

Planning

Growth & Development

Delegated officer report for planning application

Application no. 140311/FO/2024

Date registered valid: 24 June 2024

Proposal: Erection of a residential development (Use Class C3a) with associated landscaping, boundary treatment, infrastructure and ancillary works.

Address: Land Off Pitsford Road, Manchester

Ward(s): Harpurhey Ward

Applicant: Mr Jon Penrose Bellway Homes Ltd (Manchester) & Dealbatch Ltd

Agent (if any): Miss Louisa Fielden AshtonHale

Case officer: Jennifer Atkinson
Tel: 0161 234 4517
Email: jennifer.atkinson@manchester.gov.uk

Recommendation: Minded to approve

Date of recommendation:

Application details

Type of application: Full Application Consent

Development type: Major Dwellings

Date of site visit:

Standard consultations:

Printed: 4 October 2024 Expired: 25 October 2024

Neighbour notifications

Printed: 3 July 2024 Expired: 24 July 2024

Site notice

Posted: Expired:

Press advert

Published: 9 July 2024 Expired: 23 July 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site is 2.9 hectares and is bounded by Pitsford Road to the north, Wilsons Park Business Centre to the east, railway tracks to the south and Queens Road to the west.

The site is considered to be 'brownfield' have been previously associated with the brewery sidings and had previously contained railway tracks. The site is now heavily wooded with trees and vegetation. There is also a large retaining wall to Queens Road. The site has an elevated position from the surrounding area which reflects the former use of the site as a railway siding. This has created an embankment and steep slope to the sites north, west and eastern sides.

The site is located in Flood Zone 1 which is defined as a low probability of flooding. The site is not located in a conservation area and does not contain any listed buildings. There are no Tree Preservation Orders at the site.

Listed building: Not applicable

Conservation area: None

Tree Preservation Order: None

Description of area

There is residential development situated to the north of the application site. These are predominantly two storey in height and semi-detached and terrace in nature.

The railway line to the south serves Manchester Victoria. The Miles Platting neighbourhood is located beyond Oldham Road to the south.

Description of development

The proposal is for the erection of 88 residential dwellinghouses and would be a mixture of detached and semi-detached homes with a mix of 2, 3 and 4 bedrooms. The breakdown is as follows:

- 12 2 bedroom properties
- 17 4 bedroom properties
- 59 3 bedroom properties.

The properties will be within a variety of house types provided by the applicant.

The layout of the development would be arranged around a new access road which would run east-west across the site. Access would be taken from Queens Road.

The dwellings would be predominantly 2 storey to 2.5 storey in height. Each dwellinghouse would have a private rear garden, driveway for the provision of at least one car and a front boundary wall.

The dwellings would be constructed of brick and have a contemporary appearance.

All of the trees and vegetation which is present at the site would be removed. This would impact on the biodiversity at the site. A significant amount of green infrastructure would be replanted at the site, however, this would not be sufficient to meet the 10% requirement which would need to be met off site.

The new homes would meet a high level of sustainability.

Consultations & Notification Responses

Publicity the application has been advertised as a major development and of being of public interest. A site notice has been placed at the site and a press notice has been placed within the local paper. Notification letters have also been sent out to local residents and businesses.

One comment has been received in respect of the application. The comments can be summarised as follows:

- Will there be houses along the road on Pitsford Road or will the trees remain and the houses built on top of the sidings?
- Concern about the effect on wildlife as there are birds, hedgehogs, squirrels, foxes even deer that travel along.
- The houses that will be built, will be so close to the railway. Planning permission had been denied previously due to the land being contaminated and also the noise pollution from the railway for the potential homes.
- The noise from the industrial units over the other side of the railway is very loud to.
- instead of using this land taking away all wildlife, creating homes with excessive noise pollution, why not use the land on the area of Jocelyn street / Monsall street / Monsall road (the rec) as this isn't used any more and has always been targets for travellers to park.

Highway Services

Environmental Health advise that a construction management plan be agreed together agreeing a scheme for the acoustic insulation of the dwellinghouses. Any external plant should

be agreed and meet the requirements stated within the condition. Details of the waste management should be agreed and a EV charging point should be installed to each property. The site is contaminated a condition should be imposed in this regard.

Works and Skills advise that a condition should be imposed secure a Local Labour Proposal in relation to construction.

Flood Risk Management Team advise that conditions should be imposed to agree a drainage scheme for the development and management. In addition, a condition should be imposed with regards to any evidence of a culvert.

Environmental Agency advise that the development site appears to have been the subject of past industrial activity which poses a high risk of pollution to controlled waters and that advice from the Local Authority ground conditions expert is sought in this regard.

Coal Authority advise that the site falls within the Coal Authority's defined Development Low Risk Area. No comments are necessary but request the standing advice is drawn to the attention of the applicant.

Neighbourhood Services (Trees) advise that the proposal would require the removal of a large quantity of trees but these are not worthy of TPO status. The trees as a group do have some amenity value as some areas should be retained and managed appropriately. A landscaping scheme is proposed and this should form part of the conditions of approval.

Greater Manchester Ecology Unit (GMEU)

Greater Manchester Archaeology Service (GMAS) advise that the development would not have any impact on know or suspected archaeological remains. As such, archaeological matters do not require any further consideration in this instance.

Design for Security at Greater Manchester Police advises that the measures within the Crime Impact Statement are implemented including measures to secure rear boundaries, particularly those located near the green space.

Network Rail advise that they have no objections on the condition the Network Rail asset protection requirements are adhered to.

Policy

The Development Plan comprises the following documents:

- Places for Everyone (adopted March 2024);
- Manchester's Core Strategy 2012-2027 (adopted July 2012);
- Unitary Development Plan for the City of Manchester (adopted July 1995).

Places for Everyone (adopted March 2024) relevant policies include JP-S1, JP-H1, JP-H2, JP-H3, JP-H4 and JP-G8

Manchester's Core Strategy 2012-2027 (adopted July 2012) relevant policies include SP1, EC3, EC4, H1, H2, H3, H8, CC10, EN1, CC5, T1, T2, EN4, EN6, EN8, EN9, EN15, EN16, EN19, DM1 and PA1.

Unitary Development Plan for the City of Manchester (adopted July 1995) relevant saved policy DC7.

Guide to Development in Manchester (2007)

Residential Quality Guide (2016)

Manchester Green and Blue Infrastructure Strategy 2015

National Planning Policy Framework (December 2024)

Planning Policy Guidance (PPG)

Other legislative requirements

S149 (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.

Issues

Principle of Development

Policies H1 and H2 state that a wide choice of housing will be provided to meet the requirements of existing and future Manchester households. The focus will be on providing new housing through the effective and efficient use of land within the east and north of Manchester City Centre.

The Core Strategy states that approximately 60,000 new dwelling will be provided in Manchester between 2009 and 2027, with an average of 3,333 units per year. North Manchester is expected to accommodate around 20% of new residential (Core Strategy Policy H3). This policy stresses a need for the provision of family housing and other high-quality development along high frequency transport routes.

The application site is also identified within the City Council's Strategic Housing Land Availability Assessment as a potential housing site to be delivered within a 5 year period.

The proposal would help deliver 88 new family homes in a highly sustainable part of the City close to tram and bus infrastructure. This would help to continue to boost housing growth in this part of the city and meet identified needs for family accommodation.

The proposal would deliver homes which minimise their carbon impact and would help to support local employment during the construction period as part of securing a Local Benefit Proposal.

Affordable Housing

Core Strategy Policy PA1 'Developer Contributions' states that where needs arise, as a result of development, the Council will seek to secure planning obligations. It outlines the range of provisions that such obligations may require and advises that this should be assessed on a site by site basis. Affordable housing is identified as a relevant planning obligation.

Policy PA1 states that the nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area and stipulates that where appropriate, any provision should be provided on site. Where this is not possible, a commuted sum payment is likely to be sought.

The policy concludes that in determining the nature and scale of a planning obligation, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account.

Core Strategy policy H8 'Affordable Housing' is also relevant. Development should contribute to the City-wide target for 20% of new housing to be affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership or provide an equivalent financial contribution.

A viability report was submitted with this application as it was the applicant's position that the development would not be viable if affordable housing was to be provided. Following an Independent review of the viability report, it was determined that the development could support a 20% on site affordable housing contribution. This equates to the provision of 18 homes at the site which would be offered on the basis of discounted market sales at @ 80% of Market Value and to be ring fenced for key workers.

This would be secured as part of a legal agreement.

Climate change, sustainability and energy efficiency

This would be a low carbon building in a highly sustainable location with excellent access to public transport. Sustainability principles during construction would minimise and recycle waste, ensure efficiency in vehicle movements and to source and use materials.

A travel plan would encourage residents to use public transport. A secure cycle store would be provided to each home. The homes fabric would be highly efficient to prevent heat loss with energy saving fixtures and fittings such as LED lighting and water saving measures. Photovoltaic panels would also be installed to the roofs of each property which would generate 23.75% of the sites energy requirements.

As a result of these measures the proposal exceed compliance with Part L 2021 and there would be a 3.72% reduction in carbon emissions over Part L 2021. A post construction review through a planning condition would verify that this has been achieved.

The proposal could support adaption to climate change through its landscaping, trees and an efficient drainage system. Bird and bat boxes would improve biodiversity and trees would improve local air quality conditions.

Impact on Archaeology

GMAAS have advised that there are no archaeological requirements.

Visual Amenity

The layout of the development is arranged around a new access road. A new vehicular entrance would be created off Queens Road. Due to the topography of the site, the new access road would rise steeply to the plateau of the site. A linear road arrangement, with side access

roads, would be created to maximise the number of new homes to be created. A pedestrian footpath would be retained at the northern end of the site to allow easy access for residents to the tram stop to help support use of public transport.

In line with the requirements of the Guide to Development in Manchester SPD, all the new dwellings would front the new access road or side roads. There will be a number of instances where shared surfaces are proposed. These are short in nature to maximise the opportunity to ensure that dwellings front a main frontage where the highway and private domain is clearly delineated.

Each dwelling would have a small front garden, rear garden and driveway. The majority of the development would locate the driveway to the side of the dwelling which minimises the overall impact on the street scene. Having the parking to the side of the dwellings also provides for a more spacious development as a whole as it provides gaps and views through the site.

There are a number of instances where parking is proposed to the rear or front of the dwellings. Where this occurs, boundary treatment and landscaping would be used to minimise the overall impact.



Proposed layout and landscaping arrangements

The surrounding character of the area is predominantly two storey dwellinghouses. This will be the prevailing character of the new development which would range from two to two and half storey dwellings.

The appearance of the homes have a modern feel to them. A predominantly red brick material would be used along with a roof tile. Brick detailing would be used to provide interest on the elevations. This would be a combination of projecting brickwork and/or soldier coursing.

Seven house types would be used within the development which offering a variety of designs and roof profiles. This would provide interest throughout the development.



Street scene elevations showing the variety of house type designs and scales

Deep window reveals would be used which would elevate the design and appearance of the homes and provide a high quality appearance. The reveals would be 200mm and the soffits would also be in brick. A slim profile window would also be used which would further add to the design quality.

A sample brick has been provided. Final materials would be agreed by planning condition

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

A comprehensive landscaping scheme would be provided. Given the lost of trees and vegetation at the site, the on site landscaping would form a significant part of the scheme and mitigation for that lost. The new access road would be lined with trees and vegetation as would key parts of the new access road. There would also be trees created within the curtilage of the dwellings.

A woodland mix would also be created in the eastern part of the site. The consideration of the BNG value of the proposed landscaping scheme and that lost is considered elsewhere within this report.

Overall, the landscaping scheme strikes the balance between creating usable private amenity areas whilst also greening the street and maximising the amount of BNG on site.

A number of incidental areas of open space have been created at the site. This is in part due to the topography of the site which renders certain area undevelopable. However, it also provides the opportunity to maximise on site BNG.

A maintenance regime should from a condition of the planning approval to ensure that these areas are will maintained and do not have issues with rubbish or antisocial behaviour.

Boundary treatment would be used to help define the frontages of the properties from the public domain. The boundary treatment at the front of the houses would be a low brick wall with railings whilst divisional fencing would be used to separate rear gardens.

A 1.8 metre high close boarded fence would be used along new access and rear of the dwellings which back onto the railing. This is required for acoustic reasons.

Impact on Trees

An Arboricultural Assessment has been submitted with the application. This details that the site is heavy covered by trees and vegetation which have been categorised as follows:

G1 'Goat Willow, Ash, Sycamore, Silver Birch and Cherry)' - Group located on roadside embankment. Larger trees consist of Goat Willow overhanging road. Evidence of bark necrosis on multiple stems and minor deadwood. Remainder of group consists of etiolated Birch, Sycamore, Cherry and Ash.

W1 'Silver Birch, Goat Willow, Ash and Hazel' - Densely populated group consisting mainly of etiolated Silver Birch and Goat Willow.



Location of the identified trees

The trees groups have both been identified as C2 i.e. Trees of low quality with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150 mm and Trees present in groups or woodlands, but without this conferring on them significantly greater collective landscape value; and/or trees offering low or only temporary/transient landscape benefits.

All the trees would be lost as part of the proposals in order to accommodate the proposed development. Due to the nature and form of the trees on site, it has not been possible to incorporate any of the trees into the development. Whilst this is regrettable, there are significant landscaping proposals as part of the development proposals. This would be discussed elsewhere within this report.

Impact on Ecology

An ecology assessment has been prepared in respect of this application. This assessment has been considered by Greater Manchester Ecology Unit (GMEU).

Whilst it was undertaken at a suboptimal time of the year, the results were consistent with a woodland environment. Should there be more than 18 between the granting of the permission

and the implementation of the scheme, an updated report should be prepared and secured by planning condition.

There is Japanese knotweed *Reynoutria japonica* and cotoneaster varieties present at the site. a condition is recommended that requires the agreement of an invasive non-native species management and monitoring plan.

The ecological information provided considered badger *Meles meles* likely absent from the application site. Badgers and their setts are protected under the Protection of Badgers Act (1992). Due to the highly mobile nature of the species and the suitability of the habitats within the application site for it, together with an absence of desk study data from the wider landscape, a condition should be imposed on any permission which updates the report prior to any works starting at the site.

The application site was assessed for its potential to support foraging/commuting bats. The woodland present across the application was assessed to provide limited habitat to support roosting bats. A single tree T12, was identified through aerial inspection to provide features suitable for roosting bats. No works should commence at the site until a bat mitigation strategy has been agreed.

The application site was assessed to provide suitable habitat for nesting and foraging birds. It is recommended that there is no vegetation clearance during the bird nesting season.

The application site was assessed to have the potential to support other mammals, including fox and hedgehog. Fox dens were present within the application site. The Construction Environmental Management Plan (CEMP) submitted with the application currently does not provide sufficient detail as to how impacts to such species will be mitigated for and therefore an updated report should be provided as part of the application.

The woodland present on the application site was recorded as deciduous woodland priority habitat on the Priority Habitat Inventory. It is acknowledged that the woodland is proposed to be entirely lost as part of the proposed development and is a semi-natural habitat of value in an otherwise urban landscape.

The woodland is relatively young, and likely originates from succession on made-ground adjacent to a railway line. The canopy includes native woodland species, however the ground flora is dominated by bramble and is species poor. GMEU therefore accept that the woodland is not likely to be a Habitat of Principal Importance.

The implications for biodiversity net gain are considered in detail below. However, the principle of clearing the site for development does require careful consideration. It is acknowledged that the loss of the woodland would have a harmful impact on the site and the local area. A landscape of this value, in an urban context, is not easily replicated. Mitigation can be put in place to minimise the magnitude of the harm. This include significant on site tree planting and vegetation which would offer a greater diversity of species at the site. Off site provision would also be required.

The loss of the woodland also has to be considered in the context that it would provide 88 much needed family homes in this area of the City, of which 20% would be affordable. Along with the mitigation put in place at the site and elsewhere in respect of tree replacement and biodiversity, there are also wider benefits associated with the scheme. On balance, the development is considered to be acceptable as there would be wider economic, social and environmental benefits of the scheme which are outlined in detail in this report.

Biodiversity

The application site is required to demonstrate a 10% biodiversity net gain, in order to comply with the Environment Act, NPPF1 and relevant local policy.

A Statutory Metric and BNG assessment were provided with the ecological information, and outline the existing baseline and proposed post-development habitats, which currently results in a loss to biodiversity on site.

The loss of 11.03ABHU of 'other broadleaved woodland' from baseline results in an offsite requirement of 10.98ABHU of this habitat in order to meet trading rules.

The applicant has explored 3rd party sites within which to purchase these units. If, by the time the applicant wishes to start on site there is an available site in Manchester, the applicant has agreed to purchase those units. If opportunities within Manchester are not identified, then the applicant may consider purchasing units outside of the City Council's area, or a purchase of statutory credits.

GMEU have recommended that this stance should be updated prior to commencement of development if more local options become available, with a strong preference for habitat banks in Manchester, providing woodland units.

GMEU have sufficient confidence that BNG can be achieved at this stage of the planning process whilst giving flexibility to use more local offsets if they become available.

In terms of on site BNG, Other broad leaved woodland, mixed scrub and individual trees are proposed which are of medium distinctiveness habitat and therefore defined as significant under BNG guidance. 2.81units are being generated which is more than 50% of the sites units. As this is considered to be significant, on this occasion it is considered that the 30 year management and monitoring of the BNG should be secured through a legal agreement.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing and overlooking

(b) TV reception

A TV reception survey has concluded that there is likely to be minor interference to digital terrestrial and satellite television. This would be closely monitored during the works and a condition would require a post completion survey to be undertaken to verify any impacts and secure mitigation if required.

(c) Air Quality

An air quality assessment has been prepared. The application site is located within the AQMA. There is the potential for exposure of future residents to elevated pollution levels and vehicles travelling to and from the site to increase pollution levels in this sensitive area.

During the construction phase of the development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. Site-specific dust control measures would therefore be required to minimise any impacts from dust generated by earthworks, construction and trackout activities.

When the development is occupied, the development has the potential to impact on existing air quality in the vicinity of the site and expose future residents to elevated pollution levels.

Dispersion modelling has been undertaken to predict pollutant concentrations at sensitive locations as a result of emissions from the local highway network both with and without the development in place.

Annual mean NO₂, PM₁₀ and PM_{2.5} concentrations as a result of traffic generated by the development were predicted to be negligible at all locations identified.

The results of the dispersion modelling assessment also indicated that predicted annual mean NO₂, PM₁₀ and PM_{2.5} concentrations were below the relevant AQOs and Interim Target at the development façade. The site is therefore considered suitable for the proposed use from an air quality perspective.

In order to minimise further any impacts on air quality, each home would be fitted with an electric vehicle charging point.

Noise and vibration

Waste management

The curtilage of each development is sufficient to accommodate the required number of bins necessary in Manchester. Collections points have also been identified. Final details should be agreed by planning condition including the appearance of the bin store.

Accessibility

Flood Risk/surface drainage

The site is in flood zone 1. The site is also in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are particularly sensitive to an increase in surface water run off and/or volume from new developments which may exasperate local flooding problems. Policy EN14 requires development to minimise its impact on surface water run off in critical drainage areas.

The drainage strategy has been considered by the City Council's flood risk management team. Further details are required to complete the drainage strategy in order to satisfy the provision of policy EN14 of the Core Strategy which should form part of the conditions of the planning approval.

Impact on the highway network/car/cycle parking and servicing

A Transport Statement and Travel Plan have been prepared.

The site is situated within a highly accessible area within north-west Manchester, with a number of complementary uses and amenities within walking and cycling distance. The site is well located to take advantage of the existing public transport facilities, including the Metrolink and bus. These public transport facilities, in addition to walking and cycling opportunities, would provide viable alternatives to travel by private car, and reduce car dependency whilst encouraging sustainable travel modes.

Modelling has demonstrated that the site would not have a significant impact on the capacity of the local highway network with the number of vehicular trips associated with site is expected to

not be significant and therefore it is accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

Each plot would have a private driveway which could accommodate at least one car. This will include provision of an EV charging point. There would also be secure cycle provision within the curtilage of the dwelling.

The access road would be restricted to 20 mph. The access point off Queens Road would be adequate including achieving visibility splays of 2.4m x 43m.

Bins will be collected from the kerbside of the new internal road. A swept path analysis has been undertaken and demonstrates that a waste vehicle can enter and egress the site. A travel plan is provided which sets out interim measures to encourage sustainable travel.

A construction management plan should be agreed.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. A recommended condition requires the CIS to be implemented in full to achieve Secured by Design Accreditation.

Ground conditions

There are no unusual or complex ground contamination issues. A detailed risk assessment remediation strategy is required to ensure that there are no unacceptable impacts, the land is properly remediated and impact on controlled waters is minimised.

The implementation should be confirmed through a verification report to confirm that it has been carried out in full. This should form a condition in order to comply with policy EN18 of the Core Strategy.

Construction management

The work would take place close to homes and comings and goings are likely to be noticeable. However, these impacts should be short in duration and predictable. A condition requires a construction management plan which would include details of dust suppression measures, highways management plan and use of machinery. Wheel washing would prevent dirt and debris on roads.

Construction vehicles are likely to use Cheetham Hill Road which should minimise disruption on the network. The applicant would communicate with residents and businesses to ensure that impacts are minimised and access is maintained to minimise disruption.

Provided the initiatives outlined above are adhered to, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents, businesses and the highway network.

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city. There should also be restrictions to prevent paid accommodation such as serviced apartments for the same reason.

It is also considered appropriate to remove the right to extend the apartment building upwards and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features from the street scene.

Legal Agreement

This application will be subject to a legal agreement which would secure affordable accommodation at the site as set out under the heading 'Affordable Housing' within this report.

The monitoring and management of the on site BNG should also be secured as detailed within the heading 'Biodiversity' of this report.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

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: Minded to 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 matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with other matters. Further discussions have taken place during the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawings

24056 (FE) 100, 24056 (FE) 110, 24056 (FE) 120, 24056 (FE) 130, 24056 (FE) 140, 24056 (FE) 150, 24056 (FE) 160 and 24056 (PL) 400 received by the City Council, as Local Planning Authority, on the 27 September 2024

BHM282-BT01 REV J, BHM282-EV01 REV E and BHM282-HS01 REV E received by the City Council, as Local Planning Authority, on the 24 October 2025

BHM282-BT01 REV K, received by the City Council, as Local Planning Authority, on the 15 January 2025

BRICK WINDOW REVEAL DETAILS received by the City Council, as Local Planning Authority, on the 20 February 2025

Supporting information

Aerial Tree Assessment prepared by Rachel Hacking Ecology, Air Quality prepared by Redmore Environmental, Arboricultural Impact Assessment prepared by Ascerta, Broadband Connectivity Assessment prepared by GTech Surveys Limited, Crime Impact Statement, Construction and Environmental Management Plan prepared by Bellway, Design and Access Statement prepared by Astle Planning & Design Ltd, Drainage and Levels Strategy prepared by Lees Roxborough, Ecology Appraisal prepared by Rachel Hacking Ecology, Geoenvironmental Site Assessment prepared by E3P, Historic Environment Desk-Based Assessment prepared by Heritage Archaeology, Invasive Species Report prepared by Nightingale Environmental Ltd, Local Labour Agreement prepared by AshtonHale, Noise Impact Assessment prepared by Red Acoustics, Planning Statement (inc. Statement of Community Involvement) prepared by AshtonHale, Sustainability Statement prepared by JSP Sustainability Ltd, Transport Statement

prepared by Eddisons and Television and Radio Reception Impact Assessment prepared by GTech Surveys Limited received by the City Council, as Local Planning Authority, on the 24 June 2024.

Biodiversity Net Gain Assessment and the Statutory Biodiversity Metric Calculation Tool prepared by Rachel Hacking Ecology received by the City Council, as Local Planning Authority, on the 30 October 2024

Preliminary Drainage and Levels layout (6710-01-01 REV J) received by the City Council, as Local Planning Authority, on the 24 October 2024

Remediation and Enabling Works Strategy (17-302-R3-1) prepared by ESP received by the City Council, as Local Planning Authority, on the 24 October 2024

Waste management layout (BHM282-WM01 REV E) received by the City Council, as Local Planning Authority, on the 24 October 2024

Ecological addendum and BNG technical note received by the City Council, as Local Planning Authority, on the 7 October 2024

Phase 1 Geoenvironmental site assessment received by the City Council, as Local Planning Authority, on the 25 September 2024

Noise addendum technical note received by the City Council, as Local Planning Authority, on the 19 September 2024

Flood Risk Assessment (Rev 3) prepared by Townsend Water Engineering Ltd and response letter to LLFA received by the City Council, as Local Planning Authority, on the 16 August 2024

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

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

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

4) If more than 18 months elapse prior to the commencement of the development from the date of most recent habitat survey (**currently August 2024**), **an** updated ecological assessment should be undertaken prior to the commencement of the development.

The updated report shall be submitted for approval in writing by the City Council, as Local Planning Authority and any measures and mitigation outlined, shall be implemented in line with a timescale agreed in writing with the City Council, as Local Planning Authority.

Reason – In the interest of having an up to date habitat survey for the site and mitigation strategy pursuant to policy EN15 of the Manchester Core Strategy (2012).

5) Prior to the commencement of the development, an invasive non-native species management and monitoring plan, detailing all the all species identified at the site and the

precautionary working measures and waste disposal methods to be undertaken during the construction period, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented as part of the development.

Reason – In the interest of ensuring that appropriate measures to manage non-native species are in place pursuant to policy EN15 of the Manchester Core Strategy (2012).

6) Prior to the commencement of the development, an updated badger survey shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Any measures and mitigation outlined, shall be implemented in line with a timescale agreed in writing with the City Council, as Local Planning Authority.

Reason – In the interest of having an up to date badger survey for the site and mitigation strategy pursuant to policy EN15 of the Manchester Core Strategy (2012).

7) Prior to the commencement of the development, a bat mitigation strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- Methods for undertaking the pre-felling inspection by a suitably licensed ecologist for any trees remaining with bat roost suitability (PRF-I / PRF-M). The results of the inspection should be submitted and approved in writing by the City Council, as Local Planning Authority, prior to the removal of the trees.
- Details of the precautionary working measures, including use of machinery to reduce noise and vibration, to be undertaken during the construction period to ensure no disturbance impacts to bats.
- A suitable lighting design that considers the effects of lighting on foraging/commuting bats in addition to biodiversity features in general

The approved strategy shall be implemented as part of the development and any measures agreed shall be implemented during construction works and before the development is first occupied.

Reason – In the interest of having an appropriate bat mitigation strategy in place pursuant to policy EN15 of the Manchester Core Strategy (2012).

8) Prior to the commencement of the development, a Construction Environmental Plan (CEMP) shall be submitted for approval in writing by the City Council, as Local Planning Authority. This should include appropriate measures to ensure the safety and maintained access through the site for any such wildlife, as well as appropriate methods for the closure of the fox dens outside of the breeding season (March – September inclusive) if cubs are found to be present.

The CEMP details should be implemented as part of the development.

Reason – In the interest of having an appropriate CEMP in place pursuant to policy EN15 of the Manchester Core Strategy (2012).

9) a) The development shall not commence until details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

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

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

10) (a) Prior to the commencement of the development hereby approved, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
- Development must be limited to greenfield runoff on Greenfield sites up to a 1 in 100-year event, including climate change allowance.
- A finalised drainage layout showing all components, outfalls, levels and connectivity.
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.
- A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).
- Construction details of flow control and SuDS elements.
- A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

(b) The development shall be constructed and completed in accordance with the approved details prior to the first occupation of the development.

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

11) Notwithstanding the Phase I Geoenvironmental Site Assessment, Ref:16-148-R1-1, Date: October 2022, Supplementary Phase II Geoenvironmental Site Assessment, Ref: 17-302-R2-1,

Date: May 2024, Remediation and Enabling Works Strategy, Ref: 17-302-R3-1, Date: May 2024, Before the development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Details of the clean cover system depths (including any tree/shrub pits) and imported materials testing criteria

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

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

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

12) Prior to the first occupation of the development, a Completion/Verification Report, outlining that the development was carried out in accordance with the details approved under condition 11, shall be submitted to and approved in writing by the City Council as local planning authority prior to the first 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.

13) Prior to the commencement of the development, a detailed construction management plan outlining working practices during construction shall be submitted to and approved in writing by the City Council, as Local Planning Authority. This should include;

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

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

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

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

14) The development shall not commence (except site remediation and enabling works) until samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The specification shall include the agreement of a materials panel which shall include samples and specifications of all materials to be used on all external elevations of the development along with window reveals, jointing and fixing details, details of the drips to be used to prevent staining, ventilation/louvre details, air bricks and a strategy for quality control management.

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

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

15) The window reveals and soffits for the development shall be carried out in accordance with drawing 'brick window reveal details' received by the City Council, as Local Planning Authority, on the 23 August 2023. The window reveals and detailing will be as follows:

- Minimum window reveal 200 mm;
- Brickwork to Soffits of all windows.

Reason - In the interest of preserving the architectural detailing on the scheme pursuant to policies EN1 and DM1 of the Manchester Core Strategy (2012).

16) The boundary treatment shall be carried out in accordance with drawing BHM282-BT01 REV K, received by the City Council, as Local Planning Authority, on the 15 January 2025

The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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

17) The development hereby approved shall be carried out in accordance with the Sustainability Statement received by the City Council, as Local Planning Authority, on the 24 June 2024.

A post construction review certificate/statement shall be submitted for approval in writing by the City Council, as Local Planning Authority, within a 3 months of first occupation of the development hereby approved.

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

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

For the avoidance of doubt this shall include:

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

The implementation of the management and maintenance plan shall be implemented in accordance with the timescales agreed and retained for as long as the development remains in use.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

19) (a) Notwithstanding drawing 4577 101 REV F received by the City Council, as Local Planning Authority, on the 30 October 2024, prior to any above ground works, details of the landscaping scheme for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented as part of the development.

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

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

20) (a) Notwithstanding the Noise Addendum Technical note received by the City Council, as Local Planning Authority, on the 19 September 2024, prior to the any above ground works, a scheme for acoustically insulating the proposed residential accommodation against noise from Queens Road and the adjacent railway line shall be submitted to and approved in writing by the City Council as Local Planning Authority.

There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises such as the aggregate processing plant.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account.

The approved noise insulation and ventilation scheme shall be completed before any of the dwelling are first occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq
Gardens and terraces (daytime) 55 dB LAeq

(vibration): Due to the proximity of the development to the railway line, it shall be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Groundborne noise/re-radiated noise shall also be factored into the assessment and design.

(b) Prior to the first use of the development, a verification report shall be submitted for approval in writing by the City Council, as Local Planning Authority, in order to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason: To secure a reduction in noise from traffic, trams or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

21) Prior to any above ground works, details of the waste management arrangements, including completion of the City Council waste management proforma, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

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

22) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved details shall be implemented in full prior to the first occupation of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

23) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

24) The development hereby approved shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 24 June 2024. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

25) Prior to the first occupation of the development, the siting, scale and appearance of a suitable cycle and waste stores for each dwellinghouse shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

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

//////26) Prior to the first occupation of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Creation of the vehicular access off Queens Road including junction protection measures together with resurfacing and re-kerbing of the footways and introduction of tactile paving together with appropriate sections and gradients;
- Creation of a 20 mph speed zone within the new estate road
- A minimum of 2 metre wide footways throughout the new estate road
- Repositioning of existing traffic calming measures.

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

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

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

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

28) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) the dwellings hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

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

29) Prior to the first occupation of the development hereby approved, details of the number (a minimum of 20), siting and appearance bird and bat boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason - In the interest of providing habitats for birds to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

30) Prior to the first occupation of the development, details and specification of fast charging (7kw) electric car charging points for each dwellinghouse shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

31) 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 garages, extensions, porches, roof alterations or outbuildings shall be erected other than those expressly authorised by this permission.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

32) 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 windows shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings outlined in condition 3.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

33) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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

34) a) Prior to the first occupation of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

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

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

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

35) The Framework Travel Plan received by the City Council, as Local Planning Authority, on the 24 June 2024 shall be implemented as part of the development.

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

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

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

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

36) Prior to any above ground works, the siting, size and appearance (including section) of the photovoltaic panels to the dwellinghouses shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and brought into use prior to the first occupation of the dwellinghouses. The panels shall thereafter be retained and maintained in situ.

Reason In the interest of providing renewable energy at the site pursuant to policy EN6 of the Manchester Core Strategy (2012).

37) Prior to the commencement of the development (other than site clearance), full details of the existing and proposed levels at the application site (including cross sections) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall be carried out in accordance with these details.

Reason - In the interest ensure an accurate record of the changes to the site levels at the application site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

38) Prior to the first occupation of the development, a landscape management plan for the maintenance and management of external amenity areas outside of the curtilage of the dwellinghouses shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development and thereafter retained for as long as the development remains in use.

Reason – In the interest of ensuring an appropriate management regime is in place to manage and maintain the externals areas pursuant to policy DM1 of the Manchester Core Strategy (2012).

39) Prior to any above ground works, details of the siting, scale and appearance of the sub station shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development.

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

Informatives

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place
- Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.
- You should ensure that the proposal is discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the development due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.
- The applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed
- The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).
- A culvert investigation has been completed, with no evidence of a culvert structure found. MCC records indicate the presence of an underground culverted watercourse (Newton Brook) on-site.

While our records are regularly updated to maintain the highest level of accuracy, they cannot guarantee complete accuracy for all culverted assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC Lead Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following link:
<https://manchester.civicapayforms.co.uk/Sales/LaunchInternet.aspx?saleform=drainage>

Appendix 1 – List of consultees & neighbours notified

Mining Remediation Authority
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit

Building 2 First Floor Room B, Wilsons Park, Monsall Road, Manchester, M40 8WN
13 Swanley Avenue, Manchester, M40 8GB
26 Bush Street, Manchester, M40 8PE
38 Emmett Street East, Manchester, M40 8PD
15 Pinehurst Road, Manchester, M40 8QB
94 Jocelyn Street, Manchester, M40 8BF
14 Swinstead Avenue, Manchester, M40 8GR
6 Bush Street, Manchester, M40 8PE
85 Jocelyn Street, Manchester, M40 8PJ
22 Burnett Close, Manchester, M40 8LN
11 Burnett Close, Manchester, M40 8LN
5 Burnett Close, Manchester, M40 8LN
1 Burnett Close, Manchester, M40 8LN
Flat 1, 3 Beckford Street, Manchester, M40 5AE
33 Trimley Avenue, Manchester, M40 8GW
7 Trimley Avenue, Manchester, M40 8GW
25 Trimley Avenue, Manchester, M40 8GW
21 Burnett Close, Manchester, M40 8LN
Building 10 Unit E, Wilsons Park, Monsall Road, Manchester, M40 8WN
STITCHER LIMITED, Building 12 Unit F, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 12 Unit A, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 First Floor Rooms B To G And M To S And Tearoom, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 First Floor Rms H-L And T, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Ground Floor Room A, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 4 First Floor, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Suite 4A Office 8, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Suite 4A Office 7, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Third Floor Office 8, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Third Floor Office 7, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 2 First Floor Room F, Wilson Park, Monsall Road, Manchester, M40 8WN
Building 2 Ground Floor Room M, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 2 Ground Floor Room C, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 2 Ground Floor Room O, Wilsons Park, Monsall Road, Manchester, M40 8WN
Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Third Floor Office 3, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Third Floor Office 2, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Third Floor Office 9, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 2 Ground Floor Room J, Wilsons Park, Monsall Road, Manchester, M40 8WN

4 Swanley Avenue, Manchester, M40 8GB
3 Swanley Avenue, Manchester, M40 8GB
13 Swinstead Avenue, Manchester, M40 8GR
47 Pitsford Road, Manchester, M40 8GS
45 Pitsford Road, Manchester, M40 8GT
Unit 24, Wilsons Park, Monsall Road, Manchester, M40 8WN
24 Bush Street, Manchester, M40 8PE
12 Bush Street, Manchester, M40 8PE
95 Jocelyn Street, Manchester, M40 8PJ
84 Sanderson Street, Manchester, M40 8PH
Advertising Right Adjacent 371, Oldham Road, Manchester, M40 8ZZ
1A Beckford Street, Manchester, M40 5AE
7 Burnett Close, Manchester, M40 8LN
2 Burnett Close, Manchester, M40 8LN
8 Burnett Close, Manchester, M40 8LN
10 Burnett Close, Manchester, M40 8LN
Unit 1, Beckford Street, Manchester, M40 5AE
Ground Floor, Unit 1, Beckford Street, Manchester, M40 5AE
3 Trimley Avenue, Manchester, M40 8GW
5 Trimley Avenue, Manchester, M40 8GW
15 Burnett Close, Manchester, M40 8LN
17 Burnett Close, Manchester, M40 8LN
19 Burnett Close, Manchester, M40 8LN
3 Pitsford Road, Manchester, M40 8QX
6 Rathmore Avenue, Manchester, M40 8QQ
2 Rathmore Avenue, Manchester, M40 8QQ
1 Trimley Avenue, Manchester, M40 8GW
Building 10 Unit A, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 10 Units C1 And C2, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Third Floor Rooms L To S, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Second Floor F And G, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 5 Unit 5A, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Suite 1A Office 6, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Suite 4A Office 5, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Suite 1A Office 10, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Suite 1A Office 5, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 2 First Floor Room H, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 2 Ground Floor Room L, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Suite 1A Office 1, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 2 Ground Floor Room D, Wilsons Park, Monsall Road, Manchester, M40 8WN
11 Pinehurst Road, Manchester, M40 8QB
10 Swanley Avenue, Manchester, M40 8GB
5 Pinehurst Road, Manchester, M40 8QB
43 Pitsford Road, Manchester, M40 8GT
2 Swanley Avenue, Manchester, M40 8GB
7 Swanley Avenue, Manchester, M40 8GB
5 Swanley Avenue, Manchester, M40 8GB
11 Swinstead Avenue, Manchester, M40 8GR
6 Pinehurst Road, Manchester, M40 8GA
107 Jocelyn Street, Manchester, M40 8PJ
132 Jocelyn Street, Manchester, M40 8QA
2 Pinehurst Road, Manchester, M40 8GA
49 Pitsford Road, Manchester, M40 8GS
Unit 28, Wilsons Park, Monsall Road, Manchester, M40 8WN

Unit 25, Wilsons Park, Monsall Road, Manchester, M40 8WN
Unit 22, Wilsons Park, Monsall Road, Manchester, M40 8WN
8 Pinehurst Road, Manchester, M40 8GA
87 Jocelyn Street, Manchester, M40 8PJ
91 Jocelyn Street, Manchester, M40 8PJ
16 Bush Street, Manchester, M40 8PE
96 Jocelyn Street, Manchester, M40 8BF
88 Sanderson Street, Manchester, M40 8PH
28 Burnett Close, Manchester, M40 8LN
12 Burnett Close, Manchester, M40 8LN
Unit 8, Beckford Street, Manchester, M40 4AE
Unit 2, Beckford Street, Manchester, M40 5AE
23 Trimley Avenue, Manchester, M40 8GW
5 Pitsford Road, Manchester, M40 8QX
4 Pitsford Road, Manchester, M40 8QX
Unit 9A, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 5 Unit 5D, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 First Floor Office C, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 2 First Floor Rooms J And K, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Suite 4A Office 1, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Ground Floor Room K, Wilsons Park, Monsall Road, Manchester, M40 8WN
Unit 4, Stanley House, 7 Monsall Road, Manchester, M40 8WW
Building 2 Ground Floor Room B, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 2 First Floor Room C, Wilsons Park, Monsall Road, Manchester, M40 8WN
9 Swinstead Avenue, Manchester, M40 8GR
111 Jocelyn Street, Manchester, M40 8PJ
Unit 23, Wilsons Park, Monsall Road, Manchester, M40 8WN
Unit 27, Wilsons Park, Monsall Road, Manchester, M40 8WN
Unit 20, Wilsons Park, Monsall Road, Manchester, M40 8WN
88 Jocelyn Street, Manchester, M40 8BF
90 Jocelyn Street, Manchester, M40 8BF
99 Jocelyn Street, Manchester, M40 8PJ
10 Swinstead Avenue, Manchester, M40 8GR
18 Burnett Close, Manchester, M40 8LN
Concrete Batching Plant, Queens Road, Manchester, M40 8AE
495 Oldham Road, Manchester, M40 5AA
501 Oldham Road, Manchester, M40 5AA
3 Burnett Close, Manchester, M40 8LN
1 Swanley Avenue, Manchester, M40 8GB
3 Redbrook Avenue, Manchester, M40 8GJ
11 Pitsford Road, Manchester, M40 8QX
Warehouse Rear Of 497, Oldham Road, Manchester, M40 5AA
Warehouse, Beckford Street, Manchester, M40 5AJ
13 Trimley Avenue, Manchester, M40 8GW
21 Trimley Avenue, Manchester, M40 8GW
31 Trimley Avenue, Manchester, M40 8GW
2 Pelton Walk, Manchester, M40 8QY
3 Pelton Walk, Manchester, M40 8QY
Building 11 Unit A, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 12 Unit C, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Ground Floor Room B, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 E Second Floor, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 4 Security Office, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 5 Unit 5C, Wilsons Park, Monsall Road, Manchester, M40 8WN

Unit 9B, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Suite 4A Office 3, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Suite 1A Office 9, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Suite 4A Office 4, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 2 Ground Floor Room G, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 2 Ground Floor Room N, Wilsons Park, Monsall Road, Manchester, M40 8WN
Unit 2, Stanley House, 7 Monsall Road, Manchester, M40 8WW
7 Pinehurst Road, Manchester, M40 8QB
6 Swanley Avenue, Manchester, M40 8GB
15 Swanley Avenue, Manchester, M40 8GB
126 Jocelyn Street, Manchester, M40 8QA
Unit 21, Wilsons Park, Monsall Road, Manchester, M40 8WN
28 Bush Street, Manchester, M40 8PE
8 Bush Street, Manchester, M40 8PE
2 Bush Street, Manchester, M40 8PE
86 Sanderson Street, Manchester, M40 8PH
24 Burnett Close, Manchester, M40 8LN
371 Oldham Road, Manchester, M40 8RR
9 Burnett Close, Manchester, M40 8LN
14 Burnett Close, Manchester, M40 8LN
15 Pitsford Road, Manchester, M40 8QX
9 Pitsford Road, Manchester, M40 8QX
Unit 5, Beckford Street, Manchester, M40 5AE
5 Pelton Walk, Manchester, M40 8QY
35 Trimley Avenue, Manchester, M40 8GW
4 Rathmore Avenue, Manchester, M40 8QQ
Building 10 Unit F, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 11 Unit B, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 12 Unit B, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 12 Unit E, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Ground Floor Room L, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Ground Floor Room N, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Second Floor Rooms H To K And M And N, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Second Floor C, Wilsons Park, Monsall Road, Manchester, M40 8WN
Bestway Cash And Carry, Monsall Road, Manchester, M40 8WT
Building 5 Unit 5E, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Third Floor Office 5, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 2 First Floor Room M, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Suite 4A Office 6, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Third Floor Office 6, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 First Floor Office A, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 2 First Floor Rooms D-E, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 2 Ground Floor Room E, Wilsons Park, Monsall Road, Manchester, M40 8WN
13 Pinehurst Road, Manchester, M40 8QB
17 Swanley Avenue, Manchester, M40 8GB
105 Jocelyn Street, Manchester, M40 8PJ
130 Jocelyn Street, Manchester, M40 8QA
53 Pitsford Road, Manchester, M40 8GS
51 Pitsford Road, Manchester, M40 8GS
36 Emmett Street East, Manchester, M40 8PD
93 Jocelyn Street, Manchester, M40 8PJ
18 Bush Street, Manchester, M40 8PE
12 Swinstead Avenue, Manchester, M40 8GR

10 Bush Street, Manchester, M40 8PE
26 Burnett Close, Manchester, M40 8LN
Ground Floor, 371 Oldham Road, Manchester, M40 8EA
Unit 3, Beckford Street, Manchester, M40 5AE
Bensons Skip Hire, Beckford Street, Manchester, M40 5AE
Unit 6, Beckford Street, Manchester, M40 5AE
19 Trimley Avenue, Manchester, M40 8GW
9 Trimley Avenue, Manchester, M40 8GW
8 Rathmore Avenue, Manchester, M40 8QQ
Building 6, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 10 Unit D, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 12 Unit D, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Fourth Floor, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Third Floor Office 1, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 2 First Floor Room L, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 2 Ground Floor Room H, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Suite 1A Office 3, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Third Floor Office 10, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Suite 1A Staff Room, Wilsons Park, Monsall Road, Manchester, M40 8WN
Unit 3, Stanley House, 7 Monsall Road, Manchester, M40 8WW
First Floor, Stanley House, 7 Monsall Road, Manchester, M40 8FY
3 Pinehurst Road, Manchester, M40 8QB
8 Swanley Avenue, Manchester, M40 8GB
11 Swanley Avenue, Manchester, M40 8GB
41 Pitsford Road, Manchester, M40 8GT
39 Pitsford Road, Manchester, M40 8GT
128 Jocelyn Street, Manchester, M40 8QA
4 Pinehurst Road, Manchester, M40 8GA
134 Jocelyn Street, Manchester, M40 8QA
Unit 26, Wilsons Park, Monsall Road, Manchester, M40 8WN
30 Bush Street, Manchester, M40 8PE
22 Bush Street, Manchester, M40 8PE
40 Emmett Street East, Manchester, M40 8PD
20 Bush Street, Manchester, M40 8PE
109 Jocelyn Street, Manchester, M40 8PJ
14 Bush Street, Manchester, M40 8PE
92 Jocelyn Street, Manchester, M40 8BF
103 Jocelyn Street, Manchester, M40 8PJ
83 Jocelyn Street, Manchester, M40 8PJ
20 Burnett Close, Manchester, M40 8LN
497 Oldham Road, Manchester, M40 5AA
4 Burnett Close, Manchester, M40 8LN
6 Burnett Close, Manchester, M40 8LN
1 Redbrook Avenue, Manchester, M40 8GJ
7 Pitsford Road, Manchester, M40 8QX
Arch 17, Beckford Street, Manchester, M40 5AE
Unit 9-10, Beckford Street, Manchester, M40 5AE
Unit 7, Beckford Street, Manchester, M40 5AE
1 Beckford Street, Manchester, M40 5AE
Flat 2, 3 Beckford Street, Manchester, M40 5AE
First Floor Unit 1, 1 Beckford Street, Manchester, M40 5AE
7 Pelton Walk, Manchester, M40 8QY
15 Trimley Avenue, Manchester, M40 8GW
27 Trimley Avenue, Manchester, M40 8GW

13 Burnett Close, Manchester, M40 8LN
1 Pelton Walk, Manchester, M40 8QY
Building 10 Unit H, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 8 First Floor, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 8 Ground Floor, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Ground Floor Room D, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 4 Unit 4, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 5 Unit 5B, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 First Floor Office B, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Suite 1A Office 7, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 3, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Suite 4A Office 2, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Second Floor, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Ground Floor Rooms E F G H, Wilsons Park, Monsall Road, Manchester, M40 8WN
Stanley House, 7 Monsall Road, Manchester, M40 8WW
12 Swanley Avenue, Manchester, M40 8GB
9 Pinehurst Road, Manchester, M40 8QB
19 Swanley Avenue, Manchester, M40 8GB
9 Swanley Avenue, Manchester, M40 8GB
37 Pitsford Road, Manchester, M40 8GT
42 Emmett Street East, Manchester, M40 8PD
10 Pinehurst Road, Manchester, M40 8GA
89 Jocelyn Street, Manchester, M40 8PJ
97 Jocelyn Street, Manchester, M40 8PJ
101 Jocelyn Street, Manchester, M40 8PJ
4 Bush Street, Manchester, M40 8PE
90 Sanderson Street, Manchester, M40 8PH
Unit 16, Beckford Street, Manchester, M40 5AE
Unit 3A, Beckford Street, Manchester, M40 5AE
16 Burnett Close, Manchester, M40 8LN
7 Redbrook Avenue, Manchester, M40 8GJ
5 Redbrook Avenue, Manchester, M40 8GJ
Ground Floor Unit 1 Snack Bar, 1 Beckford Street, Manchester, M40 5AE
17 Trimley Avenue, Manchester, M40 8GW
11 Trimley Avenue, Manchester, M40 8GW
29 Trimley Avenue, Manchester, M40 8GW
1 Pitsford Road, Manchester, M40 8QX
2 Pitsford Road, Manchester, M40 8QX
Building 10 Unit B, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 10 Unit G, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 7, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Ground Floor Room C, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Second Floor A, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Third Floor Rooms A To K And T To Y, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Ground Floor Room M, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 4 Unit 4D, Wilsons Park, Monsall Road, Manchester, M40 8WN
571 Oldham Road, Manchester, M40 5AF
Building 1 Third Floor Office 4, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Suite 1A Office 4, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Suite 1A Office 8, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 1 Suite 1A Office 2, Wilsons Park, Monsall Road, Manchester, M40 8WN
Building 2 Ground Floor Room K, Wilsons Park, Monsall Road, Manchester, M40 8WN

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Coal Authority - Development High Risk - Name: DEVELOPMENT_HIGH_RISK_AREA

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (More) -

Area Team Boundary - Name: CENTRAL