

Proposed Mixed Use Development: Land at 67 Cheetham Hill Road, Manchester

784-B072972

Residential and Staff Travel Plan Statements

Revision 01

April 2025

Brightwise Constructions Ltd



TETRA TECH

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1.0 Introduction

1.1 Preamble

- 1.1.1 Tetra Tech (TT) has been commissioned by Brightwise Constructions Ltd to provide transport planning advice in relation to an approved small in-fill mixed-use development on land off 67 Cheetham Hill Road, Manchester (Manchester City Council Planning Application Ref: 141647/FO/2024).
- 1.1.2 The proposed mixed development comprises a 75sqm retail use on the ground floor and 4 x 1 bed apartments on the upper floors.
- 1.1.3 The location of the proposed development is shown on **Plan 1**. It shows that the site is located in Manchester, c.770m southwest of the Manchester Fort Shopping Park and c.950m north of Manchester Arndale Shopping Centre. The site is well within walking distance from Manchester city centre.
- 1.1.4 The local highway network is shown on **Plan 2**. It shows that the site is located on Cheetham Hill Road.
- 1.1.5 The planning application was approved in March 2025 and the decision notice is contained in **Appendix A**.
- 1.1.6 Within the decision notice, Conditions 22 and 23 relate to Travel Plans. Those state:

“22) Before the first occupation of the authorised development, a residential travel plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i. The measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development;*
- ii. A commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time;*
- iii. Mechanisms for the implementation of the measures to reduce dependency on the private car;*
- iv. Measures for the delivery of specified travel plan services;*
- v. Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car. Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved 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 to and from the authorised apartments, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and the Guide to Development in Manchester SPD (2007).”

23) Before the first occupation of the authorised development Class E units, a staff travel plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i. The measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development;*
- ii. A commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time;*
- iii. Mechanisms for the implementation of the measures to reduce dependency on the private car;*
- iv. Measures for the delivery of specified travel plan services;*
- v. Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car. Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above 141647/FO/2024 Page 9 of 13 shall be submitted to and approved 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 to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and the Guide to Development in Manchester SPD (2007).

1.1.7 This Travel Plan Statement has been prepared to discharge planning conditions 22 and 23.

2.0 Travel Plan Framework Context

2.1 Background to Travel Plans

- 2.1.1 A TP is a package of practical measures aimed at reducing the transportation and traffic impact of a development. The main objective of a TP is therefore to reduce single occupancy car use and encourage travel via more sustainable modes.
- 2.1.2 The Department for Transport's (DfT) 'Making Residential Travel Plans Work' (June 2007) introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1** below.

The travel plan pyramid



Figure 2.1: TPF Pyramid from DfT's 'Making Travel Plans Work'

- 2.1.3 The use of a pyramid structure to illustrate the 5-tier hierarchy of measures demonstrates the concept that each higher layer builds upon the more important foundations of criteria and initiatives below it.
- 2.1.4 The most important layer of the pyramid is the base, which shows the key to making TP work is the actual location of the development and its proximity to local facilities and services essential to everyday life.
- 2.1.5 The second layer of the pyramid refers to how the built environment can assist in reducing single occupancy vehicles and increase the usage of sustainable travel.
- 2.1.6 Level 3 of the pyramid relates to the Travel Plan Co-ordinator (TPC). Level 4 of the pyramid looks at how parking management and public transport can influence travel choice, and the top layer of the pyramid relates to how the TP will be marketed and how the measures within are to be promoted.

2.2 The Greater Manchester Transport Strategy 2040

- 2.2.1 The Greater Manchester (GM) Transport Strategy 2040 sets out the “right mix vision” which is for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040.
- 2.2.2 This Travel Plan statement has been prepared in the context of the GM’s 2040 vision.

3.0 Accessibility via Sustainable Travel Modes

3.1 Introduction

- 3.1.1 This section describes the accessibility of the development site by sustainable travel modes. It covers accessible amenities and describes the existing sustainable transport infrastructure that is in place to provide access to these amenities.
- 3.1.2 In preparing this section, the Greater Manchester Accessibility Level (GMAL) has been reviewed. The GMAL scoring system is shown in **Extract 3.1**.

Extract 3.1 – GMAL Scoring System

Accessibility Levels

The final formula given above calculates the Greater Manchester Accessibility Index (GMAI). Each POI index score is allocated to an accessibility level where Level 1 represents the lowest level of accessibility and 8 the highest level of accessibility. The table below shows the relationship between GMAI scores and the final GMAL.

Accessibility Level	Range of Index Scores	Description	Map Colour
1	0 , <=0.5	Very Low	
2	>0.5 , <=2.5		
3	>2.5 , <=5.0		
4	>5.0 , <=7.5		
5	>7.5 , <=12.5		
6	>12.5 , <=17.5		
7	>17.5 , <=25.0		
8	>25	Very High	

- 3.1.3 The GMAL index score for the location of the site is 31.473 see attached extract of GMAL in **Appendix 2**.
- 3.1.4 The accessibility level of the site is level 8, which is the highest classification.
- 3.1.5 Given the above it is clear that the site is in a highly accessible location.

3.2 Accessibility on Foot

- 3.2.1 It is generally accepted that walking is the most important mode of travel at a local level and offers the greatest potential to reduce short car trips, particularly those under 2km. The implication of this is that 2km is a distance that people are typically prepared to walk to access an amenity / facility. 2km is also the Institution for Highways and Transportation (IHT) guidance preferred maximum suggested walking distance to schools and for commuting.

- 3.2.2 **Plan 3** has been prepared to show a 2km walk catchment from the centre of the site. Assuming a walk speed of 1.4m/s, this equates to a 24-minute (2km) walk.
- 3.2.3 **Plan 3** shows that the site is located adjacent to a number of local facilities and amenities on Cheetham Hill Road. These include a convenience store and a number of hot food establishments.
- 3.2.4 Furthermore, employment destinations within Cheetham Hill employment area are a short walk from the site.
- 3.2.5 The 2km catchment also includes a significant portion of Manchester city centre, where there are a great number of facilities and amenities, including medical centres, supermarkets, restaurants, public houses and pharmacies, along with numerous employment destinations.
- 3.2.6 Manchester Fort Shopping Centre is c.750m walk from the site, and contains a wide number of shops, including a supermarket.
- 3.2.7 Furthermore, the local highway network includes good quality footways with dropped kerbs and crossing points. The local adopted roads also benefit from street lighting.
- 3.2.8 Given the above, the development site is located in a highly accessible location for travel on foot.

3.3 Accessibility by Cycle

- 3.3.1 Within the vicinity of the site, there is a cycle hire station provision which provides more opportunities for active travel, see **Plan 3**. This is located c. 350m walk distance from the site. Bike stations are provided across the city centre and some wider area of Manchester, and future users of the site will be able to use the hire bikes to access a range of destinations.
- 3.3.2 Whilst Planning Policy Guidance 13 (PPG13) is no longer current national planning policy, its recognition of cycling having the potential to replace short car journeys, particularly those under 5km is still widely recognised as good practice. Within this context the site is well located to encourage trips by bike with several employment destinations, other residential areas and amenities located within a 5km cycle.
- 3.3.3 The 5km cycle catchment is shown on **Plan 4**.
- 3.3.4 The 5km catchment encompasses the entire built-up area of Manchester city centre as well as the surrounding towns of Salford, Cheetham and Prestwich meaning that future residents at the site could access the employment destinations and amenities / facilities present in those areas.
- 3.3.5 In recent years, there has been a significant uptake in electric bikes, known as e-bikes. An e-bike features a pedal-assist motor which propels the cyclist at 15.5mph and the batteries are capable of c.100km on a single charge. Assuming a commute time of 25mins, a cyclist on an e-bike would travel 10km. Given this, **Plan 4** also shows a 10km e-bike catchment.
- 3.3.6 Within the 10km e-bike catchment, a large portion of Greater Manchester can be reached. These include Eccles, Stretford, Heaton Moor, Droylsden, Failsworth, Middleton, Whitefield and Swinton.
- 3.3.7 Numerous cycle hire stations are located within Manchester city centre operated by Transport for Greater Manchester under the Bee Network. The closest is located to the southeast of the site within circa 350m walk distance from the proposed site. It provides 6 secure bicycles for hire.

- 3.3.8 To the west of the site is the National Cycle Route (NCR) 6 which in the vicinity of the site extends northwest towards Radcliffe and southeast through Salford towards Manchester city centre. Additionally, to the west is NCR 55 traverses in an east to west direction providing travel through Manchester city centre, Salford and Eccles, see **Plan 4**.
- 3.3.9 To the east of the site, NCR 66 traverses in a northeast to southwest direction providing active travel to areas of Manchester city centre and Failsworth.
- 3.3.10 Furthermore, NCR 60 traverses in an east to west direction through the 10km eBike catchment connecting to Regional Cycle Route RCR 85 in the northeast and RCR 85 in southwest. This provides travel to areas of Stretford, Heaton Moor and Droylsden.
- 3.3.11 The Manchester Victoria Train Station is located within the 5km cycle catchment which provides opportunities for multimodal travel.
- 3.3.12 Given the above, the development site is located in a highly accessible location by cycling.

3.4 Accessibility by Public Transport

By Bus

- 3.4.1 As shown on **Plan 2** the closest pair of bus stops to the site are located on Cheetham Hill Road, along the site frontage, which in very close proximity to the site access, less than 60m and 23m for northbound and southbound services from the centre of the site respectively.
- 3.4.2 A summary of the services from these stops near the site is presented in **Table 3.1** below.

Table 3.1: Existing Bus Service Operating Near the Site

Service	Route	Average One-way Frequency per Hour					
		Weekday				Sat	Sun
		AM Peak	Inter Peak	PM Peak	Evening		
41	Middleton — North Manchester General Hosp — Manchester — Northenden — Sale	3	3	3	1 until 23:31	3	2
135	Bury — Whitefield — Heaton Park — Cheetham Hill — Manchester	7	6	7	6 until 21:00 3 until 323:53	5	3

- 3.4.3 **Table 3.1** shows that there are 2 bus services accessible from the site along Cheetham Hill Road which provide a combined frequency of 10 one-way services an hour in the AM and PM peak hours during weekdays respectively. This confirms very high frequency bus provision is available adjacent to the site.

3.4.4 On Saturdays, and Sundays there is a combined one-way average frequency of 8 and 5 services an hour respectively This demonstrates that even at weekend the bus frequency is high.

3.4.5 Given the above, users of the site will have access to high frequency bus services to a range of destinations 7 days a week.

By Rail (Train and Tram)

3.4.6 The nearest railway station is Manchester Victoria Rail Station, which is a c.750m walk from the centre of the site, so it is well within easy walking distance from the site.

3.4.7 Manchester Victoria Rail Station provides services to regional and national destinations. Typical services across the day, Monday to Saturday is:

- 1 service per hour to Newcastle via Leeds and York.
- 2 service per hour to Blackburn via Bolton.
- 1 service per hour to Chester via Warrington.
- 1 service per hour to Scarborough via Leeds and York.
- 1 service per hour to Hull via Leeds and Huddersfield.

3.4.8 The nearest Metrolink stop is located within the Manchester Victoria rail station. Typical services across the day, Monday to Saturday is:

- 5 services per hour running from East Didsbury via Deansgate to Rochdale (Pink Line)
- 5 services per hour running from Altrincham via Trafford to Bury (Green Line)
- 5 services per hour running from Manchester Airport to Manchester Victoria train station (Navy Line)

3.4.9 Given the above, users of the site will have access to high frequency rail and Metrolink services to a range of destinations.

3.5 Accessibility Summary

3.5.1 The proposals are located in an area with very high levels of sustainable accessibility.

4.0 The Approved Development and the Travel Plan Requirements

4.1 Overview

- 4.1.1 The approved development is for a 75sqm retail use on the ground floor and 4 x 1 bed apartments to the upper floors.
- 4.1.2 As demonstrated in Section 3, the site is located in a highly accessible location for travel by non-car modes. The approved layout includes just one parking space, reflecting the highly accessible location of the site.

4.2 Requirement for a Retail Travel Plan

- 4.2.1 The thresholds for requiring a Travel Plan in Manchester are set out in on the TfGM website: [Travel Plan Toolkit - Do I need a Travel Plan?](#)
- 4.2.2 The TfGM website indicates that for retail, the thresholds for requiring a Travel Plan are:
- Food retail – 250 sqm
 - Non-food retail – 800sqm
- 4.2.3 Given the above thresholds and as the approved retail unit is only 75sqm, there should be no requirement for a Travel Plan associated with the retail aspect of the development and Condition 23 should be discharged based on the evidence contained in this Travel Plan Statement.

4.3 Requirement for a Residential Travel Plan

- 4.3.1 The residential aspect of the approved development comprises just 4 one-bedroom apartments. Whilst there are no thresholds set within the TfGM / Manchester City Council guidance, the NPPF paragraph 118 states that developments that will generate **significant** amounts of movement should be required to provide a travel plan.
- 4.3.2 The National Trip Database (TRICS) indicated that a typical apartment generates 4 trips per day, however that estimate will include apartments with more than 1-bedroom. A robust estimate is that the residential aspect will generate 16 people trips per day. The peak hour trips are negligible.
- 4.3.3 Given the above, it is clear that the approved development will not generate a significant amount of movement and therefore a Travel Plan should not be required.
- 4.3.4 Furthermore, given that the residential aspect of the development is car free, all of those are expected to be via sustainable travel modes. With 100% of trips expected to be via sustainable travel modes, the development more than aligns with the GM Transport Strategy Vision of 50% of all trips to be walked, wheeled or via public transport.
- 4.3.5 Based on the evidence contained in this Travel Plan Statement Condition 22 can be discharged.

4.4 Considering the Site against the Travel Plan Pyramid

TP Pyramid Level 1 - Location

- 4.4.1 The development site is located in the built-up area of Manchester, in close proximity to Manchester city centre, and near to a wide range of employment opportunities, leisure destinations and daily facilities and amenities, as demonstrated in Section 3. From this, it is clear that the site is located in a very sustainable location.

TP Pyramid Level 2 – Built Environment

- 4.4.2 The development site is located in close proximity to a range of public transport nodes accessible in a short walk from the site, including bus stops, a Metrolink Station and a Rail Station, as demonstrated in Section 3.

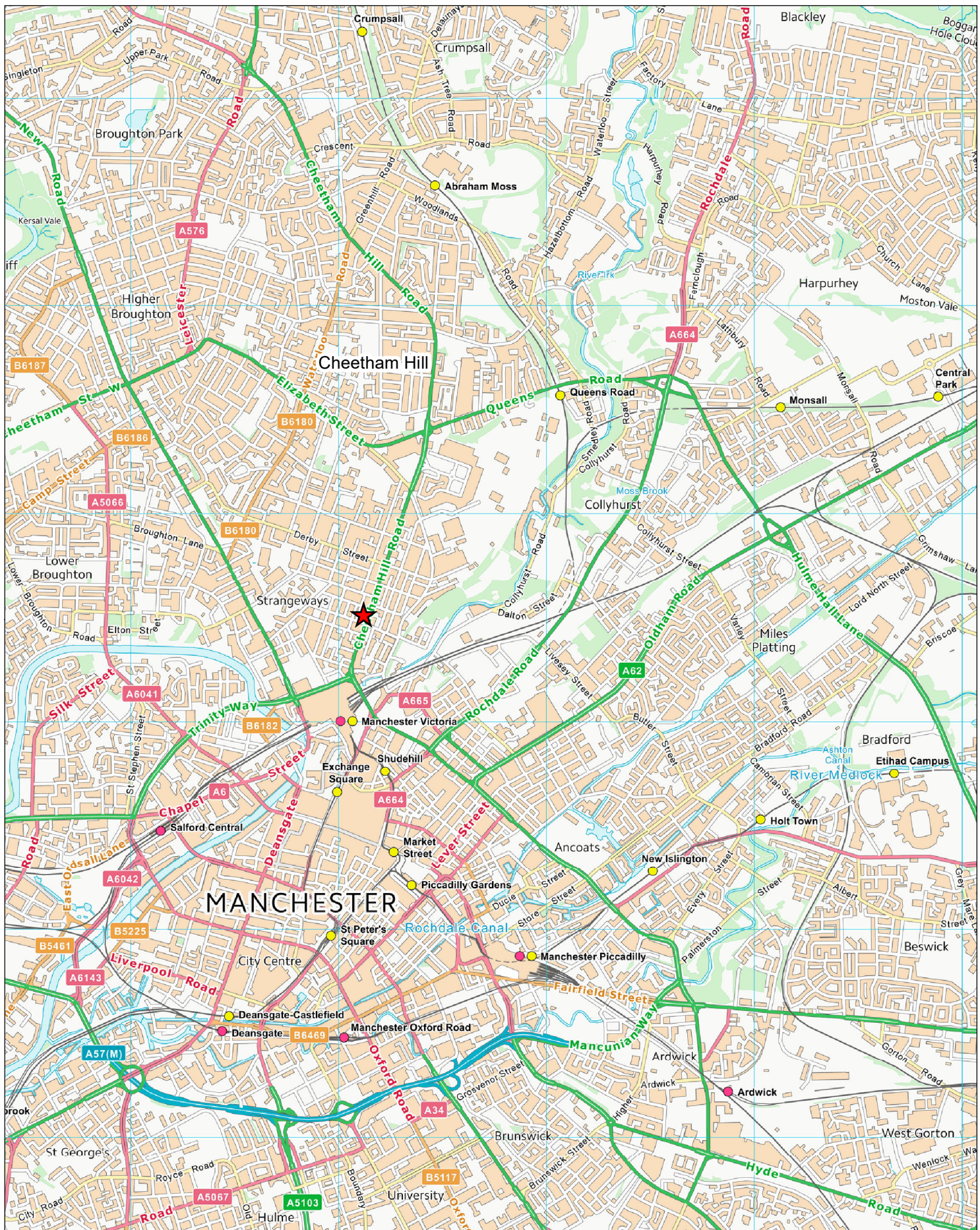
TP Pyramid Level 4 – Services and Facilities

- 4.4.3 The approved application has just a single parking space, which is for the retail use. The residential aspect of the development is car-free, and residents will make use of the range of sustainable travel options afforded by the highly sustainable location of the site.

4.5 Travel Plan Measures

- 4.5.1 Notwithstanding the above justifications, as to why a Travel Plan should not be required for either the retail or residential aspects of the approved development, the following measures will be introduced:
- On-site parking will be restricted to 1 space for the retail unit.
 - A Travel Notice board will be provided in the communal area of the residential aspect, showing the location of the nearby public transport nodes and hire bike stations.

Plans



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Plan 1: Site Location

Proposal: Approved Mixed use development

Location: Land off 67 - Cheetham Hill Road, Manchester

TT Job No: 784-B072972



Legend



Site Location

0 300 600 900 Meters

Scale: 1:24,000 @A4

23 April 2025

NGR: 384,734 E / 399,493 N

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TETRA TECH

Plan 2: Local Highway Network
Proposal: Approved Mixed use development
Location: Land off 67 - Cheetham Hill Road, Manchester
TT Job No: 784-B072972



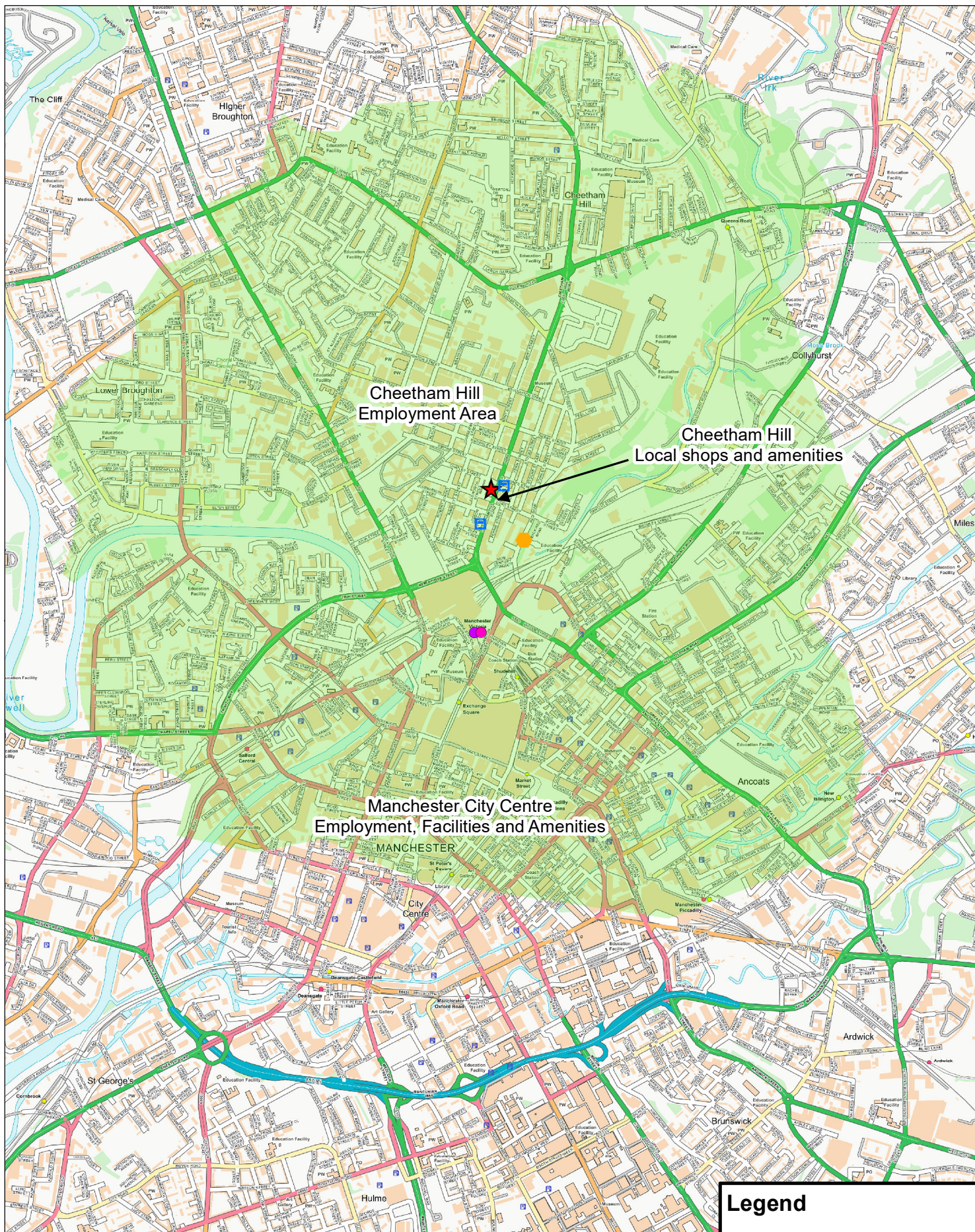
Legend

-  Nearest Tram Stop
-  Nearest Train Station
-  Nearest Bus Stop
-  Site Location

0 75 150 225 Meters
Scale: 1:6,000 @A4

23 April 2025
NGR: 384,093 E / 399,164 N

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Plan 3: Walk Catchment
 Proposal: Approved Mixed use development
 Location: Land off 67 - Cheetham Hill Road, Manchester
 TT Job No: 784-B072972



0 250 500 750 Meters

Scale: 1:20,000 @A4

23 April 2025

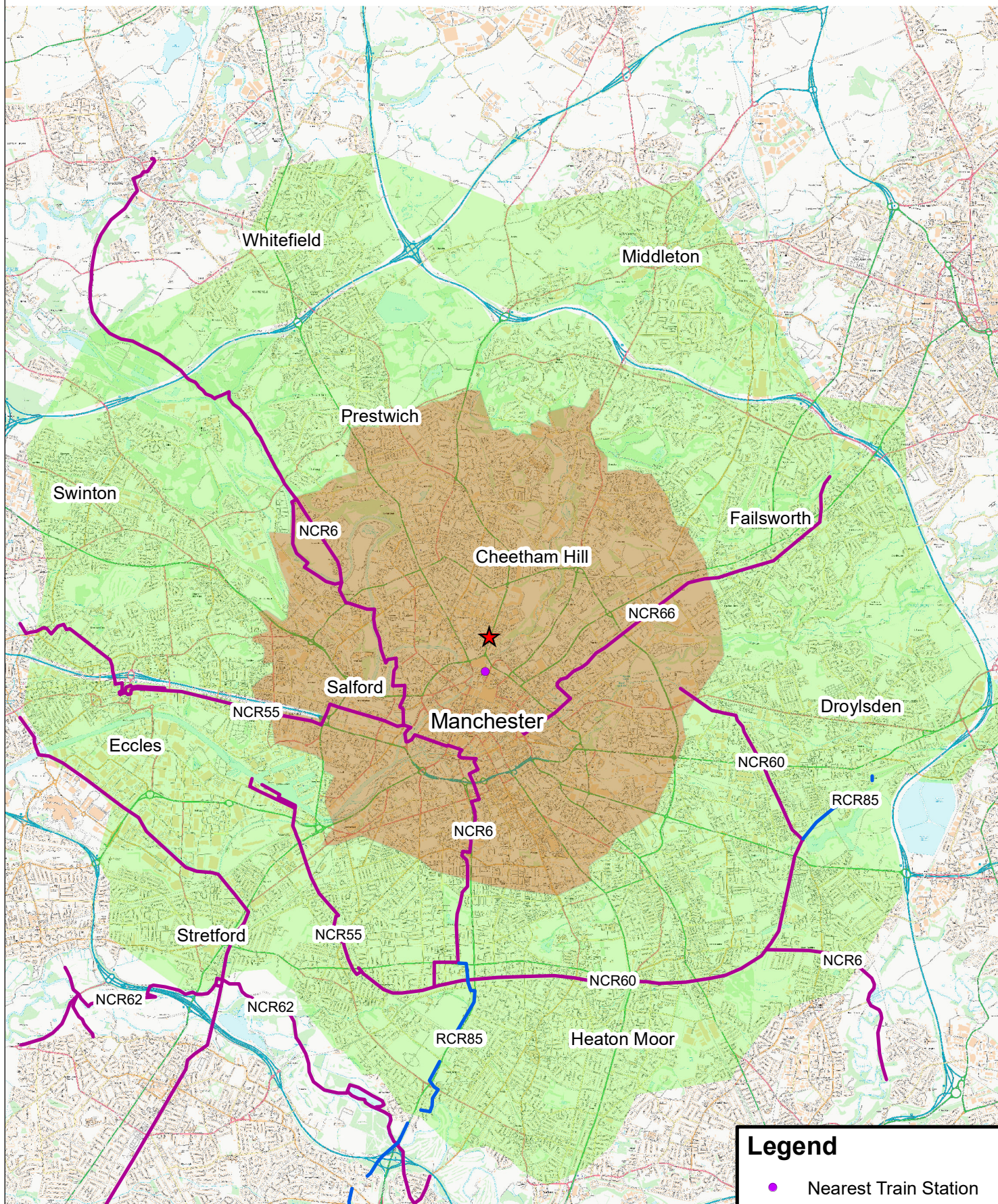
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Legend

-  Nearest Cycle Hire Station
-  Nearest Tram Stop
-  Nearest Train Station
-  Nearest Bus Stop
-  2km Walk Catchment
-  Site Location



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Plan 4: Cycle and eBike Catchments
 Proposal: Approved Mixed use development
 Location: Land off 67 - Cheetham Hill Road, Manchester
 TT Job No: 784-B072972



0 1,000 2,000 3,000 Meters

Scale: 1:85,000 @A4

23 April 2025

NGR: 384,358 E / 400,493 N

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Legend

- Nearest Train Station
- ★ Site Location
- Regional Cycle Route
- National Cycle Route
- 5km Cycle Catchment
- 10km eBike Catchment

Appendices

Appendix A: Decision Notice

Important – Planning permission & notices of consent

Compliance with conditions

- Your planning approval or consent is attached. It will contain conditions that you must comply with.
- Please read the conditions and understand their requirements and restrictions, for example submission and approval of details or measures to protect trees.
- Some conditions will require action before you start development and it is imperative that you seek to have these discharged before any work commences.
- Whilst every effort has been made to group conditions logically, it is your responsibility to ensure that you are aware of the requirements and/or restrictions of all conditions.
- If you fail to comply with the conditions this may result in a breach of planning control and this may lead to enforcement action.
- Failure to comply with conditions may also result in the development not being lawful.
- It is in your interests to demonstrate that conditions have been complied with. Failure to do so may cause difficulties if the property is sold or transferred.
- A fee is payable for each request to discharge conditions.
- For advice on any of these matters, please contact Planning, Manchester City Council, PO Box 532, Town Hall, Manchester M60 2LA or email planning@manchester.gov.uk

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant

Mr Zayn Saleemi
Brightwise Constructions Ltd
67 Cheetham Hill Road
Manchester
M4 4ES

Agent (if used)

Mr Saghir Hussain
Create It Studio Architects
3 Stevenson Square
Manchester
M1 1DN

Part 1 – Particulars of the application/development

Proposal: Erection of a 3-storey mixed-used development, retail ground floor with shopfront and signage, 4 no. 1 bed apartments to upper floors

Location: Land Adjacent To 67 Cheetham Hill Road, Manchester, M4 4ES

Date of application: 13 January 2025

Application number: 141647/FO/2024

Part 2 – Particulars of decision

Manchester City Council gives notice that the development referred to in Part 1 has been **Approved** in accordance with the application and plans submitted subject to the condition(s) listed below (if any).

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. The proposal is acceptable and therefore determined within a timely manner.

Condition(s) attached to this decision

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents received by the City Council as local planning authority on 2 December 2024 and 4 February 2025:

Planning application form

Location Plan and Existing Site Plan Ref: A1488 (01) AP001 Rev P1

Proposed Site Plan Ref: A1488 (02) AP001 Rev P2
Proposed Floor Plans Ref: A1488 (02) AP002 Rev P4
Proposed Elevations Ref: A1488 (02) AP003 Rev P3
Proposed Roller Shutter Details Ref: A1488 (02) AP004 Rev P1
Design and Access Statement 67 Cheetham Hill Road dated September 2024 by Create It Studios (amended by approved drawing).

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 for the City of Manchester.

3) Before the commencement of above ground construction works, samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

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

4) The authorised development relates to the erection of a building with a maximum of four storeys comprising four residential apartments (Class C3) and one retail / commercial units (Class E) at ground floor level with a maximum of 75 sq. metres.

Reason - To safeguard the amenities of the occupiers of occupiers of nearby residential properties pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the ground floor of the premises shall be used for any other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015 (as amended), The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than for the operation of the authorised units as retail shops, cafes and restaurants and / or the provision of financial and professional services (Class E a, b and c).

Reason - To safeguard the amenities of the occupiers of occupiers of nearby residential properties pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

6) Notwithstanding the General Permitted Development Order 2015 (as amended) or any legislation amending or replacing the same, no further development in the form of upward extensions to the buildings 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 is located pursuant to policies DM1 and SP1 of the Core Strategy for the City of Manchester.

7) Before the commencement of the development hereby approved, a detailed demolition and 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:

- i. Display of an emergency contact number;
- ii. Details of wheel washing;
- iii. Compound locations where relevant;
- iv. Location, removal and recycling of waste;
- v. Routing strategy and swept path analysis;
- vi. Parking of construction and staff vehicles;
- vii. Sheeting over of construction vehicles;
- viii. Dust suppression measures.

Development shall be carried out in accordance with the approved construction management plan upon commencement of authorised works.

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

8) The ground floor ground floor Commercial, Business and Service use (Class E (a), (b) and (c)) units shall not be open outside the following hours:

Monday to Saturday - 7.00 am to 11.00 pm.

Sunday and including Bank Holidays - 8.00 am to 10.30 pm.

Reason - In interests of residential amenity and 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 for the City of Manchester.

9) Deliveries, servicing and collections, including waste collections relating to the authorised ground floor (Class E a, b and c) use shall not take place outside the following hours:

Monday to Saturday: 7:30 am to 8:00 pm

No deliveries/waste collections on Sundays/Bank Holidays.

Reason - To protect the amenity of local residents and to accord with policies SP1 and DM1 of the Core Strategy for the City of Manchester

10) a) Before the development commences a scheme for the storage and disposal of refuse, including external enclosures relating to the authorised Class C3 and Class E uses shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage of bins, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

11) Before the first occupation of the development, a scheme for the management of the external areas of the site shall be submitted to and approved in writing by the City Council as local planning authority. This scheme shall confirm arrangements for the presentation of bins to collection points and their return to the waste management enclosures. The details of the approved scheme shall be implemented upon the first occupation of the authorised extension and shall remain in situ whilst the use or development is in operation

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1, C2, DM1, T1 and T2 of the Core Strategy for the City of Manchester.

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

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

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

b. Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c. In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first use/occupation of the development.

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

13) a) Before the occupation of the authorised apartments a scheme related to a noise survey and detailing measures to acoustic insulating the residential accommodation against noise Cheetham Hill Road, authorised Class E (a, b and c) and any other identified noise sources

shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the apartments are occupied and maintained in situ thereafter.

b) Prior to occupation of the development a verification report shall be submitted to and approved in writing by the City Council as local planning authority and shall demonstrate that the implemented works conform to the recommendations and requirements in the approved acoustic consultant's report. The report shall also include post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester, saved policy DC26 of the Unitary Development Plan and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

14) Before the occupation of the authorised apartments a scheme related to a noise survey and detailing measures to acoustic insulating the residential accommodation (Class C3) against noise from Cheetham Hill Road, the authorised Class E (a, b and c) and any other identified noise sources shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the apartments are occupied and maintained in situ thereafter.

Reason - To secure a reduction in noise from Stockport Road, authorised Class E (a, b and c) and any other identified noise sources and to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester, saved policy DC26 of the Unitary Development Plan and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

15) Before its installation any externally mounted equipment required to facilitate the ground floor operation the authorised Class E (a), (b) and (c)) use shall be related to a scheme to be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise from any such ancillary plant, equipment and servicing, including details of acoustic attenuation. Any externally mounted equipment installed as part of the authorised development shall be installed in accordance with the specifications of the agreed and subsequently maintained in situ.

Reason - To safeguard residential amenity by minimising the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester and Unitary Development Plan saved policy DC26.

16) Before the occupation of the authorised apartments (Class C3), an air quality exposure assessment together with any mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority before the occupation of the apartment and maintained in situ thereafter.

Reason: To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy for the City of Manchester.

17) Before its installation, any external lighting required in support of the development shall be related to a scheme to be submitted to and approved in writing by the City Council as local planning authority. Lighting shall only be installed in accordance with the approved scheme and maintained in situ unless any lighting installed as part of the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority is harmful to adjoining and nearby residential properties. In such circumstances and within 14 days of its written request, a scheme for the elimination of glare and/or light spillage shall be submitted to and approved in writing by the Council as local planning authority. The approved scheme shall be implemented to a timescale agreed with the City Council as local planning authority and maintained in situ thereafter.

Reason - 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 for the City of Manchester.

18) Before the occupation of the development details of the arrangements for secured cycle storage for use by residents (of the Class C3 use) and staff (of the Class E use) shall be submitted to and approved by the City Council for the City of Manchester. The approved details shall be implemented before first occupation and maintained in situ thereafter.

Reason - To ensure that adequate provision is made for cycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport to comply with policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

19) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the provision of measures to maintain on-site security and to reduce the risk of crime, including the provision of residents' postal boxes. The approved scheme shall incorporate details that accord with Secured by Design standards, be implemented prior to the occupation of the development and maintained in situ thereafter.

Reason - To reduce the risk of crime, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester, policy JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone and guidance contained in the National Planning Policy Framework.

20) Before the occupation the development, details of specification and appearance of any boundary walls, fencing and gates to be installed as part of the development shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be fully implemented before the occupation of the development and maintained in situ thereafter.

Reason - To reduce the risk of crime, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester, policy JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone and guidance contained in the National Planning Policy Framework.

21) Before the occupation of the development, details of specification and appearance of roller shutter to the authorised ground floor Class E (a, b and c) unit (including colour treatment). The approved details shall be implemented before the occupation of the Class E (a, b and c) unit, positioned in accordance with the details of drawings referenced: Proposed Elevations Ref: A1488(02)AP003 Rev P3 and Proposed Roller Shutter Details Ref: A1488(02)AP004 Rev P1 and maintained in situ thereafter.

Reason - To reduce the risk of crime, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester, policy JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone and guidance contained in the National Planning Policy Framework.

22) Before the first occupation of the authorised development, a residential travel plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i. The measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development;
- ii. A commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time;
- iii. Mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv. Measures for the delivery of specified travel plan services;
- v. Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved 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 to and from the authorised apartments, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and the Guide to Development in Manchester SPD (2007).

23) Before the first occupation of the authorised development Class E units, a staff travel plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i. The measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development;
- ii. A commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time;
- iii. Mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv. Measures for the delivery of specified travel plan services;
- v. Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above

shall be submitted to and approved 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 to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and the Guide to Development in Manchester SPD (2007).

24) Before the occupation of the development a scheme for the secure cycle storage for residents of the apartment (Class C3) and staff of the Class E (a, b and c) units shall be submitted to and approved by the City Council for the City of Manchester. The approved details shall be implemented before occupation of the development and maintained in situ thereafter.

Reason - To ensure that adequate provision is made for cycle parking so that persons occupying the authorised apartments have a range of options in relation to mode of transport and to comply with policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

25) Before the occupation of any part of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority detailing measure to enhance on-site biodiversity, including details of the provision, positioning and specification of bat and bird boxes. The approved scheme be implemented before the occupation of any part of the authorised apartments and maintained in situ thereafter.

Reason - To enhance local biodiversity through the provision of wildlife habitats, pursuant to policy JP-G8 of the Places for Everyone Plan (2022 -2039) and policy EN15 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

26) Before the commencement of above ground construction works, a biodiversity net gain plan and offsetting provider certificates shall be submitted and agreed in writing by the City Council as local planning authority. The biodiversity net gain plan shall include confirmation of the implementation of bio diversity net gain measures detailed in document referenced Bio Diversity Net Gain Matrix for Zayn of Brightwise Ltd Land adjacent to 67 Cheetham Hill Road Manchester M4 4ES by Pro Hort Ref: JOB-12856. The development shall be implemented and maintained in accordance with the agreed details.

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

27) The development shall be fully implemented in accordance with document referenced: Bio Diversity Net Gain Matrix for Zayn of Brightwise Ltd Land adjacent to 67 Cheetham Hill Road Manchester M4 4ES by Pro Hort Ref: JOB-12856 with regard to the assessment of wildlife habitats. If a bat is found within the application site all work should cease immediately, and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

Reason - To enhance local biodiversity through the provision of wildlife habitats, pursuant to policy EN15 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

Informatives

Building Regulations 2010

This permission does not grant approval under Building Regulations.

Street Naming & Numbering Requirements

Manchester City Council is responsible for allocating street naming and numbering within Manchester for new developments or property conversions. Individuals or businesses are not permitted to allocate their own property numbers, building or street names.

If your development includes the creation of new dwellings (either new build or conversion of existing buildings), creation of new commercial properties or the subdivision of existing properties you must ensure that you request new or changes to addresses through us so they can be officially allocated and registered in accordance with the Public Health Act 1925 Sections 17-19 & Greater Manchester Act 1981 Section 22.

Failure to do this may result in difficulties for the developer/occupier when requiring services such as connections to utilities, phone lines and postal services and may delay your development.

You can apply online at the following address:

http://www.manchester.gov.uk/info/100011/roads_parking_and_transport/1988/naming_and_numbering_of_houses_buildings_streets_and_roads/2

Mining Information

The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Please read the Standing Advice from the Mining Remediation Authority.

Information for Developers guidance documents can be downloaded using the following link:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

The applicant should be advised that any continuing requirements for licensing and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

The following security and crime reduction measures are recommended:

- i. The front and rear of the building should be illuminated in the hours of darkness via the use of dusk until dawn sensors within external light fixtures.
- ii. Consideration should be given to an intruder alarm for the proposed apartments. If not, then the provision for the installation of an alarm should be made.
- iii. An intercom system should be used at the communal entrance so that residents can vet visits before opening the door to them. There should be no unrestricted trade access into the building.

- iv A secure mail delivery system should be supplied, to allow delivery without access to the whole building (i.e. secure through the wall mailboxes).
- v. The retail unit incorporate a CCTV and alarm system.

Date: 13 March 2025

Signed: 

Julie Roscoe
Director of Planning, Building Control & Licensing

Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Notes

1. This permission refers only to that required under the Town and Country Planning Act 1990 does not include any consent or approval under any other enactment, byelaw, order or regulation.

2 If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, they may appeal to the Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990 within six months of the date of the notice of the decision.

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the gov.uk website – www.gov.uk/appeal-planning-decision The Inspectorate will publish details of your appeal on the internet. Alternatively If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but they will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the City Council (planning@manchester.gov.uk) and the Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK.

3. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

4. If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990

5. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to them. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.



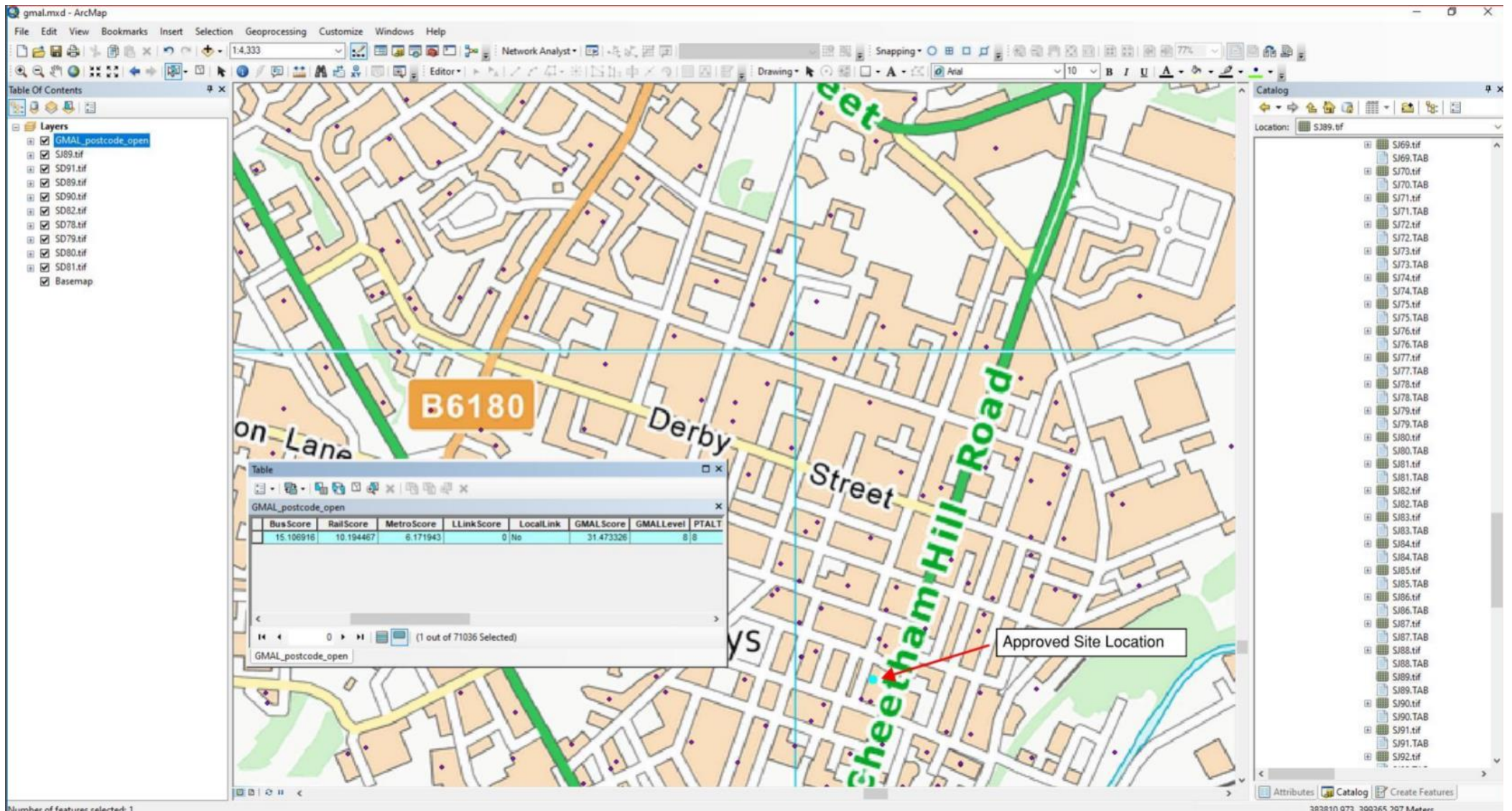
STANDING ADVICE - DEVELOPMENT LOW RISK AREA

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Mining Remediation Authority on 0345 762 6846 or if a hazard is encountered on site call the emergency line 0800 288 4242.

Further information is also available on the Mining Remediation Authority website at: [Mining Remediation Authority - GOV.UK](https://www.miningremediation.gov.uk)

Standing Advice valid from 1st January 2025 until 31st December 2026

Appendix B: GMAL Accessibility Index for the site



Number of features selected: 1