

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143786/VO/2025

Date registered valid: 10 September 2025

Proposal: CITY COUNCIL DEVELOPMENT Conversion of part of existing car park to form part of the recently created public square, incorporating landscaping and play equipment

Address: Land At Garratt Way, Manchester, M18 8LD

Ward(s): Gorton & Abbey Hey Ward

Applicant: Mr Michael Fisher, Manchester City Council

Agent (if any): Mr Emmanuel Adedokun, Halliday Meecham Architects

Case officer: Sue Wills
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Recommendation: Approve

Date of recommendation: 9 October 2025

Application details

Type of application: Regulation 3 Consent

Development type: Minor Other

Standard consultations:

Printed: 16 September 2025 Expired: 7 October 2025

Neighbour notifications

Printed: 16 September 2025 Expired: 7 October 2025

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

This application relates to the northern area of the car park between the Tesco store and the recently implemented public square. The site covers an area of 268.40 sq.m. and comprises the manoeuvring space to the 12 parent and child parking spaces which were previously located under a section of the front canopy to the Tesco store.

Planning History

140644/VO/2024- CITY COUNCIL DEVELOPMENT Conversion of part of existing car park into a new public square, with revised vehicular access arrangements to/from Garratt Way, and associated changes to retained car parking area, together with the installation of external lighting and signage, and new access from the terrace to the market, and associated elevational alterations to the western elevation of the Market Hall

Gorton Retail Market Car Park, Garratt Way

Approved subject to conditions 16th October 2024.

142062/NMC/2025- Non-material amendment to planning permission reference

140644/VO/2024 to allow for the incorporation of an access ramp from Garratt Way to the new public square, together with revised planting arrangements (including species), and minor repositioning of street furniture.

Garratt Way

Approved 28th February 2025

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The site is located within Gorton District Centre, with a gymnastics centre to the north west, the site of the former Gorton Library to the north east, a large food store to the west, Gorton Indoor Market to the east, and a large car park to the south, and retail premises further south on the opposite site of Hyde Road.

Description of development

Consent is sought for conversion of part of the existing car park, to form part of the recently implemented new public square. The site lies between the canopy to the Tesco store and the new public square. The site is currently a tarmaced manoeuvring area which served the former 12 parent and child demarcated parking spaces under the store canopy, which have been relocated elsewhere within the wider carpark serving the store and Gorton Market.

The site would be used to form a continuation of the play equipment scheme featuring a snakes and ladders layout, a spinner bowl, a number selector board, 3no. raised stepping pods, 2no. balance beams, a Spica balance pole (or similar) and 2no. single springers. set above safety surfacing.

The current pin kerb in between existing and additional proposed landscape scheme would be removed, and the existing block paving, kerb and bollards to be retained.

An additional soft landscaping strip is proposed in proximity to the retained tree fronting onto Garratt Way.

An age friendly seat is also proposed, together with outdoor planters.

Consultations & Notification Responses

Local residents and local businesses – No comments received.

Highway Services – The proposed works appear to be within the site boundary and not impacting the adopted highway, and the existing pedestrian walkway associated with Tesco appears to be retained and unaffected by the works.

Highways request that a Construction Management Plan is conditioned with any approval. It should detail the phasing and quantification / classification of vehicular activity associated with planned construction/works. This should include commentary on types and frequency of vehicular demands, evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway and associated traffic management. The document should also consider ongoing construction works and contractor parking in the locality and should work to safely manage ongoing vehicular and pedestrian movement experienced around the existing carpark, Tesco Store and Market. Dilapidation surveys are requested; this should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

The applicant should be advised that any requirements for licensing, hoarding / scaffolding, Section 50 works, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email: highwaylicences@manchester.gov.uk / highwaynetworkmanagement@manchester.gov.uk

Environmental Health - recommend the attachment of a watching brief condition in respect of ground conditions, as their records indicate that the proposal site is on or in the vicinity of an infilled pond/potentially contaminative historic land uses.

Policy Context

National Planning Policy Framework (December 2024)

The revised NPPF was adopted in December 2024. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives - economic, social and environmental (paragraph 8).

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 96). Paragraph 98 requires planning decisions to plan positively for provision and use of shared spaces and community facilities and other local services to enhance the sustainability of communities and residential environments. Paragraph 103 recognises access to a network of high-quality open spaces and opportunities for sport and physical activity being important for the health and well-being of communities. Paragraph 105 requires planning decisions to protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users.

Section 9 'Promoting sustainable transport' requires that appropriate opportunities to promote sustainable transport can be – have been – taken up, given the type of development and its location. Furthermore, that development should give priority first to pedestrian and cycle movement, both within the scheme and with neighbouring areas. The NPPF also requires development to address the needs of people with disabilities and reduced mobility in relation to all modes of transport and to create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles (paragraph 117).

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 124).

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

Planning decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 140).

Section 14 'Meeting the challenge of climate change, flooding and coastal change' requires local planning authorities to ensure that flood risk is not increased elsewhere by the new development. It also requires applications are supported by a site-specific flood risk assessment. The Policy goes on to state that development should only be allowed in areas at risk of flooding where, in the light of the flood risk assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

- o within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
- o the development is appropriately flood resistant and resilient;
- o it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
- o any residual risk can be safely managed; and
- o safe access and escape routes are included where appropriate, as part of an agreed emergency plan. (paragraph 181).

Section 15 'Conserving and enhancing the natural environment' states that development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity (paragraph 187 (d)).

Paragraphs 10, 11, and 12, of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Places for Everyone

The Places for Everyone Plan is a joint Development Plan Document, for nine of the 10 boroughs which make up Greater Manchester and was adopted on 21st of March 2024. The Places for Everyone Plan is a key document that updates and, in some cases, supersedes policies listed within the Core Strategy that are designed to ensure all development within Greater Manchester achieves the best possible outcomes for the area.

The relevant policies are as follows:

JP-S2: Carbon and Energy – The development would involve the re-use a manoeuvring area associated with the former car park, ensuring that there would be minimal energy usage in the delivery of the proposal.

JP-S5: Flood Risk and the Water Environment – There would be no increase of hard standing on site and thus no change in the drainage of the site.

JP-P1: Sustainable Places – The proposal would occupy a manoeuvring area associated with the former car park. The development would respond to the needs of Manchester's community in Gorton and incorporate soft landscaping and biodiversity measures.

JP-P6: Health – The proposed development would increase the size of a social/communal area which provides a space for gatherings and events, featuring interactive installations and varied seating to encourage community interaction important to maintain good mental health.

JP-C1: An Integrated Network – This is a highly sustainable location and is well connected to public transport, jobs, and recreation.

JP-C8: Transport Requirements of New Development – The proposal would be connected to infrastructure and nearby public transport.

National Planning Practice Guidance (NPPG)

The relevant sections of the NPPG are as follows:

Noise states that Local planning authorities' should take account of the acoustic environment and in doing so consider:

- o whether or not a significant adverse effect is occurring or likely to occur;
- o whether or not an adverse effect is occurring or likely to occur; and
- o whether or not a good standard of amenity can be achieved. Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location.

In general, for noise making developments, there are four broad types of mitigation:

- o engineering: reducing the noise generated at source and/or containing the noise generated;
- o layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- o using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- o mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation).

The Development Plan

The Development Plan consists of:

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

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

The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' one of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport. The proposal would form part of the recently implemented formal public space (public square) for the residents in Gorton. Consideration has been given to promoting a high-quality design, which minimises any potential adverse impact on local residents in terms of visual and residential amenity.

Policy CC5 'Transport' Policy CC5 Transport gives support to proposals that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. The proposal would accord with these aspirations, by expanding an area of public realm within the Gorton District Centre.

Policy EN 1- Design Principles and Strategic Character Areas Policy EN1 outlines that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance

the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

Policy EN8 Adaptation to Climate Change Policy EN8 Adaptation to Climate Change expects all development to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following:

Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability;

- o Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways; and

- o The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation.

Policy EN11 Quantity of Open Space, Sport and Recreation Policy EN11 states that as opportunities arise, new open space, sport and recreation facilities will be created where significant levels of development are proposed including within the Strategic Housing Location. The Policy also states that new open spaces should be interconnected, to allow for better links for disabled people, pedestrians and cyclists both across and between sites and to enhance the biodiversity of the City. It is considered that the proposed development to increase the size of a recently implemented formal public space (public square) would accord with the aspirations of policy EN11.

Policy EN14 -Flood Risk

In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).

In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.

All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required. The City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure. The site falls within flood zone 1.

Policy EN15 Biodiversity and Geological Conservation Policy EN15 states that particular consideration will be given to the Council's objective to protect and conserve the City's existing trees and woodlands and the aim for a net increase in trees across the City.

Policy DM1 Development Management

Follows the principles advocated in the aforementioned policies and informs that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:

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

For reasons to be outlined below, it is considered the proposal accords with this policy.

Unitary Development Plan for the City of Manchester

Saved UDP Policy DC16 states that, in considering development proposals for any site, the retention of existing trees and the planting of new trees within the public highway and along the public frontages of the site will be encouraged by the Council. Except where trees are shown to be in poor health or are individually of little amenity value, or where a satisfactory replanting scheme is more desirable, the Council will not normally permit development proposals which would involve the loss of significant trees and would thereby change the visual character of the street. The proposed development would retain the existing tree on the Garratt Way frontage that lies within the site.

Supplementary Guidance

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance was formally adopted in April 2007 and is therefore relevant in this case. This guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places, that is character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. The guidance advises that high quality design is a vital attribute of successful neighbourhoods, the design of streets should promote neighbourliness and design should respect and be informed by location. The guidance also advises that places with attractive and successful public areas are encouraged with open spaces reflecting and accommodating future uses with children and young people being considered in the design and location of open spaces. Neighbourhoods should contain a mix of housing, safety and security are vital elements of the urban area, the impact of parking areas should be minimised and new developments should maximise access for disabled people. The proposed development would accord with the principles outlined above in respect of the provision of an attractive public space.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development and embed Green Infrastructure part of major employment developments. The proposal would have a positive impact on the green and blue infrastructure in this area of the city, improving the environment on routes through Gorton.

Issues

Principle

The principle of developing this site to expand the recently completed public square is considered to be acceptable in this location. However, the benefit of the site being used as part of the existing public square must be balanced in conjunction with the associated loss of parking spaces.

Open Space

The proposal seeks to increase the size of the recently implemented public square within Gorton District Centre through an innovative design. The proposed development includes areas for people of all ages to engage, meet and socialise and provides opportunities for various activities. The proposed development therefore contributes to the provision of a range of open spaces to enhance the quality of life of the residents and visitors of the area.

Regeneration

The proposed scheme increase the size of the public space in the centre of the District Centre for use by local residents and local businesses, and will improve the local neighbourhood, thereby supporting regeneration in the locality.

Layout

The proposal relates to the redevelopment of a tarmaced manoeuvring area which served the former 12 parent and child demarcated parking spaces (previously located under the front canopy of the Tesco store), which have been relocated elsewhere within the wider car park serving the store and Gorton Market.

Design of the public open space

The site would be used to form a continuation of the layout within the recently implemented public square. Play equipment features a snakes and ladders layout, a spinner bowl, a number selector board, 3no. raised stepping pods, 2no. balance beams, a Spica balance pole (or similar) and 2no. single springers.set above safety surfacing.

The current pin kerb in between existing and additional proposed landscape scheme would be removed, and the existing block paving, kerb and bollards to be retained.

An additional soft landscaping strip in proximity to the retained tree fronting onto Garratt Way would be incorporated within the proposal, together with outdoor planters, and an age friendly seat.

Site Access

Pedestrian access to the site would be taken from the existing highway network and would include access from Hyde Road and Garratt Way. The retained car park area to the south can also be accessed by vehicles via Hyde Road.

Parking

The loss of the 12 parent and child spaces was considered in conjunction the application to develop the public square (ref: 140644/VO/2024).

As part of application ref: 140644/VO/2024) full consideration was had to the loss of 56 parking spaces (including the 12 parent and child spaces served by the manoeuvring area forming this application), together with the loss of 4 no. Tesco collection point spaces (not in use). At that time the applicant stated that Tesco had confirmed that they intend to relocate all of the 12 parent / toddlers parking spaces, towards the southwest corner of the existing car park, where other parent / toddler parking already exists. Concerns were raised by Highway Services at that time, that the existing car park frequently had existing high levels of demand given that it accommodated both Tesco and Gorton Market.

An updated Transport Note was subsequently provided for consideration which included a survey of car park occupancy on a Friday and Saturday in September 2024 (undertaken between 07:00 and 19:00). At that time the existing car park had 532 spaces. The survey data showed that the maximum number of vehicles was 341 (64% of spaces in use) on the Friday survey (peak times being late morning through to early afternoon), with the number of vehicles being 353 on the Saturday survey (peak times being late morning through to early afternoon). This equated to 66% of capacity on the Saturday with the existing capacity, and 76% with the proposed capacity. As such, it was advised that the car park would continue to operate below capacity at the busiest periods of the week. Furthermore, the data suggested that occupancy of the car park is below 50% for most of the Friday and Saturday when the surveys were undertaken. On this basis it was considered that the parking demand would not exceed the reduced level of overall provision resultant of the proposals (on the basis of the current usage of the car park), and that the proposal would not be likely to result in overspill parking demand on the surrounding highway network. As such it was considered that the provision of a public square in this location outweighed the loss of parking spaces required in connection with the proposal.

Contaminated Land

The site currently comprises a surfaced car park, however, historic records indicate that the proposal site is on or in the vicinity of an infilled pond/potentially contaminative historic land uses. In view of this, it is recommended that a watching brief condition related to ground conditions is attached to any planning approval.

Tree

The existing tree to the Garratt Way frontage would be retained and it is proposed to attach a condition to any approval to ensure it would be protected during any future construction works.

Landscaping

The scheme incorporates a mix of hard and soft landscaped areas, with an additional soft landscaping strip in proximity to the retained tree fronting onto Garratt Way, together with outdoor planters to connect the proposed scheme into the recently completed public square directly to the east.

This is considered to be an acceptable approach in this location. It is recommended that a landscaping condition be attached to any approval to relate to the submitted landscaping plans, and that 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 in the development, another tree or shrub of the same species and size as that originally planted shall be planted at the same place within the development.

Disabled Access

Level and ramped access has been provided, and an age friendly seat has been proposed.

Conclusion

The proposal will lead to the expansion of a recently implemented public square to promote outdoor activities, social interaction and improved biodiversity, and would assist in the creation of an attractive place for people living, working and visiting Gorton. The redevelopment of this site for a public square would support bringing environmental and regeneration benefits to the local area.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant 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 development where early discussions took place regarding the design, appearance and extent of the development, along with highway impacts. Further work and discussions have taken place with the applicant through the course of the application, particularly in respect of clarification regarding tree retention, and loss of parking. The proposal is considered to be acceptable and therefore determined within a timely manner.

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

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

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

2. The development hereby approved shall be carried out in accordance with the drawings

numbered:-

Design & Access Statement ref: 5719-HMA-GH-XX-RP-A-90052_P01 Date: 20th August 2025

Rev: P01 received 20th August 2025

Location Plan ref: 5719-HMA-V-00-DR-A-00001 rev. P01 received 3rd September 2025

Transport Note ref: 086593-CUR-XX-XX-T-TP-00001-P02 and Landscape Masterplan ref:5493.44 rev. E received 8th October 2025.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

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

- o The routing of construction traffic;
- o Detail the vehicular activity associated with the construction including appropriate swept path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Identify measures to control dust and mud, including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- o A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
- o Identify measures to reduce noise emissions; Development shall be carried out in accordance with the approved construction management plan.

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

4. In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the agreed Remediation Strategy and validated. If no contamination is found, then a post-completion report shall be submitted to evidence this prior to occupation of the development.

Reason – To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies EN18 and DM1 of the Manchester Core Strategy (2012).

5. Prior to the development hereby approved being brought into use, a post completion report shall be submitted to and approved in writing by the City Council as local planning authority, to evidence that any soils imported for use in the landscaped area have been validated as suitable for use.

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 EN18 and DM1 of the Manchester Core Strategy (2012).

6. In this condition "retained tree" means an existing tree which is to be as shown as retained on the approved plan ref: Landscape Masterplan ref:5493.44 rev. E received 8th October 2025.; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

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

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

7. a) The landscaping scheme for the development shall be implemented in accordance with the detail on Landscape Masterplan ref:5493.44 rev. E received 8th October 2025.

b) The approved landscaping scheme and arrangements for management and maintenance shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective in the development, another tree or shrub of the same species and size as that originally planted shall be planted at the same place within the development.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

8. The materials used to form the development shall be implemented in accordance with the detail on Landscape Masterplan ref:5493.44 rev. E received 8th October 2025.

Reason -To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

Informative

1. Construction/demolition works shall be confined to the following hours :

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm
- Sunday / Bank holidays: No work

2. The applicant should be advised that any requirements for licensing, hoarding / scaffolding, Section 50 works, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email: highwaylicences@manchester.gov.uk / highwaynetworkmanagement@manchester.gov.uk

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

Tesco Cafe, TESCO Extra, Hyde Road, Manchester, M18 8LD
CORAL, Unit 5, Gorton Retail Market, Garratt Way, Manchester, M18 8LD
Kings Dental Centre, Unit 3, Gorton District Centre, Garratt Way, Manchester, M18 8HE
Tesco Mobile, TESCO Extra, Hyde Road, Manchester, M18 8LD
Vision Express, TESCO Extra, Hyde Road, Manchester, M18 8LD
Pharmacy, TESCO Extra, Hyde Road, Manchester, M18 8LD
Unit 9, Gorton Retail Market, Garratt Way, Manchester, M18 8LD
Unit 8, Gorton Retail Market, Garratt Way, Manchester, M18 8LD
Unit 7, Gorton Retail Market, Garratt Way, Manchester, M18 8LD
Unit 4, Gorton Retail Market, Garratt Way, Manchester, M18 8LD
Unit 3, Gorton Retail Market, Garratt Way, Manchester, M18 8LD
Unit 2, Gorton Retail Market, Garratt Way, Manchester, M18 8LD
Gorton Retail Market, Garratt Way, Manchester, M18 8LD
Unit 1, Gorton Retail Market, Garratt Way, Manchester, M18 8LD
Coopers Family Butchers, Unit 10 To 12, Gorton Retail Market, Garratt Way, Manchester, M18 8LD
The Dell, 55 Sibley Street, Manchester, M18 8LN
Flat 8, James Court, 44A Wellington Street, Manchester, M18 8LJ
Flat 5, James Court, 44A Wellington Street, Manchester, M18 8LJ
TESCO Extra, Hyde Road, Manchester, M18 8LD
AGE CONCERN MANCHESTER, Units 1 To 2, Gorton District Centre, Garratt Way, Manchester, M18 8HE
City Of Manchester Institute Of Gymnastics, Garratt Way, Manchester, M18 8HE
James Court, 44A Wellington Street, Manchester, M18 8LJ
Gorton Library, Garratt Way, Manchester, M18 8HE
Gorton District Centre, Garratt Way, Manchester, M18 8HE
Flat 1, James Court, 44A Wellington Street, Manchester, M18 8LJ
Flat 10, James Court, 44A Wellington Street, Manchester, M18 8LJ
St James Rectory, 44 Wellington Street, Manchester, M18 8LJ
Flat 9, James Court, 44A Wellington Street, Manchester, M18 8LJ
Flat 7, James Court, 44A Wellington Street, Manchester, M18 8LJ
Flat 6, James Court, 44A Wellington Street, Manchester, M18 8LJ
Flat 4, James Court, 44A Wellington Street, Manchester, M18 8LJ
Flat 3, James Court, 44A Wellington Street, Manchester, M18 8LJ
Flat 2, James Court, 44A Wellington Street, Manchester, M18 8LJ
46 Wellington Street, Manchester, M18 8LJ

Appendix 2 – Planning constraints

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