MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	142744/JO/2025
Date registered valid:	17 April 2025
Proposal:	Variation of planning conditions 2, 3, 5, 6, 7, 8, 9, 12, 14, 16, 17, 18, 19, 23, 24, 25, 26, 33, 35, 36, 53 and 54 attached to planning permission 139133/FO/2024 (as amended by 142148/NMC/2025) elevational alterations and internal reconfiguration to accommodate an additional internal staircase, increase in the number of apartments by 13 (total 237), alterations to cycle and plant rooms, creation of condenser compound within car park and increase in generator compound and alterations to landscaping scheme
Address:	Land At Cornbrook Road, Manchester,
Ward(s):	Hulme Ward
Applicant:	FG Vivere Manchester Ltd
Agent (if any):	Harry Russell Lichfields
Case officer:	Lucy Harrison Tel: 0161 234 5795 Email: lucy.harrison@manchester.gov.uk
Recommendation:	Minded to Approve subject to a Deed of Variation to the S106 Agreement

Date of recommendation: 27.08.2025

Application details

Type of application: Variation or Removal of Condition

Development type: Major Dwellings

Date of site visit:

Standard consultations:
Printed: 1 May 2025 Expired: 23 May 2025

Neighbour notifications
Printed: 1 May 2025 Expired: 31 May 2025

Site notice
Posted: 6 May 2025 Expired: 5 June 2025

Press advert
Published: 6 May 2025 Expired: 5 June 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

This vacant irregular site is bounded by Cornbrook Road, Chester Road and Metrolink and railway lines. It is secured by a heras fence and is bisected by Runcorn Street.

The site is part of the Cornbrook Hub Strategic Regeneration Framework (SRF) (2014), a joint document between Manchester CC and Trafford MDC. The framework is indicative and identifies opportunities presented by this gateway site to help guide future development. It promotes high density commercially led, mixed use developments that would create a gateway into the city centre. There has been significant change and regeneration in this area and residential schemes have or are being developed. There are high density residential schemes alongside older buildings on Chester Road. The adjacent Vox development is 15- storeys.

Cornbrook Metrolink stop is 150 metres away, bus services are available on Chester Road and Deansgate train station is a 15 minute walk. The site is in the Manchester Air Quality Management Area (AQMA) and also adjoins an AQMA in Trafford. The site is not in a conservation area. The nearest listed building is the Former Turville Public House, Grade II, 65m east, Brindley Weir, Grade II 150m west, Railway Bridge over Canal, Grade II 150m north, Albert Mill Grade II, 175m north-east and Hulme Barracks Grade II 175m south east.

The site is in Flood Zone 1 where there is a low probability of flooding from rivers and the sea

Description of development

The proposal is for amendments to planning permission 139133/FO/2024 (as amended by 142148/NMC/2025), which is for:

Erection of mixed-use building incorporating residential apartments (Use Class C3a), apart-hotel studios (Use Class C1), amenity space, and café (Use Class E(b)), together with infrastructure, landscaping, and other associated works.

Due to changes in legislation, there is a requirement to provide an additional fire-fighting staircase, in accordance with the requirements of the Building Regulations 2010 Approved Document B: Fire Safety (Published April 2024). Consequential changes to the proposed floorplans of the development are required to accommodate this additional lift along with other design amendments.

The amendments sought include:

• The addition of 2 stair cores for a separate means of escape from the apart hotel in accordance with Building Safety requirements.
• The addition of a typical residential floor, increasing the number of residential apartments by 13 (to 237 in total). The floor-to-floor heights of the typical aparthotel and residential floors have been reduced (by 75 mm and 150mm respectively) to minimize the impact of introducing the additional floor level, resulting in an overall building height increase of c.1.75m.
• The removal of the basement level and introduction of a mezzanine level at ground floor to accommodate the plant room and cycle stores previously located in the basement.
• Relocation of the condenser compound from the Level 3 roof to the car park due to inadequate space in the former compound and to mitigate the impact of noise on the apart-hotel studios above the former compound. The two external bin stores would be amended to one bin store for 3 bins, with 7 bins being relocated to the internal refuse store, as a result of the relocation of the compound.
• Increase in the size of the generator compound and associated changes to the acoustic attenuation required due to M&E specification, resulting in the loss of 1 car parking space.
• Minor changes to internal layouts due to design development and fire safety requirements, including the removal of the flexible commercial unit (Use Class E) from the ground floor.
• Replacement of the sawtooth roof with sawtooth parapets/upstands and a flat roof between to allow for the installation of PV panels.
• New external door and louvres with perforated anodised screens added to the north elevation at ground level. The external door leads to the EV bike and electric wheelchair charging room which is introduced to satisfy the updated Building Safety Fire Safety Design Guidance (BS 9991:2024). Additional louvres with perforated anodised screens are proposed to the residential refuse store for ventilation. The canopy design has been amended to include a louvred roof rather than solid roof.
• Landscape scheme amended to remove and reposition trees due to the location of below-ground utilities and accessibility constraints. Additional landscaping has been provided to screen the generator and condenser compounds.

2m wide returns are provided to maintain the appearance of the sawtooth roof.

Land within Trafford Metropolitan Borough Council (MBC)

The scheme includes a small section of highway on Cornbrook Road in Trafford. Trafford MBC have authorised and delegated power to Manchester City Council, under section 101 of the Local Government Act 1972, to discharge Trafford MBC's functions as Local Planning Authority

and determine this planning permission for the area of land within their boundary. At their meeting of 8 May 2025, Trafford's Planning and Development Management Committee resolved to delegate the discharge of its planning function to Manchester City Council in respect of planning application 142744/JO/2025 in accordance with the conditions listed below.

Manchester City Council shall have delegated powers to determine any of the following application types pursuant to 139133/FO/2024 or 142744/JO/2025:

a) The Delegation

More specifically, under Section 101 of the Local Government Act 1972, Trafford MBC has agreed that Manchester City Council shall have delegated powers to determine any of the following application types pursuant to this planning permission:

- Section 73 of the Town and Country Planning Act 1990 (Determination of applications to develop land without compliance with conditions previously attached), only where the footprint of the built development does not extend on to or overhang within the Trafford Council administrative boundary.

- Section 96A of the Town and Country Planning Act 1990 (Power to make non-material changes to planning permission).

- Section 6 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (Applications for approval of Reserved Matters) only where the footprint of the built development does not extend on to or overhang land within the Trafford Council administrative boundary.

- Section 27 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (Applications made under a planning condition).

Consultations & Notification Responses

Publicity

The proposal has been advertised in the local press, site notices have been displayed and occupiers of neighbouring properties have been notified. 2 representations have been received with the following comments:

Increased Parking Pressure – the addition of more apartments is likely to exacerbate existing roadside parking issues in the vicinity.

Increased Pressure on Local Infrastructure - Object to the addition of any further residential accommodation as the existing infrastructure is already saturated and struggling.

Loss of Daylight and Overshadowing – The increase in building height may result in overshadowing of adjacent properties, eg VOX building and its rooftop terrace.

Noise – Expansion of the generator compound and the introduction of additional condenser units raise concerns about increased noise levels. It is essential to assess whether adequate noise mitigation measures, such as acoustic enclosures or strategic placement, are planned to minimize the impact on neighbouring apartments.

Consultees

Highway Services – No objections. Cycle parking provision is acceptable on the basis of ongoing monitoring as part of the Travel Plan and a final CMP should be conditioned.

Environmental Health – Original comments and conditions apply. No further comments.

Environment Agency – No comments.

Flood Risk Management Team - Original comments and conditions apply. No further comments.

Health and Safety Executive (Planning Gateway One) – No objections.

Manchester Aerodrome Safeguarding - no objections.

Network Rail – Original comments apply - conditions are required due to the proximity of Network Rail assets.

TfGM – Recommends an area is futureproofed for additional cycle parking provision should demand exceed supply.

TfGM Metrolink – No objections.

Arboriculturalist – No objections.

Trafford MBC – No comments.

Issues

The main principles of the redevelopment scheme for this site have been considered under planning permissions 139133. The main issues to consider in assessing this application for amendments to that scheme are the principle of the loss of the commercial unit, the impact of the proposed changes on residential amenity in terms of noise and daylight and sunlight, visual amenity, impact on the nearby heritage assets, including Castlefield Conservation Area, the Grade II listed former Turville Public House and the Grade II listed former Albert Mills, highways, wind microclimate, and affordable housing.

The proposals are considered to be consistent with the following policies: Sections 5 (Delivering a sufficient supply of homes), 6 (Building a strong and competitive economy), 9 (Promoting Sustainable Transport), 11 (Making Effective Use of Land), 12 (Achieving Well-Designed Places) and 16 Conserving and Enhancing the Historic Environment of the National Planning Policy Framework (NPPF); SO2 (Economy), SO3 (Housing), S05 (Transport), SP1 (Spatial Principles), CC3 Housing, CC5 Transport, CC6 City Centre High Density Development, CC9 Design and Heritage, H1 Overall Housing Provision, H8 Affordable Housing, EC1 (Employment and Economic Growth in Manchester), T1 (Sustainable Transport), EN1 Design Principles and Strategic Character Areas, EN 2 Tall Buildings, EN3 Heritage, EN19 (Waste) and DM 1 (Development Management) of the Core Strategy; DC18.1 Conservation Areas, DC19.1 Listed Buildings, DC26.1 and DC26.5 (Development and Noise) of the City of Manchester Unitary development Plan (UDP); and JP-S1 (Sustainable Development), JP-H1: Scale, Distribution and Phasing of New Housing Development, JP-H2: Affordability of New Housing, JP-H4: Density of New Housing, JP-P2: Heritage, JP-C8: Transport Requirements of New Development. The site forms part of the Cornbrook Strategic Regeneration Framework (SRF) (2013), which provides a vision and strategic level planning guidance for the comprehensive and co-ordinated regeneration of the area to transform this underutilised site and create a significant new gateway.

Loss of Commercial Unit

The small commercial unit at ground floor would be replaced with the hotel foyer, with lounge, work and meeting areas adjacent, due to the fire safety redesign. The space would still have activity within it, providing an active frontage and natural surveillance to the street, and café unit at the other end of the building would be retained. It is considered therefore that the loss of the commercial unit is acceptable in this instance.

Noise

The proposed generator and condenser compounds would be acoustically treated to ensure any noise impacts are mitigated and this would be required by condition. It is considered therefore that the proposed changes would not have a detrimental impact on the residential amenity of adjacent and future occupiers through noise.

Daylight and Sunlight

The proposed increase in height would be c.1.75m, which is considered to be minimal in the context of this scheme. A Daylight and Sunlight technical note has been submitted as part of this application. This concludes that the overall increase in building height by 1.75m would not materially alter the impacts of the development and the conclusions of the original Daylight and Sunlight report and addendum that supported the original scheme. It is considered therefore that the proposed amendments would not give rise to any daylight or sunlight issues over and above those already considered as part of the original scheme.

Visual Amenity and Heritage

The overall design of the scheme remains the same. The increase in height is minimal and would not have material impact on the overall appearance of the scheme. The introduction of louvred openings to the ground floor would be mitigated by the inclusion of perforated anodised metal screens and the generator, condenser and bin store compounds would be screened with perforated bronze and black panels. These elements would be subject to a condition requiring samples of materials to be agreed. The full sawtooth roof would be replaced with sawtooth parapets/upstands, with a flat roof between, to allow for the installation of PV panels. Two-meter-wide returns to the parapets would be provided to maintain the appearance of the sawtooth-roof so that the roof profile would be maintained visually when viewed from the ground and at distance. It is considered therefore that the proposal would be acceptable in visual amenity terms and would not have a discernible impact on the nearby heritage assets over and above the original scheme.

Highways

The proposal does not alter the approved highways layout. The proposed development is in a highly sustainable location, within walking distance of the regional centre and adjacent to the Cornbrook Metrolink tram stop, as well as bus stops on Chester Road and cycle lanes. The proposed development would retain cycle parking for residents, visitors and staff. There would be a reduction of one parking space with 13 spaces retained, including two accessible spaces for the apart-hotel and two accessible spaces for the residential apartments. This level of car parking is considered to be acceptable given the highly accessible location of the. A Highways Technical Note submitted with application confirms that the amendments to the scheme would not result in a significant difference to the conclusions set out in the Transport Statement and it would continue to have no impact on highway operation and road safety, as well as still providing sufficient cycle and car parking provision. A condition requiring full travel plans for the hotel and residential accommodation would be attached and would ensure that cycle parking is

monitored and reviewed as necessary. It is considered therefore that the proposal would have an acceptable impact on highway safety and is in accordance with local and national policy.

Wind

A Wind Microclimate Technical Note has been submitted as part of this application and finds that the conclusions of the approved Wind and Microclimate Report remain valid with the updated landscape scheme. Ground level wind conditions would be suitable for the intended use and there would not be a significant impact on conditions around the site. The proposed amendments are therefore considered acceptable with respect to wind microclimate.

Affordable Housing

A Viability Assessment Addendum has been submitted as part of this planning application and independently assessed on behalf of Manchester City Council. It confirms that the development cannot provide any affordable housing or financial contribution at this time. The scheme would be subject to a S106 agreement which would include a review mechanism to ensure that any additional value created by the development if sales values are increased would be assessed.

Conclusion

It is considered that the proposed amendments to the scheme would not have a detrimental impact on the scheme and would be in accordance with local and national planning policy. The proposed amendments should therefore be approved subject to a S106 agreement and conditions.

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

Recommendation: Minded to Approve subject to a Deed of Variation to the S106 agreement.

Article 35 Declaration

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

Condition(s) to be attached to decision for approval

1) The development must be begun not later than 26 September 2027.

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

8353-LRW-ZZ-ZZ-DR-A-00-173_P04
8353-LRW-ZZ-ZZ-DR-A-00-100 P11
8353-LRW-ZZ-00-DR-A-00-669 P02
8353-LRW-ZZ-01-DR-A-00-670 P02
8353-LRW-ZZ-02-DR-A-00-671 P02
8353-LRW-ZZ-ZZ-DR-A-00-672 P02
8353-LRW-ZZ-ZZ-DR-A-00-673 P02
8353-LRW-ZZ-ZZ-DR-A-00-674 P02
8353-LRW-ZZ-24-DR-A-00-675 P02
8353-LRW-ZZ-25-DR-A-00-676 P02
8353-LRW-ZZ-26-DR-A-00-677 P02
8353-LRW-ZZ-00-DR-A-00-678 P02
8353-LRW-ZZ01-DR-A-00-679 P02
8353-LRWZZ-02-DR-A-00-680 P02
8353-LRW-ZZ-ZZ-DR-A-00-681 P02
8353-LRW-ZZ-ZZ-DR-A-00-682 P02
8353-LRW-ZZ-ZZ-DR-A-00-683 P02
8353-LRW-ZZ-24-DR-A-00-684 P02
8353-LRW-ZZ-25-DR-A-00-685 P02
8353-LRW-ZZ-RF-DR-A-00-686 P02
8353-LRW-ZZ-ZZ-DR-A-00-200 P13
8353-LRW-ZZ-ZZ-DR-A-00-201 P14
8353-LRW-ZZ-ZZ-DRA-00-202 P09
8353-LRW-ZZ-ZZ-DR-A-00-203 P12
8353-LRW-ZZ-ZZ-DR-A-00-204 P12
8353-LRW-ZZ-ZZ-DR-A-00-205 P13
8353-LRW-ZZ-ZZ-DR-A-00-206 P09
8353-LRW-ZZ-ZZ-DR-A-00-207 P10
8353-LRW-ZZ-ZZ-DR-A-00-212 P02
8353-LRW-ZZ-ZZ-DR-A-00-213 P02
8353-LRW-ZZ-ZZ-DR-A-00-214 P01

8353-LRW-ZZ-ZZ-DR-A-00-300 P07
8353-LRW-ZZ-ZZ-DR-A-00-301 P06
1169-WRI-XX-XX-DR-L-0002 P09
8353-LRWZZ-ZZ-DR-A-00-015 P08
8353-LRW-ZZ-ZZ-DR-A-00-016 P08
8353-LRW-ZZ-ZZ-VS-A-00-021 P03
8353-LRW-ZZ-ZZ-VS-A-00-023 P03
8353-LRW-ZZ-ZZ-VS-A-00-027 P03
8353-LRWZZ-ZZ-VS-A-00-029 P02
8353- LRW-ZZ-ZZ-VS-A-00-030 P02
8353-LRW-ZZ-ZZ-VS-A00-031 P01
8353-LRW-ZZZZ-VS-A-00-032 P02

Supporting information

Planning, Heritage, Tall Building and Statement of Community Involvement prepared by Lichfields; Design and Access Statement prepared by Leach Rhodes Walker (ref. 8353-LRW-XX-XX-PP-A-00-011 Rev. P03); Noise and Vibration Assessment prepared by Jameson Acoustics (ref. 22101-RP-1-R2); Transport Assessment prepared by SK Transport (ref. 231218/SK22387/TS01(-03)); Phase I Geoenvironmental Site Assessment prepared by Renaissance (ref. CBR-REN-00-XX-RNP[1]C-00003 Rev. P04); Flood Risk Assessment prepared by Renaissance (ref. CBR-REN-XX-XX-RP-C-00001 Rev. P04); Drainage Scheme prepared by Renaissance (ref. CBR-REN-XX-XX-RP-C-00002 Rev. P03); Archaeological Assessment prepared by Oxford Archaeology (ref. L11531 Rev. V4); Air Quality Assessment prepared by Redmore (ref. 7356r2); Crime Impact Statement prepared by GMP (ref. 2023/0618/CIS/01); Wind and Microclimate Assessment prepared by GIA; Daylight and Sunlight Assessment prepared by GIA (ref. 2473-240126-EP-DLSL); Preliminary Ecological Assessment prepared by Urban Green (ref. UG2342-PEA); Biodiversity Net Gain Assessment prepared by Urban Green (ref. UG2342-BNG); Biodiversity Net Gain Metric prepared by Urban Green; Blue and Green Infrastructure Statement prepared by Wrights; Environmental Standards Statement prepared by Futureserv (ref. P7583-FS-XX-XX-RP-M-002Rev. P03); Viability Assessment prepared by Tim Claxton; Lighting Strategy prepared by Futureserv (ref. P7583-FS-XX-XX-RP-E-001 Rev. P3); Ventilation and Extraction Strategy prepared by Futureserv (ref. P7583-FS-XX-XX-RP-M-003 Rev. P3); Management Strategy prepared by Artal; Construction Environmental Management Plan prepared by Domis; Broadband Connectivity Assessment prepared by Futureserv (ref. P7583-FS-XX-XX-RP-E-002 Rev. P03); TV Reception Survey prepared by Pagerpower (ref. 13033A); Local Labour Agreement prepared by Domis and Landscape Concept Design prepared by Wrights received by the City Council, as Local Planning Authority, on the 30 January 2024

Daylight and Sunlight update received by the City Council, as Local Planning Authority, on the 20 May 2024

Waste proforma received by the City Council, as Local Planning Authority, on the 29 April 2024

Highways response note received by the City Council, as Local Planning Authority, on the 21 May 2024

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) The development shall be carried out in accordance with the Piling and Penetrative Works Risk Assessment (ref. NS/C5540/13935) received by the City Council as local planning authority on the 6 March 2025.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, pilling can affect the adjacent railway network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

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

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

5) Notwithstanding the Flood Risk Assessment prepared by Renaissance (ref. CBR-REN-XX-XX-RP-C-00001 Rev. P04); Drainage Scheme prepared by Renaissance (ref. CBR-REN-XX-XX-RP-C-00002 Rev. P03); received by the City Council, as Local Planning Authority, on the 30 January 2024, (a) prior to the commencement of development (with the exception of site clearance, enabling works and site remediation) a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

o Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.
o Where surface water is connected to the surface water sewer in Dinton Street, identification of the asset owner and evidence of agreement in principle from the asset owner or United Utilities is required. An email of acceptance of proposed flows and/or new connection will suffice. This must include evidence of consultation with United Utilities to determine if the asset is an adopted public sewer.
o Where surface water is connected to the public combined sewer, the strategy shall be designed in accordance with the agreement in principle from United Utilities.
o Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
o Details of surface water attenuation which achieves a runoff rate no greater than 5 l/s, supported by evidence of agreement in principle from the relevant authority/service provider.
o A finalised drainage layout showing all components, outfalls, levels and connectivity.
o Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must Include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.
o Where a public sewer diversion/abandonment is proposed, agreement in principle from United Utilities is required. An email of acceptance will suffice.
o A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.
o A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).
o Construction details of flow control and SuDS elements.
o A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m

easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

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

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

6) a) The development shall be carried out in accordance with the Phase II Geo Environmental Assessment Report (ref. AH/C5540/13714 Rev A), Remedial Strategy (ref. AH/C5540/13847) and the Risk Assessment for Water Pipes prepared by Brownfield Solutions, all received by the City Council as local planning authority on 6 March 2025.

b) Prior to the first occupation of the development, a Completion/Verification Report to show compliance with the details in part a) 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 approved 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.

7) Notwithstanding the Construction Environmental Management Plan prepared by Domis received by the City Council, as Local Planning Authority, on the 30 January 2024, the development shall not commence until a detailed construction management plan outlining working practices during construction have been submitted for approval in writing by the Local Planning Authority, which for the avoidance of doubt should include;

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

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

The development shall be carried out in accordance with the approved Construction Environmental Management Plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

8) Prior to any above ground works commencing, all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, window reveals and soffits, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management.

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

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

9) a) Prior to any above ground works commencing, details of a Local Benefit Proposal demonstrating a commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

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

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

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

The scheme shall include the following:

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

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

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

11) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement prepared by Futureserv (ref. P7583-FS-XX-XX-RP-M-002 Rev. P03) received by the City Council, as Local Planning Authority, on the 30 January 2024. A post construction review certificate/statement for the development shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

12) Notwithstanding drawing 1169-WRI-XX-XX-DR-L-0002 P09 received by the City Council, as Local Planning Authority, on the 17 April 2025, (a) prior to any above ground works commencing, details of a hard and soft landscaping scheme (including appropriate materials, specifications) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The approved scheme shall be implemented prior to the first occupation of the residential element of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

13) (a) Prior to the first occupation of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (Laeq) below the typical background (La90) level at the nearest noise sensitive location.

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

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

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

14) (a) Notwithstanding the Noise and Vibration Assessment prepared by Jameson Acoustics (ref. 22101-RP-1-R2); received by the City Council, as Local Planning Authority, on the 30 January 2024, prior to any above ground works, a scheme of acoustic insulation for the commercial units, meeting spaces and gym as shown on drawings 8353-LRW-ZZ-00-DR-A-00-678 P02 and 8353-LRW-ZZ-01-DR-A-00-679 P02 received by the City Council, as Local Planning Authority, on the 17 April 2025, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

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

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

15) (a) The acoustic insulation of the residential accommodation shall be carried out in accordance with the Noise and Vibration Assessment prepared by Jameson Acoustics (ref. 22101-RP-1-R2); received by the City Council, as Local Planning Authority, on the 30 January 2024.

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

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

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 andDM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

16) The residential and apart hotel element of the development shall be carried out in accordance with the waste management proforma received by the City Council, as Local Planning Authority, on the 29 April 2024 together with drawing 8353-LRW-ZZ-00-DR-A-00-678 P02 received by the City Council, as Local Planning Authority, on the 17 April 2025.

The approved scheme shall be implemented prior to the first use of the residential and apart hotel elements and shall remain in situ whilst the use or development is in operation.

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

17) Prior to the first use of the commercial uses, meeting spaces and gym as indicated on drawings 8353-LRW-ZZ-00-DR-A-00-678 P02 and 8353-LRW-ZZ-01-DR-A-00-679 P02 received by the City Council, as Local Planning Authority, on the 17 April 2025, details of a waste management strategy for the storage and disposal of refuse for the commercial uses of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first use of the commercial uses and shall remain in situ whilst the use or development is in operation.

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

18) Prior to the first use of each of the commercial units, as indicated on drawings 8353-LRW-ZZ-00-DR-A-00-678 P02 and 8353-LRW-ZZ-01-DR-A-00-679 P02 received by the City Council, as Local Planning Authority, on the 17 April 2025, should fume extraction be required, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of the commercial units and thereafter retained and maintained in situ.

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

19) Prior to the first use of each of the commercial units as indicated drawings 8353-LRW-ZZ-00-DR-A-00-678 P02 and 8353-LRW-ZZ-01-DR-A-00-679 P02 received by the City Council, as Local Planning Authority, on the 17 April 2025, should any roller shutters be required, details of any proposed roller shutters to the ground floor of that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each commercial units and thereafter retained and maintained in situ.

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

20) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of the development, full details of such a scheme for the development 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 the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using 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 Core Strategy.

21) 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.

22) Deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00
Saturday Sundays and Bank Holidays confined to 10:00 to 18:00

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

23) The commercial units hereby approved, as indicated on drawings 8353-LRW-ZZ-00-DR-A-00-678 P02 and 8353-LRW-ZZ-01-DR-A-00-679 P02 received by the City Council, as Local Planning Authority, on the 17 April 2025, shall not be open outside the following hours:-

Monday to Saturday 08:00 to 23:30
Sundays (and Bank Holidays): 10:00 to 22:00

There shall be no amplified sound or any amplified music at any time within the unit.

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

24) Prior to the first use of the external landscaped areas around the development as indicated on drawing 1169-WRI-XX-XX-DR-L-0002 P09 received by the City Council, as Local Planning Authority, on the 17 April 2025, an operational management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;

b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;

c. Details of the proposed furniture, including any barriers;

d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night (including no use of amplified music); and

e. days and hours of operation.

The approved plan shall be implemented upon first use of the development and thereafter retained.

No amplified sound or any music shall be produced or played in any part of the site outside the buildings.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

25) The commercial units, as shown on drawings 8353-LRW-ZZ-00-DR-A-00-678 P02 and 8353-LRW-ZZ-01-DR-A-00-679 P02 received by the City Council, as Local Planning Authority, on the 17 April 2025, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

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

26) The commercial units, as indicated drawing drawings 8353-LRW-ZZ-00-DR-A-00-678 P02 and 8353-LRW-ZZ-01-DR-A-00-679 P02 received by the City Council, as Local Planning Authority, on the 17 April 2025, can be occupied as Use Class E (excluding convenience retail) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

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

27) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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

28) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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

29) Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) the element of the scheme which relates to apart hotel shall only be used as an apart hotel (Use Class C1) and for no other purposes.

There shall be no live music or live entertainment in the apart hotel at any time with background music only.

Reason - To ensure that the arena is used solely for the intended purpose to safeguard the character of the area pursuant to policies SP1, EC7 and DM1 of the Manchester Core Strategy (2012).

30) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 30 January 2024. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of the development, the Council as Local Planning Authority must acknowledge 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.

31) The residential element of the development hereby approved shall be carried out in accordance with the Framework Travel Plan received by the City Council, as Local Planning Authority, on the 30 January 2024.

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

i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time;
iii) mechanisms for the implementation of the measures to reduce dependency on the private car;
iv) measures for the delivery of specified Travel Plan services; and
v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

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

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

32) The apart hotel element of the development hereby approved shall be carried out in accordance with the Framework Travel Plan received by the City Council, as Local Planning Authority, on the 30 January 2024.

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

i) the measures proposed to be taken to reduce dependency on the private car by those visiting the hotel at the development;
ii) a commitment to surveying the travel patterns of guests/staff during the first three months of the first use of the building and thereafter from time to time;
iii) mechanisms for the implementation of the measures to reduce dependency on the private car;
iv) measures for the delivery of specified Travel Plan services; and
v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

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

Reason - To assist promoting the use of sustainable forms of travel for hotel guests and staff, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

33) (a) Prior to the first occupation of the residential and apart hotel elements, the cycle store shall be implemented in accordance with drawing 8353-LRW-ZZ-00-DR-A-00-679 P02 received by the City Council, as Local Planning Authority, on the 17 April 2025 and thereafter retained and maintained in situ.

(b) The number of cycle spaces shall be reviewed for a period of five years beginning with the date of this permission, as part of the travel plan requirements of conditions 31 and 32 of this planning permission. The surveys shall be undertaken within 7 days of the end of years 1, 3 and 5 beginning with the date of this permission. The results of the survey provided to the Local Planning Authority within 3 months thereafter. Any additional cycle spaces identified as part of this review shall be implemented within two months of approval of the annual agreement.

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

34) Prior the first use of the apart hotel and residential element of the development, a car park management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. The plan shall detail how allocation of spaces would be undertaken together with access management arrangements. The approved plan shall be implemented and be in place upon the first occupation of the residential and apart hotel elements of the development and thereafter retained for as long as the development remains in use.

Reason - To ensure adequate car park management arrangements are put in place pursuant to policy DM1 of the Manchester Core Strategy (2012).

35) The development hereby approved shall be carried out in accordance with car parking layout as shown on drawing 8353-LRW-ZZ-00-DR-A-00-678 P02 received by the City Council, as Local Planning Authority, on the 17 April 2025. This shall include the provision of 2 accessible bays for the apart hotel and 2 accessible bays for the residential element. The car parking layout shall be surfaced, demarcated and laid out prior to the first use of the development and thereafter retained and maintained in situ.

Reason - to ensure adequate car parking (including accessible car parking) for the development pursuant to policies T2 and DM1 of the Manchester Core Strategy (2012).

36) Prior to any above ground works, details and specification of electric vehicle charging points to the 13 car parking spaces as indicated on drawing 8353-LRW-ZZ-00-DR-A-00-678 P02 received by the City Council, as Local Planning Authority, on the 17 April 2025 hereby approved shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved detail shall be implemented and made available prior to the first occupation of the residential and apart hotel uses hereby approved. The electric vehicle charging points shall be retained and maintained for as long as the development remains in use.

Reason - In the interest of air quality pursuant to policy EN17 of the Manchester Core Strategy (2012).

37) Prior to the first use of the development hereby approved, details of the provision of a car club bay on nearby surrounding roads shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development prior to the first occupation of the residential and apart hotel elements of this development and thereafter retained.

Reason - In the interest of supporting alternative forms of transport at the site pursuant to policy DM1 of the Manchester Core Strategy (2012).

38) Prior to the first occupation of the residential and apart hotel element of the development, a scheme of the following highway works shall be submitted for approval in writing by the City Council, as Local Planning Authority:.

This shall include the following:

o Construction of a new priority car-park access from Dinton Street;
o Footway resurfacing along the site-side of Dinton Street, Cornbrook Road and Bridgewater Way/Chester Road;
o repositioning of the Bee Network Cycle Hire facility;
o Redundant site access points are reinstated with full footway provision;
o Double-yellow 'No Waiting' kerbside restrictions along Cornbrook Road (between Dinton Street and the signal-controlled junction);
o 'No Waiting' TROs will be required to cover both Dinton Street and Cornbrook Road to protect the visibility splay extents together with TROs on the opposite side of Cornbrook Road carriageway in order to reduce the likelihood of westbound vehicles crossing the centreline due to on-street parking and a TRO to prevent existing pavement parking issues at the Bridgewater Way/Cornbrook Road junction; and
o Provision of a new loading/drop-off bay at Cornbrook Road.

The approved scheme shall be implemented and be in place prior to the first occupation of the residential element of the development.

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

39) Notwithstanding the TV Reception Survey, received by the City Council, as Local Planning Authority, on the 30 January 2024, within one month of the practical completion of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal

reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before the development is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

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

40) Prior to the first occupation of the development hereby approved, details of bird and bat boxes to be provided (including location and specification) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason - To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

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

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

42) Prior to the first occupation of the development, a signage strategy for the entire buildings shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any signage for the commercial units shall be situated behind the glass, no more than one projecting sign per commercial unit which shall be no more than 30mm in thickness. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for that building and used to inform any future advertisement applications for the building.

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

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

Reason - In the interest of ensuring an active frontage to the street scene pursuant to policy DM1 of the Manchester Core Startegy (2012).

44) The development hereby approved shall include for full disabled access to be provided to the main entrances and to the floors above and all new dwellings shall be constructed to a minimum of M (4) 2 standard.

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

45) No doors to commercial units (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

46) Prior to the first occupation of the development, details of the siting, scale and appearance of the solar panels to the roof of the buildings (including cross sections) shall be submitted to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the building and thereafter retained and maintained in situ.

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

47) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of any external air source heat pumps to the apartments hereby approved shall be submitted for approval in writing by the City Council, as Local Planning Authority. The air source heat pumps must also comply with the noise criteria as specified in condition 13 The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

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

48) Prior to any above ground works, final details of the siting, scale and appearance of the 7 porous wind mitigation screens shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented upon first use of the residential and apart hotel element of the scheme and thereafter retained and maintained in situ.

Reason - In the interest of securing appropriate wind mitigation at the site pursuant to policy DM1 of the Manchester Core Strategy (2012).

49) Prior to the first use, a Food/Parcel, Delivery and Servicing Management (including taxi pick up and drop off, parcel deliveries and food drop off) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

o Designated delivery drop-off points: This could be a specific lobby area or a central location easily accessible to delivery drivers;.
o Provision of clear signage in common areas to guide delivery drivers to the drop-off point;.
o Inform all new residents on the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries. This would also be applicable for aparthotel guests who may also order food deliveries;
o Establish specific delivery hours for residents of the development where possible;.
o Periodically review how the drop-off process is working and encourage resident feedback;.
o Set up a secure delivery holding area within the development; and

o Monitor Security Concerns.

The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in operation.

Reason - To ensure appropriate servicing management arrangements, particularly for food and deliveries, are put in place for the development in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

50) (a) Three months prior to the first use of the development by hotel guests, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s), shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development.

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

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

(b) Within 6 months of the first use of the development by hotel guests, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is operation.

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

51) (a) The development hereby approved shall be carried out in accordance with the Biodiversity Net Gain Assessment prepared by Urban Green (ref. UG2342-BNG) and Biodiversity Net Gain Metric prepared by Urban Green received by the City Council, as Local Planning Authority, on the 30 January 2024.

(b) Prior to the first use of each Construction Phase of development agreed within part (a) of this condition, a verification report for that Construction Phase will be required to validate that the works undertaken at that stage conforms to the recommendations and required approved within part of part (b) of this planning condition including its contribution towards the minimum 10% biodiversity net gain.

(c) In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the Biodiversity Net Gain Assessment. A verification report and measures shall be agreed until such a time as Construction Phases of development comply with parts (a) and (b) of this planning condition.

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

If within a period of 30 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 Llocal 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 - In the interest of securing a biodiversity mitigation strategy pursuant to policies SP1, EN9, EN17 and DM1 of the Manchester Core Strategy (2012).

52) Prior to the first occupation of the residential and apartment hotel elements hereby approved, a detailed 30 year Landscape Environmental Management Plan (LEMP) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the public realm and hard and soft landscaping areas for the development will be maintained including maintenance schedules and repairs. The LEMP shall then be implemented as part of the development and remain in for the duration of the plan.

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

53) Notwithstanding drawing 8353-LRW-ZZ-00-DR-A-00-678 P02 received by the City Council, as Local Planning Authority, on the 17 April 2025, prior to any above ground works details of the siting, scale and appearance of generator, substation, external bin stores and cycle store shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the residential and apart hotel uses hereby approved and thereafter retained and maintained in situ.

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

54) Notwithstanding drawing 8353-LRW-ZZ-00-DR-A-00-678 P02 received by the City Council, as Local Planning Authority, on the 17 April 2025, prior to the first use of the development details of the siting, scale and appearance electronic sliding gate shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the residential and apart hotel uses hereby approved and thereafter retained and maintained in situ.

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

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
Network Rail
Planning Casework Unit
Trafford Council

7 Nancy Street, Manchester, M15 4FZ
17 Nancy Street, Manchester, M15 4FZ
13 Nancy Street, Manchester, M15 4FZ
Flat 1, 33 Ellesmere Street, Manchester, M15 4LZ
Arch 70, Trentham Street, Manchester, M15 4LW
Arch 81, Cornbrook Road, Manchester, M15 4WB
Arch 82, Cornbrook Road, Manchester, M15 4WB
305A Chester Road, Manchester, M15 4EY
307A Chester Road, Manchester, M15 4EY
Flat C202, 27 Ellesmere Street, Manchester, M15 4RZ
Flat 3, 297 Chester Road, Manchester, M15 4EY
Flat 4, 297 Chester Road, Manchester, M15 4EY
2A Manson Avenue, Manchester, M15 4FT
Flat B101, 1 Trentham Street, Manchester, M15 4YF
Flat B1207, 1 Trentham Street, Manchester, M15 4YG
Flat A1309, 1 Trentham Street, Manchester, M15 4YE
Flat A303, 1 Trentham Street, Manchester, M15 4YD
Flat A1003, 1 Trentham Street, Manchester, M15 4YE
Flat A909, 1 Trentham Street, Manchester, M15 4YE
Flat A305, 1 Trentham Street, Manchester, M15 4YD
Flat A104, 1 Trentham Street, Manchester, M15 4YD
Flat A907, 1 Trentham Street, Manchester, M15 4YE
Flat A503, 1 Trentham Street, Manchester, M15 4YD
Flat A1409, 1 Trentham Street, Manchester, M15 4YE
Flat A1102, 1 Trentham Street, Manchester, M15 4YE
Flat A203, 1 Trentham Street, Manchester, M15 4YD
Flat A701, 1 Trentham Street, Manchester, M15 4YD
Flat A1111, 1 Trentham Street, Manchester, M15 4YE
Flat A1406, 1 Trentham Street, Manchester, M15 4YE
Flat A1006, 1 Trentham Street, Manchester, M15 4YE
Flat A611, 1 Trentham Street, Manchester, M15 4YD
Flat A1209, 1 Trentham Street, Manchester, M15 4YE
Flat A1304, 1 Trentham Street, Manchester, M15 4YE
Flat A603, 1 Trentham Street, Manchester, M15 4YD
Flat B303, 1 Trentham Street, Manchester, M15 4YF
Flat B409, 1 Trentham Street, Manchester, M15 4YF

Flat B1301, 1 Trentham Street, Manchester, M15 4YG
Flat B1004, 1 Trentham Street, Manchester, M15 4YG
Flat B902, 1 Trentham Street, Manchester, M15 4YG
Flat B907, 1 Trentham Street, Manchester, M15 4YG
Flat B1104, 1 Trentham Street, Manchester, M15 4YG
Flat B205, 1 Trentham Street, Manchester, M15 4YF
Flat B1108, 1 Trentham Street, Manchester, M15 4YG
Flat B402, 1 Trentham Street, Manchester, M15 4YF
Flat B609, 1 Trentham Street, Manchester, M15 4YF
Flat B602, 1 Trentham Street, Manchester, M15 4YF
Flat B305, 1 Trentham Street, Manchester, M15 4YF
23 Nancy Street, Manchester, M15 4FZ
5 Nancy Street, Manchester, M15 4FZ
Arch 76, Cornbrook Road, Manchester, M15 4WB
Arch 79, Cornbrook Road, Manchester, M15 4WB
305 Chester Road, Manchester, M15 4EY
307B Chester Road, Manchester, M15 4EY
Flat 2, 297 Chester Road, Manchester, M15 4EY
Flat B1202, 1 Trentham Street, Manchester, M15 4YG
Flat A710, 1 Trentham Street, Manchester, M15 4YD
Flat A805, 1 Trentham Street, Manchester, M15 4YD
Flat A102, 1 Trentham Street, Manchester, M15 4YD
Flat B904, 1 Trentham Street, Manchester, M15 4YG
Flat A1402, 1 Trentham Street, Manchester, M15 4YE
Flat B1403, 1 Trentham Street, Manchester, M15 4YG
Flat B1008, 1 Trentham Street, Manchester, M15 4YG
Flat A711, 1 Trentham Street, Manchester, M15 4YD
Flat A404, 1 Trentham Street, Manchester, M15 4YD
Flat A1109, 1 Trentham Street, Manchester, M15 4YE
Flat A1207, 1 Trentham Street, Manchester, M15 4YE
Flat A302, 1 Trentham Street, Manchester, M15 4YD
Flat A1403, 1 Trentham Street, Manchester, M15 4YE
Flat A902, 1 Trentham Street, Manchester, M15 4YE
Flat A1004, 1 Trentham Street, Manchester, M15 4YE
Flat A507, 1 Trentham Street, Manchester, M15 4YD
Flat A409, 1 Trentham Street, Manchester, M15 4YD
Flat A1204, 1 Trentham Street, Manchester, M15 4YE
Flat A310, 1 Trentham Street, Manchester, M15 4YD
Flat A601, 1 Trentham Street, Manchester, M15 4YD
Flat B108, 1 Trentham Street, Manchester, M15 4YF
Flat B203, 1 Trentham Street, Manchester, M15 4YF
Flat B1404, 1 Trentham Street, Manchester, M15 4YG
Flat B206, 1 Trentham Street, Manchester, M15 4YF
Flat B1205, 1 Trentham Street, Manchester, M15 4YG
Flat B804, 1 Trentham Street, Manchester, M15 4YF
Flat B1406, 1 Trentham Street, Manchester, M15 4YG
Flat B802, 1 Trentham Street, Manchester, M15 4YF
Flat B606, 1 Trentham Street, Manchester, M15 4YF
Flat B1203, 1 Trentham Street, Manchester, M15 4YG
Flat B502, 1 Trentham Street, Manchester, M15 4YF
Flat B704, 1 Trentham Street, Manchester, M15 4YF
Flat B408, 1 Trentham Street, Manchester, M15 4YF
Flat B201, 1 Trentham Street, Manchester, M15 4YF
Arch 71, Trentham Street, Manchester, M15 4LW

9 Nancy Street, Manchester, M15 4FZ
3 Nancy Street, Manchester, M15 4FZ
8 Nancy Street, Manchester, M15 4FZ
Flat 2, 33 Ellesmere Street, Manchester, M15 4LZ
Flat A508, 1 Trentham Street, Manchester, M15 4YD
Arch 73, Cornbrook Road, Manchester, M15 4WB
Arch 84, Cornbrook Road, Manchester, M15 4WB
Flat A, 299 Chester Road, Manchester, M15 4EY
303 Chester Road, Manchester, M15 4EY
Flat C205, 27 Ellesmere Street, Manchester, M15 4RZ
Flat C004, 27 Ellesmere Street, Manchester, M15 4RZ
Flat B709, 1 Trentham Street, Manchester, M15 4YF
Flat A906, 1 Trentham Street, Manchester, M15 4YE
Flat A106, 1 Trentham Street, Manchester, M15 4YD
Flat A1405, 1 Trentham Street, Manchester, M15 4YE
Flat A607, 1 Trentham Street, Manchester, M15 4YD
Flat A306, 1 Trentham Street, Manchester, M15 4YD
Flat B1109, 1 Trentham Street, Manchester, M15 4YG
Flat B1306, 1 Trentham Street, Manchester, M15 4YG
Flat A406, 1 Trentham Street, Manchester, M15 4YD
Flat A309, 1 Trentham Street, Manchester, M15 4YD
Flat A1201, 1 Trentham Street, Manchester, M15 4YE
Flat A210, 1 Trentham Street, Manchester, M15 4YD
Flat A110, 1 Trentham Street, Manchester, M15 4YD
Flat A201, 1 Trentham Street, Manchester, M15 4YD
Flat A1001, 1 Trentham Street, Manchester, M15 4YE
Flat A109, 1 Trentham Street, Manchester, M15 4YD
Flat A702, 1 Trentham Street, Manchester, M15 4YD
Flat A1108, 1 Trentham Street, Manchester, M15 4YE
Flat A606, 1 Trentham Street, Manchester, M15 4YD
Flat A1411, 1 Trentham Street, Manchester, M15 4YE
Flat A608, 1 Trentham Street, Manchester, M15 4YD
Flat A402, 1 Trentham Street, Manchester, M15 4YD
Flat A1002, 1 Trentham Street, Manchester, M15 4YE
Flat A304, 1 Trentham Street, Manchester, M15 4YD
Flat A1308, 1 Trentham Street, Manchester, M15 4YE
Flat B509, 1 Trentham Street, Manchester, M15 4YF
Flat B202, 1 Trentham Street, Manchester, M15 4YF
Flat B1003, 1 Trentham Street, Manchester, M15 4YG
Flat B906, 1 Trentham Street, Manchester, M15 4YG
Flat B404, 1 Trentham Street, Manchester, M15 4YF
Flat B306, 1 Trentham Street, Manchester, M15 4YF
Flat B1309, 1 Trentham Street, Manchester, M15 4YG
Flat B705, 1 Trentham Street, Manchester, M15 4YF
Flat B701, 1 Trentham Street, Manchester, M15 4YF
Flat B407, 1 Trentham Street, Manchester, M15 4YF
Flat B1201, 1 Trentham Street, Manchester, M15 4YG
Flat B807, 1 Trentham Street, Manchester, M15 4YF
Flat B106, 1 Trentham Street, Manchester, M15 4YF
Flat B605, 1 Trentham Street, Manchester, M15 4YF
21 Nancy Street, Manchester, M15 4FZ
15 Nancy Street, Manchester, M15 4FZ
254 Chester Road, Manchester, M15 4EX
297 Chester Road, Manchester, M15 4EY

Flat B103, 1 Trentham Street, Manchester, M15 4YF
Flat B1401, 1 Trentham Street, Manchester, M15 4YG
Flat B607, 1 Trentham Street, Manchester, M15 4YF
Flat A301, 1 Trentham Street, Manchester, M15 4YD
Flat A706, 1 Trentham Street, Manchester, M15 4YD
Flat A311, 1 Trentham Street, Manchester, M15 4YD
Flat A802, 1 Trentham Street, Manchester, M15 4YD
Flat A1105, 1 Trentham Street, Manchester, M15 4YE
Flat A501, 1 Trentham Street, Manchester, M15 4YD
Flat A807, 1 Trentham Street, Manchester, M15 4YD
Flat A1301, 1 Trentham Street, Manchester, M15 4YE
Flat A407, 1 Trentham Street, Manchester, M15 4YD
Flat A1104, 1 Trentham Street, Manchester, M15 4YE
Flat A105, 1 Trentham Street, Manchester, M15 4YD
Flat A810, 1 Trentham Street, Manchester, M15 4YD
Flat A207, 1 Trentham Street, Manchester, M15 4YD
Flat A408, 1 Trentham Street, Manchester, M15 4YD
Flat A505, 1 Trentham Street, Manchester, M15 4YD
Flat A504, 1 Trentham Street, Manchester, M15 4YD
Flat A205, 1 Trentham Street, Manchester, M15 4YD
Flat A204, 1 Trentham Street, Manchester, M15 4YD
Flat A209, 1 Trentham Street, Manchester, M15 4YD
Flat A604, 1 Trentham Street, Manchester, M15 4YD
Flat A1305, 1 Trentham Street, Manchester, M15 4YE
Flat A1010, 1 Trentham Street, Manchester, M15 4YE
Flat A709, 1 Trentham Street, Manchester, M15 4YD
Flat A103, 1 Trentham Street, Manchester, M15 4YD
Flat B308, 1 Trentham Street, Manchester, M15 4YF
Flat B1304, 1 Trentham Street, Manchester, M15 4YG
Flat B707, 1 Trentham Street, Manchester, M15 4YF
Flat B505, 1 Trentham Street, Manchester, M15 4YF
Flat B309, 1 Trentham Street, Manchester, M15 4YF
Flat B1204, 1 Trentham Street, Manchester, M15 4YG
Flat B1106, 1 Trentham Street, Manchester, M15 4YG
Flat B208, 1 Trentham Street, Manchester, M15 4YF
Flat B901, 1 Trentham Street, Manchester, M15 4YG
Flat B603, 1 Trentham Street, Manchester, M15 4YF
Flat B1405, 1 Trentham Street, Manchester, M15 4YG
Flat B107, 1 Trentham Street, Manchester, M15 4YF
Flat B405, 1 Trentham Street, Manchester, M15 4YF
11 Nancy Street, Manchester, M15 4FZ
27 Nancy Street, Manchester, M15 4FZ
29 Nancy Street, Manchester, M15 4FZ
Arch 80, Cornbrook Road, Manchester, M15 4WB
First Floor And Second Floor, 299 Chester Road, Manchester, M15 4EY
301A Chester Road, Manchester, M15 4EY
Flat B1402, 1 Trentham Street, Manchester, M15 4YG
307 Chester Road, Manchester, M15 4EY
Flat 1, 297 Chester Road, Manchester, M15 4EY
Flat B102, 1 Trentham Street, Manchester, M15 4YF
Flat A910, 1 Trentham Street, Manchester, M15 4YE
Flat A1005, 1 Trentham Street, Manchester, M15 4YE
Flat A1208, 1 Trentham Street, Manchester, M15 4YE
Flat A403, 1 Trentham Street, Manchester, M15 4YD

Flat A1009, 1 Trentham Street, Manchester, M15 4YE
Flat B805, 1 Trentham Street, Manchester, M15 4YF
Flat B1007, 1 Trentham Street, Manchester, M15 4YG
Flat B908, 1 Trentham Street, Manchester, M15 4YG
Flat A708, 1 Trentham Street, Manchester, M15 4YD
Flat A1311, 1 Trentham Street, Manchester, M15 4YE
Flat A506, 1 Trentham Street, Manchester, M15 4YD
Flat A804, 1 Trentham Street, Manchester, M15 4YD
Flat A208, 1 Trentham Street, Manchester, M15 4YD
Flat A1410, 1 Trentham Street, Manchester, M15 4YE
Flat A1202, 1 Trentham Street, Manchester, M15 4YE
Flat A707, 1 Trentham Street, Manchester, M15 4YD
Flat A1210, 1 Trentham Street, Manchester, M15 4YE
Flat A908, 1 Trentham Street, Manchester, M15 4YE
Flat A602, 1 Trentham Street, Manchester, M15 4YD
Flat B302, 1 Trentham Street, Manchester, M15 4YF
Flat B1105, 1 Trentham Street, Manchester, M15 4YG
Flat B204, 1 Trentham Street, Manchester, M15 4YF
Flat B403, 1 Trentham Street, Manchester, M15 4YF
Flat B1307, 1 Trentham Street, Manchester, M15 4YG
Flat B1101, 1 Trentham Street, Manchester, M15 4YG
Flat B1209, 1 Trentham Street, Manchester, M15 4YG
Flat B1001, 1 Trentham Street, Manchester, M15 4YG
Flat B507, 1 Trentham Street, Manchester, M15 4YF
Flat B1006, 1 Trentham Street, Manchester, M15 4YG
Flat B1407, 1 Trentham Street, Manchester, M15 4YG
Flat B1409, 1 Trentham Street, Manchester, M15 4YG
Flat B401, 1 Trentham Street, Manchester, M15 4YF
Flat B503, 1 Trentham Street, Manchester, M15 4YF
Flat B1303, 1 Trentham Street, Manchester, M15 4YG
Flat B903, 1 Trentham Street, Manchester, M15 4YG
25 Nancy Street, Manchester, M15 4FZ
Basement, 252 Chester Road, Manchester, M15 4EX
Ground Floor, 252 Chester Road, Manchester, M15 4EX
Flat 4, 33 Ellesmere Street, Manchester, M15 4LZ
1 Trentham Street, Manchester, M15 4YD
Flat B, 299 Chester Road, Manchester, M15 4EY
299 Chester Road, Manchester, M15 4EY
301 Chester Road, Manchester, M15 4EY
309 Chester Road, Manchester, M15 4EY
Flat B1009, 1 Trentham Street, Manchester, M15 4YG
Flat A405, 1 Trentham Street, Manchester, M15 4YD
Flat A308, 1 Trentham Street, Manchester, M15 4YD
Flat A1206, 1 Trentham Street, Manchester, M15 4YE
Flat A1310, 1 Trentham Street, Manchester, M15 4YE
Flat B806, 1 Trentham Street, Manchester, M15 4YF
Flat A1101, 1 Trentham Street, Manchester, M15 4YE
Flat A705, 1 Trentham Street, Manchester, M15 4YD
Flat A806, 1 Trentham Street, Manchester, M15 4YD
Flat A811, 1 Trentham Street, Manchester, M15 4YD
Flat A704, 1 Trentham Street, Manchester, M15 4YD
Flat A101, 1 Trentham Street, Manchester, M15 4YD
Flat A1408, 1 Trentham Street, Manchester, M15 4YE
Flat A903, 1 Trentham Street, Manchester, M15 4YE

Flat A511, 1 Trentham Street, Manchester, M15 4YD
Flat A1303, 1 Trentham Street, Manchester, M15 4YE
Flat B703, 1 Trentham Street, Manchester, M15 4YF
Flat B104, 1 Trentham Street, Manchester, M15 4YF
Flat B1408, 1 Trentham Street, Manchester, M15 4YG
Flat B803, 1 Trentham Street, Manchester, M15 4YF
Flat B702, 1 Trentham Street, Manchester, M15 4YF
Flat B1005, 1 Trentham Street, Manchester, M15 4YG
Flat B508, 1 Trentham Street, Manchester, M15 4YF
Flat B501, 1 Trentham Street, Manchester, M15 4YF
Flat B301, 1 Trentham Street, Manchester, M15 4YF
Flat B1302, 1 Trentham Street, Manchester, M15 4YG
Flat B1208, 1 Trentham Street, Manchester, M15 4YG
Flat B1206, 1 Trentham Street, Manchester, M15 4YG
Flat B304, 1 Trentham Street, Manchester, M15 4YF
1 Nancy Street, Manchester, M15 4FZ
2 Nancy Street, Manchester, M15 4FZ
6 Nancy Street, Manchester, M15 4FZ
Flat 3, 33 Ellesmere Street, Manchester, M15 4LZ
Scrap Yard, Dinton Street, Manchester, M15 4WA
Ground Floor, 299 Chester Road, Manchester, M15 4EY
Flat C403, 27 Ellesmere Street, Manchester, M15 4RZ
Flat B706, 1 Trentham Street, Manchester, M15 4YF
Flat B109, 1 Trentham Street, Manchester, M15 4YF
Flat A206, 1 Trentham Street, Manchester, M15 4YD
Flat A202, 1 Trentham Street, Manchester, M15 4YD
Flat A609, 1 Trentham Street, Manchester, M15 4YD
Flat A1107, 1 Trentham Street, Manchester, M15 4YE
Flat A1007, 1 Trentham Street, Manchester, M15 4YE
Flat A1110, 1 Trentham Street, Manchester, M15 4YE
Flat B808, 1 Trentham Street, Manchester, M15 4YF
Flat A1407, 1 Trentham Street, Manchester, M15 4YE
Flat A502, 1 Trentham Street, Manchester, M15 4YD
Flat A1106, 1 Trentham Street, Manchester, M15 4YE
Flat A1211, 1 Trentham Street, Manchester, M15 4YE
Flat A610, 1 Trentham Street, Manchester, M15 4YD
Flat A1205, 1 Trentham Street, Manchester, M15 4YE
Flat A911, 1 Trentham Street, Manchester, M15 4YE
Flat A801, 1 Trentham Street, Manchester, M15 4YD
Flat A1307, 1 Trentham Street, Manchester, M15 4YE
Flat A1008, 1 Trentham Street, Manchester, M15 4YE
Flat A410, 1 Trentham Street, Manchester, M15 4YD
Flat B504, 1 Trentham Street, Manchester, M15 4YF
Flat B209, 1 Trentham Street, Manchester, M15 4YF
Flat B307, 1 Trentham Street, Manchester, M15 4YF
Flat B1102, 1 Trentham Street, Manchester, M15 4YG
Flat B601, 1 Trentham Street, Manchester, M15 4YF
4 Nancy Street, Manchester, M15 4FZ
Flat B1308, 1 Trentham Street, Manchester, M15 4YG
Flat B406, 1 Trentham Street, Manchester, M15 4YF
19 Nancy Street, Manchester, M15 4FZ
Flat A1404, 1 Trentham Street, Manchester, M15 4YE
Flat A1401, 1 Trentham Street, Manchester, M15 4YE
Arch 74, Cornbrook Road, Manchester, M15 4WB

Arch 75, Cornbrook Road, Manchester, M15 4WB
Arch 78, Cornbrook Road, Manchester, M15 4WB
Flat B1002, 1 Trentham Street, Manchester, M15 4YG
Flat B105, 1 Trentham Street, Manchester, M15 4YF
Flat A605, 1 Trentham Street, Manchester, M15 4YD
Flat A509, 1 Trentham Street, Manchester, M15 4YD
Flat B905, 1 Trentham Street, Manchester, M15 4YG
Flat B909, 1 Trentham Street, Manchester, M15 4YG
Flat A1103, 1 Trentham Street, Manchester, M15 4YE
Flat A809, 1 Trentham Street, Manchester, M15 4YD
Flat A411, 1 Trentham Street, Manchester, M15 4YD
Flat A803, 1 Trentham Street, Manchester, M15 4YD
Flat A108, 1 Trentham Street, Manchester, M15 4YD
Flat A1203, 1 Trentham Street, Manchester, M15 4YE
Flat A1306, 1 Trentham Street, Manchester, M15 4YE
Flat A307, 1 Trentham Street, Manchester, M15 4YD
Flat A703, 1 Trentham Street, Manchester, M15 4YD
Flat A1011, 1 Trentham Street, Manchester, M15 4YE
Flat A901, 1 Trentham Street, Manchester, M15 4YE
Flat A905, 1 Trentham Street, Manchester, M15 4YE
Flat A211, 1 Trentham Street, Manchester, M15 4YD
Flat A401, 1 Trentham Street, Manchester, M15 4YD
Flat A904, 1 Trentham Street, Manchester, M15 4YE
Flat A1302, 1 Trentham Street, Manchester, M15 4YE
Flat A107, 1 Trentham Street, Manchester, M15 4YD
Flat A510, 1 Trentham Street, Manchester, M15 4YD
Flat A111, 1 Trentham Street, Manchester, M15 4YD
Flat A808, 1 Trentham Street, Manchester, M15 4YD
Flat B506, 1 Trentham Street, Manchester, M15 4YF
Flat B1305, 1 Trentham Street, Manchester, M15 4YG
Flat B608, 1 Trentham Street, Manchester, M15 4YF
Flat B809, 1 Trentham Street, Manchester, M15 4YF
Flat B708, 1 Trentham Street, Manchester, M15 4YF
Flat B1103, 1 Trentham Street, Manchester, M15 4YG
Flat B1107, 1 Trentham Street, Manchester, M15 4YG
Flat B604, 1 Trentham Street, Manchester, M15 4YF
Flat B207, 1 Trentham Street, Manchester, M15 4YF
Flat B801, 1 Trentham Street, Manchester, M15 4YF
Arch 72, Trentham Street, Manchester, M15 4LW
326 Chester Road, Manchester, M15 4EY
331 Chester Road, Manchester, M15 4EY
333 Chester Road, Manchester, M15 4EY
335 Chester Road, Manchester, M15 4EY
337 Chester Road, Manchester, M15 4EY
339 Chester Road, Manchester, M15 4EY
341 Chester Road, Manchester, M15 4EY

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 2 (low to medium risk) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: CENTRAL