Croydon Drive, Manchester, M40 2NG
78 Scotland Hall Road, Manchester, M40 2RF
80 Scotland Hall Road, Manchester, M40 2RF
47 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
17 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
72 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
29 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
43 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP
61 Shackleton Court, 1 Croydon Drive, Manchester, M40 2NP

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 50m Buffer -
Area Team Boundary - Name: NORTH AREA