MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	140700/FO/2024
Date registered valid:	30 August 2024
Proposal:	Demolition of the existing buildings and construction of a mixed-use development comprising a maximum of four storeys with 3 no commercial units (Class E) at ground floor level and 13 no apartments (Class C3), together with associated cycle parking, refuse, storage and landscaping.
Address:	816 Stockport Road, Manchester, M19 3AW
Ward(s):	Longsight Ward
Applicant:	Mr Ali Asad, Primeland Properties Ltd
Agent (if any):	Mr James Walkington, Paul Butler Associates
Case officer:	Carl Glennon Tel: 0161 234 4530 Email: carl.glennon@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	13 March 2025

Application details

Type of application: Full Application Consent

Development type: Major Dwellings

Date of site visit: 26 September 2024

Standard consultations:
Printed: 4 September 2024 Expired: 25 September 2024

Neighbour notifications
Printed: 4 September 2024 Expired: 25 September 2024

Site notice
Posted: 26 September 2024 Expired: 17 October 2024

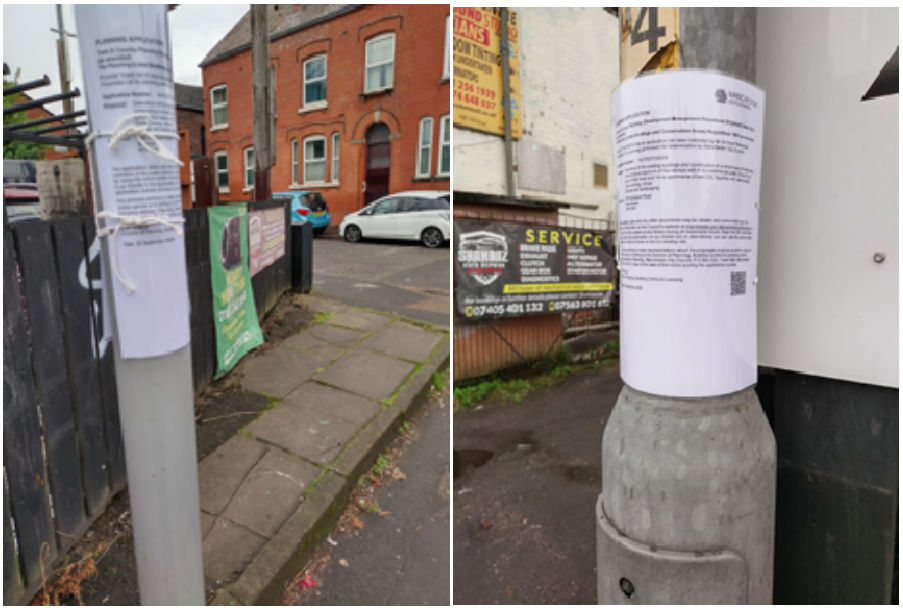


Fig.1 – Displayed site notices 26 September 2024

Press advert
Published: 10 September 2024 Expired: 24 September 2024

Departure from Development Plan: No

Environmental Statement: Not required

<u>Description of site/building</u>

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is located on the west side of Stockport Road adjacent to its junction with Midway Street and opposite its junction with Matthews Lane (to the east). The site is within Levenshulme District Centre (but located in Longsight Ward) and in a location characterised by of retail and commercial uses. Whilst the buildings to the south of the site predominantly two storey, three storey buildings are located to the north and a substantial former public house is situated on the opposite north-east junction of Stockport Road and Matthews Lane. Residential uses, comprising two storey houses, are located to the west of the site. A series of traffic light with pedestrian crossings are positioned at the respective Stockport Road junctions with Midway Street and Matthews Lane. A public footpath runs adjacent to the western boundary of the site leading to open space to the west (Park Grove).

The application site comprises single storey metal framed buildings with a lean-to roofs and profiled sheet metal elevations. The buildings facilitate the operation of a car repair garage and a carpet / floor covering sales. The site has a car parking and servicing area with access form Stockport Rad and egress via Midway Street. The perimeter of the site is enclosed by fencing and metal frame structures that formerly supported advertisement hoardings.







Fig.2 – Views of the application site at the junction of Stockport Road and Midway Street

Description of development



Fig.3 – Proposed elevations to Stockport Road and Midway Street

The development involves:

i. The erection of a part four, part three storey building (incorporating roof space accommodation) to its component parts. The development would be constructed to the back of pavement to Stockport Road and Midway Street respectively.
ii. The principal elevation to Stockport Road would span the full width of the site (from the boundaries with 818 Stockport Road to Midway Street).
iii. The returning element to Midway Street would primarily comprise of four storeys reducing to three storeys as it approaches the western boundary. The three storey element would be adjoined by a single storey flat roof extensions projecting into and enclosed courtyard.
iv. The roofscape to Stockport Road would incorporate a pitched roof set between gable elevations. The eaves line would be punctuated by 'bookended' pediments, incorporating hipped pitched roofs. The roof plane would also include a pair of flat roof extensions.
v. The linear form of the Stockport Road elevation would be relieved through the incorporation of sash windows in narrow vertical openings and formation of column features. The configuration of the ground floor units would be defined by the formation of a horizontal stone cill. The shopfront would be extensively glazed with the verticality of the principal elevation reflected in the arrangement of door and window frames.

vi. The details of the principal elevation would inform the arrangement of the Midway Street elevation, including additions to the roof and the formation of glazed shopfront to proposed Class E units. The two storey element would incorporate a partially hipped pitched roof.
vii. Sash windows and flat roof extension would be incorporate into the western and southern elevations (presented to the internal courtyard).
vii. The building would be set back from western boundary to facilitate access to the internal courtyard and bin and cycle storage (for use by residents).



Fig.4 – Proposed ground floor and site layout

The proposed layout would involve:

Ground floor

i. The ground floor would be drawn away form the southern boundary at ground floor level to protect access to a culvert running through the site. The building would ‘over sail’ the void formed at ground floor level.
ii. Three Class E units (with a maximum total floorspace of 93.1 sq. metres). The units would be accessed from Stockport Road with related bin storage accessed via Midway Street.
iii. One apartment would be formed at ground floor elevation with windows presented to Midway Street and the courtyard. It would form a 2 bedroom, 3 person apartment.
iv. A separate access to the apartments would be formed via Midway Street. The related internal corridor would lead to a post room and provide access to a lift (serving each floor) and the internal courtyard.
v. The courtyard would incorporate a residential garden and bin storage. The ground floor ‘void’ would be used as a residential garden room and for cycle storage. Access to this area would be secured by folding aluminium doors.

First floor and second floor

i. 1 x one bedroom, 1 person apartment
ii. 2 x two bedroom, 3 person apartments
iii. 1 x three bedroom, 5 person apartment

Third floor

i. 1 x one bedroom, 1 person apartment

ii. 1 x one bedroom, 2 person apartments
iii. 2 x two bedroom, 3 person apartments



Fig.5 – Proposed first and third floor layouts

Site history

F09720 - Use of part of former coal yard for the storage and repair of motor vehicles also for sale of motor vehicles and motor vehicle spare parts.

Refused 4 April 1979

Consultations & Notification Responses

Local residents and businesses – One individual have submitted five emails of objection in respect of the original proposal and subsequent amendments. The grounds for objection are summarised below:

i. The proposed buildings would be excessively high.
ii. The submitted drawings have not been accurately related to existing streetscene, i.e., the proposal has been related to proposed building still be constructed as part of neighbouring development.
iii. The development would not be supported with car parking. There is concern that generated demand will be displace into neighbouring streets.
iv. The implementation of construction work will be harmful to residential amenity.

Highway Services – The following comments have been received:

i. The method of potential trip generation analysis is acceptable. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.
ii. The development would not be supported with a car parking. However, the absence of car parking would be offset by the sustainable location of the sites and local access to sustainable transportation modes.
iii. The proposed Class E use may generate some vehicular trips associated. However, there are short stay parking bays along Stockport Road that may be utilised.
iv. Appropriate and separate pedestrian access would be provided to the Class C3 and Class E units.

v. 16 cycle spaces would be provided, i.e., 14 in relation the Class C3 use and 2 for the Class E uses. This provision would be appropriate.
vi. All gates should be inward opening too avoid any adverse impact on the adopted footway or highway.
vii. The proposed designated Class C3 and Class E bin storage would be appropriate. It is recommended that bins should be collected from an identified point Midway Street with arrangements to ensure bin return afterwards. The waste management strategy has been produced and should be conditioned as part of the development.
viii. It is acknowledged that bin collection / servicing vehicles would access Midway Street in forward gear from Stockport Road, service the site and then reverse out of Midway Street. To assess the suitability of these arrangements, Transport for Greater Manchester (TfGM) and Urban Traffic Control (UTC) have been consulted the following comments received:

a. Midway Street [lighting] appears in its own [signalling] stage, so there is no conflict with any other [vehicle] movements when it receives a green signal.
b. The stage is demand dependent with the green signal is activated by a detection loop on Midway Street. It appears that this loop will be occupied when a waste collection vehicle enters Midway Street. It is likely that the loop will be occupied (and therefore detecting a vehicle) for the entire time that the waste vehicle is present on Midway Street. The green signal appears for a maximum of nine seconds, which should allow sufficient time for the vehicle to exit Midway Street. The above arrangements are referenced in the submitted transport assessment (TA) and are accepted.
c. It is imperative that the reversing of waste vehicles on to the highway is supervised to ensure the safety of road users, including cyclists and pedestrians.

ix. The waste management plan indicates that contractual waste arrangements can be put in place for the servicing of the proposed retail units, including times of waste collections. It is recommended that these arrangements are conditioned. It is also recommended that a condition ensures that waste / recycling collection does not occur during peak hours, i.e.,

- 08:00 - 09:30 (to miss the school AM peak and AM network peak)
- 14:30 - 16:00 (to miss the school PM peak)
- 16:00 - 18:00 (to miss the network PM peak)

x. A condition relating to the approval and implementation of a construction management plan is recommended.
xi. Any for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements as part of the implementation of the development should be agreed with the Council as local highways authority.

Environmental Health – The following comments have been received:

i. A construction management condition is requested.
ii. If food and drink use would be permitted by Class E, a condition is requested to ensure the appropriate extraction fumes and vapours.
iii. Opening hours should be agreed via condition and informed by noise surveys associated with any required acoustic assessments.in
iv. Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 7:30 am to 8:00pm, Monday to Saturday with no deliveries/waste collections on Sundays/Bank Holidays.
v. Separate acoustic attenuation conditions have been requested relating to ensure that:

- The Class E units are insulated against noise outbreak;

- Apartments are insulated against noise from Stockport Road or any other identified noise source.
- Any required externally mounted equipment is appropriately insulated.

vi. A condition is included to ensure the submitted waste / recycling scheme is amended to comply with Council guidance.
vii. A comprehensive scheme to mitigate against land contamination.
viii. There are no significant concerns air pollution affecting the proposed apartments.

Flood Risk Management Team – The proposed drainage arrangements have been assessed, including arrangement to undertake construction works in close to the culvert running through the site. A pre-commencement condition has been recommended to secure delivery and implementation of a satisfactory drainage scheme.

Work and Skills Team – Request a condition to secure a local labour agreement relating to the construction phase of the development.

Greater Manchester Police Design for Security – No objection. A condition is requested relating the development to the recommendations of the submitted crime impact statement and the related attainment secured by design accreditation.

Greater Manchester Ecology Unit – The following comments have been received:

i. The application has been related to a bat scoping survey, which provided no evidence of bats or their roosting (UES, 30th July 2024). No bats or evidence of bats or their roosting was found. The buildings were considered have moderate potential to support roosting bats. These findings are accepted, and further survey work is not required.

ii. It is recommended that, should planning permission be granted, and informative included advising the developer of the legal duty of care towards bats and the need to seek ecological advice should they find or suspect that the proposals will impact on bats or other protected species.

iii. Work that will impact on habitats where nesting birds may be present, including demolition and the removal of trees and other vegetation should not be undertaken in the main bird nesting season (March – August) unless suitable checks for active bird nests have been undertaken.

iv. Biodiversity enhancement in the form of bat and bird box provision is recommended as a condition of the development.

United Utilities Water PLC – No objection but request conditions to:

i. Implemented in accordance the drawings detailing foul and surface water drainage;
ii. The provision, management and maintenance of a sustainable drainage scheme.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended most recently in December 2024. It represents key up to date national policy and is an important material consideration in determining the current application. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' . The purpose of the planning system is to achieve

sustainable development. The NPPF states that, to achieve this, the following three overarching objectives need to be pursued mutually:

i. The economic role should contribute to sustainable development by building a strong, responsive and competitive economy that ensures sufficient and appropriate development and supports growth.

ii. The social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community.

iii. The environmental role should protect and enhance the natural, built and historic environment.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. The following aspects of the Framework are relevant.

i. Section 5 Delivering a sufficient supply of homes - States that to support the Government's objective of significantly boosting the supply of homes, a sufficient amount and variety of land can come forward where it is needed. The needs of groups with specific housing requirements should be addressed and that land with permission is developed without unnecessary delay. Consideration should be given to the size, type and tenure of housing needed for different groups in the community (paragraph 61). It states that the re-use of brownfield sites should be encouraged (paragraph 65). The contribution of small and medium sized sites in delivering new housing is also acknowledged (paragraph 73). In this case, the proposed development would make a proportionate and positive contribution to the quality and supply of local housing provision through the development of a brownfield site. It would also help to diversify the local housing market through the provision of apartments with a quality design and capacity to achieve sustained future occupation. The development is below the Council threshold for the provision of affordable housing. The development would be appropriately related to Section 15.

ii. Section 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 96). The development would deliver a building with a high quality of design that will enhance the quality of built form in the area and be beneficial to the amenities of the area. The development has been supported with a crime impact statement and the implementation of its recommendations have been conditioned. The development would present habitable room windows to the back of pavement, which would aid natural surveillance and the sit capable of being secure through appropriate boundary treatment. Section 8 would thereby be accorded with.

iii. Section 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

- Sustainable transport modes are prioritised.
- Safe and suitable access to the site can be achieved for all users.
- Any significant impacts from the development on the transport network or on highway safety, can be cost effectively mitigated to an acceptable degree. (paragraph 115).

Although the development would not be supported with off-site car parking, it is in a location that provided opportunities for adoption of sustainable transport options. This would be encouraged through appropriate travel plan conditions and the delivery of cycle storage. The submitted transport reports demonstrates that the generation of traffic and vehicular movement would be predictable, manageable and capable of being accommodated within the local highway

infrastructure. Appropriate servicing arrangements are also capable of being delivered as part of the development. The development would thereby accord with Section 9.

iv. Section 11: Making effective use of land - States that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. The use of previously developed or 'brownfield' sites is strongly encouraged (paragraph 124). Section 11 would be positively responded to as the development would secure the re-use of a brownfield site and facilitate development that positively contribute to the Class E offer and appropriately designed housing. The scale, proportions and character development would also be appropriately related to the constraints of the existing building and surrounding area.

v. Section 12: Achieving well-designed places - States that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities and that planning decisions should ensure that development (paragraph 135):

a. Will function well and add to the overall quality of the area (over the lifetime of the development);
b. Is visually attractive and related to good architecture, layout and landscaping;
c. Is sympathetic to local character and surrounding built environment, whilst not preventing or discouraging appropriate innovation or change, including increased densities;
d. Establishes or maintains a strong sense of place, including the arrangement of streets, spaces, building types and materials;
e. Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development.

The development would introduce some additional height to the site but would maintain appropriate relationship to neighbouring housing and the scale of development with frontages to Stockport Road. The proposed design has been informed by the characteristics of neighbouring built form and would improve the quality of the streetscene. Section 12 would thereby be accorded with.

vi. Section 14: Meeting the challenge of climate change, flooding and coastal change - States that new development should (paragraph 164)

a. Avoid increased vulnerability to the range of impacts arising from climate change;
b. Help to reduce greenhouse gas emissions, such as through its location, orientation and design.

It further states that all plans should apply a sequential, risk-based approach to the location of development - taking into account the current and future impacts of climate change to avoid where possible, flood risk to people and property (paragraph 173).

The development would be constructed to appropriate standards of environmental design. The design of the development has been related to a fabric led approach coupled with the efficient operation of mechanical and electrical systems. The submitted environmental statement indicates that the residential and non-residential elements of the development would exceeds the required criteria for carbon dioxide reduction specified in Part L of the building Regulations (2013). Further measures to reduce the environmental impact of the development would also be delivered. Sufficient supporting information has been provided to give confidence that suitable drainage could be delivered by condition. These measures are capable of being related to the development by condition to secure compliance with Section 14.

vii. Section 15: Conserving and enhancing the natural environment – States that when determining planning applications consideration should be given to biodiversity (paragraph 193). In this case, the applicant has provided a report that demonstrate that bats are not present on site and there is little potential to support roosts. The provision of proportionate biodiversity enhancement is conditioned as part of the development. Paragraph 196 requires consideration of ground conditions and any risks arising from land instability and contamination. An assessment of ground conditions has been submitted, and mitigation measures are capable of being addressed through a condition. The development has been appropriately related to Section 15.

Planning Practice Guidance (PPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the PPG:

i. Consultation and pre-decision matters - The PPG reasserts that local planning authorities are required to undertake a formal period of public consultation, prior to deciding a planning application. All necessary local consultation has been undertaken along the posting of site notices and a press advertisement;

ii. Design - Good quality design is an integral part of sustainable development. It is considered that the development presents a contemporary building with a configuration that balances the functional requirements of the proposed mix of uses within a coherent design. The above objectives would thereby be accorded with.

iii. Flood Risk Planning and Flood Risk - The potential for increase flood risk has been appropriately assessed and necessary conditions attached to secure satisfactory drainage.

iv. Health and well-being - States those local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in planning decision making. In this case, the development would provide a high quality of design that would positively benefit the appearance of the area.

v. Air quality - The PPG identifies the relevance of air quality to planning decisions, which are dependent upon the proposed development and its location. It states that where necessary, mitigation measures should be specifically related to the location of the development and be proportionate to the likely impact. In this case, the development would not involve car parking and traffic generation managed through a travel plan and cycle storage.

vi. Land affected by contamination - The risk of land contamination has been assessed by Environmental Health and significant issues have not been identified. The request (from Environmental Health) for a watching brief to address encountered contamination has been related to the development by condition.

vii. Noise - Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. The development has been related to a noise impact assessment and additional requirements would be addressed through a condition.

vii. Travel plans and traffic / transport assessments - The development would be related to a residential and Class E travel plan conditions.

Places for Everyone - The Inspectors' Report on the examination of the Places for Everyone plan was published on 15 February 2024. The Inspectors' Report sets out and justifies their recommendations in relation to the plan, and they have concluded that all legal requirements have been met and that with the recommended main modifications set out in the appendix to their report, the Places for Everyone plan is 'sound'. The nine constituent local authorities will now consider the Inspectors' Report and the adoption of Places for Everyone. The first Council meetings to approve the plan will be Salford and Wigan (28 February). The plan was considered at the Full Council meeting in Manchester on 20 March 2024 and was subsequently approved on 21st March 2024. Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The plan and its policies must therefore be given full weight in the planning balance. The following policies are relevant and are positively responded to for the reasons set out in this report:

JP-H1 – Scale, distribution and phasing of new housing
JP-H2 – Affordability of new housing
JP-H3 - Type, size and design of new housing
JP-H4 – Density of new housing
JP-P1 – Sustainable places
JP-P6 – Health
JP-S1 – Sustainable development
JP-S2 – Carbon and Energy
JP-S4 – Flood risk and the water environment
JP-S5 – Clean air
JP-S6 – Resource efficiency

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

Policy SP 1 (Spatial Principles) - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

It is considered that the proposed development would contribute positively to the formation of a sustainable community, which would be beneficial to the quality of the living environment experienced by existing and future residents. This would be achieved through the development of a high quality and sustainable design that would respond to the on-going need for housing in the local area and enhance its character. The development would provide employment

opportunities at the construction phase (through a local labour agreement) and the operation of the Class E ground floor units. Policy SP1 would therefore be positively responded to.

Policy C 1 (Centre Hierarchy) - States that the development of town centre uses (as defined in national planning policy) will be prioritised in the centres identified in this policy, taking account of the different roles of the City Centre, District Centres and Local Centres. Policy C1 states that district centres, such as Levenshulme, have an essential role in providing access to key services to the City's neighbourhoods including shopping, commercial, leisure, public and community functions. They are also a focus for the City's residential neighbourhoods, providing an important opportunity to define local character. It also states that these centres should primarily respond to the needs of the catchment and recognise the need to support the vitality and viability of other centres. It is considered that the development would support these objectives through the quality of the development and its associated improvements to the local Class E and residential offer. Policy C1 would thereby be accorded with.

Policy C2 (District Centres) – States that development should support district centres and the range of services and activities that they provide. New development should positively contribute to the vitality and viability of Levenshulme and other centres. It is the case the development would bring a quality development to a site without amenity value or a satisfactory contribution to the streetscene. Levenshulme District Centre has enjoyed a recent uplift in vacant units being returned to active use. It is considered that the development would contribute to this process by enhancing the range of local retail provision. The development would contribute to the local economy, particularly in relation to local employment provision. Policy C2 also supports the provision of appropriate housing in district centres. The development would therefore be appropriately related to policy C2.

Policy C6 (South Manchester District Centres - Chorlton, Didsbury, Fallowfield, Levenshulme and Withington) - States that across these areas there is capacity for both further convenience and comparison retailing floorspace. The need to enhance Levenshulme has been identified. The development would positively contribute to these objectives through the quality of the design and the floorspace it would deliver. Policy C6 would thereby be accorded with.

Policy EC2 (Existing employment space) – States that existing employment space should be retained unless it can be demonstrated that the existing uses is not appropriately related to its context and/or greater benefit would be gained from the development. In this case, the development would result in the cessation of the operation of existing businesses. However, the development would provide Clase E units with a related potential to contribute to local employments. The development would thereby be positively related to policy EC2.

Policy EN1 (Design Principles and Strategic Character Areas) - States that opportunities for good design to enhance the overall image of the City should be fully realised to reinforce and enhance the local character and context of the development site. In this case, it is considered that the composition of the development would be appropriately related to its context, including the potential development of a vacant site to the north. This includes the potential development of the neighbouring vacant site. The increase in height and magnitude of the proposed extension would have some impact but it is considered that satisfactory separation from exiting housing would be achieved. The development would be related to materials condition to achieve cohesive relationship to neighbouring built form. Policy EN1 would thereby be accorded with.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) - Has been related to the assessment of the submitted environmental statement detailing measures to reduce CO2 emissions and to secure energy efficiency. The development has been related to

'fabric-led ' design approach supplemented with the inclusion of appropriate mechanical and electrical systems. The outlined measures would secure compliance with policy EN4.

Policy EN 8 (Adaptation to Climate Change) - States that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In this case, the development would be related to appropriate and sustainable design, with drainage being capable of being delivered through condition. Policy EN8 would thereby be complied with.

Policy EN 14 (Flood Risk) - States that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding. The submitted details and characteristics of the development have been assessed. The additional requirements for the provision of sustainable drainage and its management can be addressed through condition. Policy EN14 would thereby be accorded with.

Policy EN15 (Biodiversity and Geological Conservation) - States, amongst other things, that the developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity. Policy EN15 has been related to the submitted bat survey, which has not identified the presence of bats based on a limited survey of accessible parts of the interior of the building. Proportionate bio-diversity enhancement has been identified and conditioned. On this basis policy EN15 would therefore be complied with.

Policy EN 16 (Air Quality) – Impact on air quality would be managed during the construction phase through the demolition and construction management condition. During the operational phase, the development would not be supported with car parking and traffic generation would be managed through the travel plan condition and residents cycle storage. Proposed heating systems would reduce the potential for carbon emissions. Local air quality would therefore not be significantly affected by the development.

Policy EN18 (Contaminated Land and Ground Stability) - States that any proposal for development of contaminated land must be related to a health risk assessment. Potential contamination risk has been identified, and a related assessment has confirmed that appropriate remediation could be delivered through a condition. Land contamination is therefore capable of being addressed to secure compliance with policy EN18.

Policy EN19 (Waste) - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
ii. The sustainable waste management needs of the end user will be met.

Policy EN19 has been related to the proposed waste management arrangements. The conditioned requirement for a construction management plan would address waste issues during the construction phase. Sufficient details have been provided to indicate that appropriate waste and recycling management could be provide in support of the proposed residential and Class E uses. Subject to the implementation of the related condition policy EN19 would be complied with.

Policy H1 (Overall Housing Provision) – Relates to the City Council strategy for the delivery of new housing between March 2009 and March 2027. The proposed development responds positively to policy H1 by:

i. Contributing to the creation of mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
ii. Supporting growth on previously developed sites in a sustainable location;
iii. Ensuring that the design and density of development contributes to the character of the local area;
iv. Being designed to give privacy to both its residents and neighbours.

Policy H 5 (Central Manchester) - States that Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. It states that high density housing will be permitted within Longsight District Centre as part of mixed-use schemes.

Policy H 6 (South Manchester) - States that South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres including Levenshulme, as part of mixed-use schemes.

Policies H5 and H6 have been referenced given the proximity of the site to Longsight and Levenshulme District Centres. It is considered that the development would improve the delivery and quality of local housing and thereby responding positively to both policies.

Policy H 8 (Affordable Housing) – Sets out the requirements for affordable housing or an equivalent financial contribution for development relating to 15 or more residential units. As the development relates to 14 apartments, there would not be a requirement for an affordable housing contribution in this case.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case, the development would not be supported with car parking but would be made for cycle storage and is located on a bus route (and in reasonable walking distance of a railway station). The site also benefits from its location in a district centre and the services it provides. On balance, it is considered that the development responds positively to policy T1.

Policy T2 (Accessible areas of opportunity and need) - States that the Council will actively manage the pattern of development to ensure that new development: is easily accessible by walking, cycling and public transport and connects residents to jobs, centres, health, leisure, open space and educational opportunities. The site is in a sustainable location, in terms of access to public transport and access to services within local centres. Consideration has also been given the securing appropriate servicing arrangements that relate appropriately to the configuration of the adjacent light controlled junction. The development would thereby be positively related to policy T2.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Relevant considerations in this case are:

a. Appropriate siting, layout, scale, form, massing, materials and detail;
b. Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development and its relationship to the character of the surrounding area;
c. Effects on amenity;
d. The accessibility to buildings and neighbourhoods, in relation to inclusive access and sustainable transport modes;
e. Community safety and crime prevention;
f. Design for health;

g. Adequacy of internal accommodation and external amenity space;
h. Refuse storage and collection.

It is considered that the above assessment demonstrates how the development would accord with policy DM1 points a - h (inclusively). It is considered that the impact of the development on residential amenity could be suitably mitigated and managed through the details of the application and related conditions. Policy DM1 would therefore be accorded with.

Unitary Development Plan (saved UDP) Policies -The following Unitary Development Plan saved policies are relevant to the assessment of the development:

Part 1

E3.3 (Environmental Improvement and Protection) - States that all development in Manchester should meet high standards of urban design and opportunities for good design, which enhance the overall image of the city should be fully realised, particularly along major radial roads, such as Stockport Road. In this case it is considered that the applicant has positively responded to the requirements of policy E3.3. by presenting a quality contemporary design that positively responds to the composition of the streetscene and Stockport Road as a major route to and from the city centre and through Levenshulme District Centre.

Part 2 policies

Policy DC7 (New Housing Development) - States that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. Policy DC7 would be accorded with as a satisfactory quality of development would be achieved, including the provision of inclusive access would be incorporated onto the development.

Policy DC26 (Development and noise) - The following elements of policy DC26 are relevant to the consideration of the proposal:

Policy DC26.1 has been related to the proposals contribution to the local noise environment and how existing noise sources, including noise from neighbouring industrial / commercial uses, may impact on the proposed housing.

Policy DC26.4 requires that where an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, consideration is given to measures to deal with it satisfactorily.

Policy DC26.5 has been related to the assessment of the development, in terms of measures to minimise the impact of noise on future residents, including the incorporation of noise insulation.

The development site is located within a district centre and has noise characteristics reflecting activity in a busy location. Residential uses area located to the west of the site. However, consideration has been given to the impact of noise on neighbouring and future residents of the development. It is considered that appropriate noise attenuation can be achieved through the attached conditions to secure compliance with policy DC26.

Manchester Residential Quality Guidance (MRQG) - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live. It also seeks to raise the quality of life across Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need incorporate the most appropriate and up to date technologies to significantly reduce emissions. The guidance is therefore relevant to all stages of the

development process, including construction and operational management. It is considered the design and potential environmental performance of the development, along with its relations to context and provision of amenity space, would accord with the objectives of MRQG. The proposed layout would also meet the relevant space criteria for apartments as detailed in the MRQG.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application. In this case, officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The proposal is acceptable and therefore determined within a timely manner.

Principle of the development – During the consideration of the planning application, the number of proposed apartments has been reduced from 14 to 13 and Class E units reduced from 4 to 3. These were necessary in response to the incorporate measures to safeguard a culvert running through the site. The application site would benefit of refurbishment and the existing buildings and structures do not have any architectural merit. The development in its amended form would deliver a high standard of design that would greatly improve the appearance of the site and its relationship to Stockport Road and housing to the west. The height and configuration of the proposed building would be appropriately related to the streetscene to Stockport Road and neighbouring housing. The proposed mix of Class C3 and Class E uses that would contribute to the vitality and viability of Levenshulme District Centre. The proposed apartments would positively contribute to local housing supply. The operation of the respective Class C3 and Class E uses would be appropriately managed by the implementation of conditions. The principle of the development is therefore considered to be acceptable.

Publicity and local consultation – The planning application has been subject to the necessary notification of neighbours and statutory consultees. Site notices have been displayed and public notices issued in the Manchester Evening News.

Impact on employment land – It is acknowledged that site currently accommodates operational businesses. However, the appearance of site undermines the quality of the streetscene. It is considered that the development would deliver positive development to the area in relation to:

i. The quality and appearance of the proposed development.
ii. The inclusion of Class E units with the related potential for employment opportunities. The inclusion of a local employment agreement condition would also secure job opportunities at the construction phase.
iii. Condition to improve the management of the site.
iv. The delivery of new housing.

The above benefits would offset the loss of the existing business operations.

Local labour agreement – The development has been related to a statement setting out the mechanism for delivery employment opportunities for local people during the construction phase. A condition has been included relating the construction phase of the development to that would expand upon the detail of the submitted local labour statement.

Magnitude of development – To aid the future management of the site and for the avoidance of doubt condition has been included confirming that the development relates to a building with a

maximum of four storeys comprising 13 residential apartments (Class C3) and 3 retail / commercial units (Class E) at ground floor level with a maximum of 93.1 sq. metres.

Future use of the development – A conditions have been included requiring that the proposed Class E units are only used as retail shops, cafes and restaurants and / or for the provision of financial and professional services (Class E a, b and c). This condition has been included in the interests of residential amenity.

Residential space standards – The development would comprise of the following apartments:

i. Three, 1 bedroom x 1 person (assessed on the basis of the 37 sq. metre criteria where a shower room is provided).
ii. One, 2 bedroom x 2 person
iii. Seven, 2 bedroom x 3 person
iv. Two, 3 bedroom x 5 person

The development would meet the relevant required MRQG space criteria in relation to all 13 apartments. The arrangement of the apartments and circulation spaces is considered to be acceptable.

Siting – The proposed building would be sited to the back of pavement to both Stockport Road and Midway Street thereby reflecting the characteristic arrangement of built form in the existing streetscene. The proposed building would have an L-shaped configuration framing and internal courtyard. This arrangement would respond to the orientation of neighbouring housing (to the west of the site) thereby reducing the potential for overlooking and loss of privacy the neighbouring gardens. Further separation to housing to the west of the site would be maintained by a retained route of a public footpath and the formation of an access route to the residents' courtyard area via Midway Street. The configuration of the building has been designed to avoid construction over a culvert running through the site. The formation of oversailing built form (above the culvert) would maintain a cohesive arrangement of built form to Stockport Road. The proposed siting of the development.

Daylight, sunlight and overshadowing impacts – The overshadowing analysis detailed below demonstrates that the additional height of the proposed building would have a limited impact on the rear garden of the nearest house at 15 Pennington Street in the morning period. However, there would be no appreciable change in the existing circumstances in the early and late afternoon periods. The development would not, thereby, unduly harm residential amenity.





Fig.6 – Overshadowing analysis (proposed development)

Permitted upward extensions – A condition has been recommended that removes permitted development right that would otherwise potentially allow the erection of additional rooftop extensions. This condition would maintain satisfactory relationships to the neighbouring residential uses and the streetscene, in terms of the height and proportions of the development

Residential amenity – The development would secure a satisfactory quality of internal space, which would encourage sustained occupation. As discussed, the arrangement of built form would secure appropriate relationships to neighbouring housing. Conditions would ensure appropriate acoustic attenuation. Further conditions would ensure appropriate operational management of the proposed residential and Class E elements of the development to the benefit of residential amenity. The design of the development would improve the appearance of the site and improve the amenities of the area.

Design – The development would incorporate brick elevations and grey tiled pitched roof relating the predominant character of built form in the local area. The development would present a cohesively designed elevation to Stockport Road with appropriate articulation and detailing. The solidity of the upper floor elevation would be relieved through the arrangement of windows and relationship to the ground floors shopfronts involving glazing with lightweight frames. The proposed elevational composition would be drawn together through the conditioned approval of materials.

Shopfronts design and roller shutters – The development would incorporate extensively glazed shopfronts set within lightweight frames. This arrangement is considered to be appropriate. The final details of the shopfronts along with the folding metal doors enclosing access to the covered residents' garden area would be addressed through the attached materials condition. Roller shutters are not proposed as part of the development.

Carbon emissions and environmental performance – The submitted statement indicates that the development would exceed the requirements of buildings regulations in respect carbon emissions and otherwise secure appropriately secure appropriate environmental performance. The development has been conditioned to secure implementation in accordance with the approved details.

Accessibility – Appropriate inclusive access would be provided to all doorways, corridors and manoeuvring spaces. Level access would be provided to all Class E units. A lift to upper floors would be provided to the upper floor apartments. Satisfactory inclusive access would thereby be achieved.

Glazing – All bathrooms would be mechanical ventilated and would not be served by windows. And external glazing conditions is therefore not required.

Crime and Security - It is considered that revised development is capable of incorporating crime reduction and security measures as detailed in the submitted crime impact statement (CIS). Compliance with the CIS would be secured through condition.

Highways issues and servicing arrangements - Due to the presence of TROs (double yellow lines) and light control crossing (to Stockport Road and Midway Street) it has been necessary to ensure that servicing (including the collection of bins) would be undertaken via Midway Street. The submitted highways statement has demonstrated that the phasing of the traffic light sequencing would facilitate these arrangements. The development is conditioned to ensure its implementation in accordance with the highways statement. A further condition is included relating to the delivery of a site management conditions relating to the undertaking of deliveries and servicing, including bin collection with agreed contractual arrangements, to ensure the appropriate supervision of vehicles when egressing Midway Street in reverse gear. It is considered that these measures together with the presence of TROs would secure the appropriate management servicing, collections and deliveries.

Off-site highways work – An included condition ensures that all necessary works to the adjacent highways that are related to the development and undertaken prior to the occupation of the development.

Cycle storage – The proposed cycle storage would be formed within the covered residents garden area. The development would provide 15 [cycle] spaces, and a condition has been included to ensure the approval of secure storage arrangements . Consideration has been given to the provision of cycle storage for staff employed in the proposed Class E units. To achieve this access would need to be given to the residents' private amenity space, which would comprise the security and privacy of this space. Staff cycle storage has therefore been omitted.

Travel Plan - The sustainable location of the site, its accessibility on foot and via public transport and the provision of cycle storage would give confidence regarding effective implementation of travel plans relating to the proposed residential and class E uses. Travel plan conditions have therefore been attached.

Demolition and construction management plan (CMP) – A condition has been included requiring approval of a condition relating to the submission and implementation of a demolition and construction management plan. This is necessary to ensure that the related phase of the development does not unduly affect residential amenity, and the operation of a light controlled junction.

Waste management – The provision of separate bin storage of the respective Class C3 and Class C4 uses have been indicated with confirmation of collection points on Midway Street final details of bin collection arrangements would be agreed through the site management plan. A condition has been included to ensure the clarification approval of bin capacities for the respective uses.

Noise – The development has been supported with an acoustic report that identified potential nisei pacts and gives confidence that acoustic attenuation can be delivered. The discussed conditions have been included to ensure safeguard to residential amenity and to manage the operation of the Class E units (in relation to noise impacts).

Ground floor opening hours – The operators of the proposed Class E units and related activities are still to be determined. To provide safeguard to amenity the following opening hours are proposed:- Monday to Saturday - 7.00 am to 11.00 pm and Sunday and including Bank Holidays – 8.00 am to 10.30 pm. These hours would be appropriate in the context of a district centre.

Servicing hours – The servicing hours condition requested by Environmental Health has been related to the (Class E a, b and c) units limiting collections and deliveries to hours of Monday to Saturday 7.30 am to 8.00 pm with no deliveries on Sunday and Bank Holidays. This condition is necessary to safeguard residential amenity.

Air quality – The Environmental Health Officer has not recommended a condition relating to address exposure to air pollution.

Land conditions – The submitted Phase I report has identified potential risks from land contamination. A land contamination condition has been included to ensure the submission of a Phase II report that details a remediation strategy to be implemented as part of the development. On this basis it is considered that any identified land contamination.

Flood risk and site drainage – The submitted drainage plans have been assessed along with measures to safeguard a culvert running through the site. The development has been designed to prevent construction over the culvert. The submitted drainage details provide confidence that finalised drainage details can be delivered through the attached condition.

Biodiversity – Whilst some tree cover is present to the west of the site, trees and vegetation is not located within it. The applicant as indicated that the site is exemption from bio-diversity net gain requirements as the development:

i. Would not impact on a priority habitat;
ii. Impacts less than 25 sq. metres of on-site habitats and less than 5 metres of in-site linear habitats.
iii. The biodiversity value of the site would not decrease.

The proposal has demonstrated that the amount of hardstanding in the set would increase through the formation of a residents' garden with a lawn and tree and other planting. These arrangements would be beneficial to biodiversity and habitat enhancement and secure through a landscaping condition (which would also require the planting of native species). Further biodiversity enhancements would be achieved through the provision of bat and bird boxes. Although the development would not involve tree removal, the condition requested by GMEU has been included to ensure safeguards to birds and their habitats should demolition be undertaken during nesting season. A further condition has been included advising of the requirements for safeguarding bats and their habitats should they be encountered during demolition. It is considered that issues relating to biodiversity have been appropriately responded to.

Landscaping - A related condition has been attached including a requirement to approve related maintenance arrangements.

TV Reception -. A condition has been recommended to ensure that the pre-existing level and quality of television and radio signal reception is maintained.

Conclusion - The development would contribute positively to local housing provision and secure the removal of buildings that currently undermine the character and appearance of the streetscene. The development would contribute positively to the neighbouring residential area and aid local regeneration, including Longsight and Levenshulme district centres. The recommended conditions would ensure the appropriate future management of the development.

****

Other Legislative Requirements

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

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

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

Recommendation: **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. The proposal is 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 received by the City Council as local planning authority on: 5 August 2024, 12 December 2024, 10 January 2025, 19 February 2025, 20 February 2025 and 11 March 2025:

Planning application form (amended revised drawings)
A831_P_001 – Location plan
A831_P_002 – Block plan

A831_P_120 – Contextual elevations Stockport Road (amended by drawings ref: A831_P_ 400 D – Proposed east elevation)
A831_P_121 – Contextual Midway Street
A831_P_122 – Overshadowing analysis
A831_P_ 200B – Proposed site plan updated to include culvert with easement
A831_P_216 – Servicing Strategy
A831_P_217 – Maintenance Strategy (elevations amended by drawing referenced A831_P_ 400 D – Proposed east elevation)
A831_P_ 300G – Proposed ground floor plan
A831_P_ 301C – Proposed first floor plan
A831_P_ 302C – Proposed second floor plan
A831_P_ 303C – Proposed third floor plan
A831_P_ 304A – Proposed roof plan
A831_P_ 400 D – Proposed east elevation
A831_P_ 401B – Proposed west elevation
A831_P_ 402 – Proposed south elevation
A831_P_ 403 – Proposed north elevation
A831_P_ 500B Proposed Section AA updated to include culvert with easement
A831_P_ 501B Proposed Section BB updated to include culvert with easement
A831_P_ 502B Proposed Section BB updated to include culvert with easement
A831_P_ 3000 – Typical boundary treatment plan detail
Residential development Site Plan Ref: 12987/BCL/00/XX/DR/S/0001 Rev P02
Design and Access Statement – 816 Stockport Road Levenshulme dated May 2024 by Ollier Smurthwaites Architects (amended by approved drawings)
Planning statement for Primeland Properties Ltd 816 Stockport Road Levenshulme dated 2 August 2024 by Paul Butler Associates dated 2 August 2024 (amended by approved drawings)

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

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

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

4) The authorised development relates to the erection of a building with a maximum of four storeys comprising 13 residential apartments (Class C3) and 3 retail / commercial units Class E (a, b and c) use at ground floor level with a maximum of 93.1 sq. metres.

Reason - To safeguard the amenities of the occupiers of occupiers of nearby residential properties pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester, saved policy DC26 of the Unitary Development Plan and policies JP-H3, JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no non-residential part of the ground floor of the development shall be used for any other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning

(Use Classes) (Amendment) (England) Order 2015 (as amended), The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than for the operation of the authorised units as retail shops, cafes and restaurants and / or the provision of financial and professional services (Class E (a), (b) and (c)).

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

6) Notwithstanding the General Permitted Development Order 2015 (as amended) or any legislation amending or replacing the same, no further development in the form of upward extension to the buildings shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential and visual amenity of the area in which the development in located pursuant to policies DM1 and SP1 of the Core Strategy for the City of Manchester and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

7) Before the commencement of the development hereby approved, a detailed demolition and construction management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as local planning authority, which for the avoidance of doubt should include:

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

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

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester and policy and policy JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

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

Monday to Saturday - 7.00 am to 11.00 pm.
Sunday and including Bank Holidays – 8.00 am to 10.30 pm.

Reason - In interests of residential amenity and to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for the City of Manchester and policy JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

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

Monday to Saturday: 7:30 am to 8:00 pm
No deliveries/waste collections on Sundays/Bank Holidays.

Reason - To protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester and policy JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

10) Before the commencement of above ground construction works, details of off-site highways work to Stockport Road and Midway Street that are required as part of the implementation of the development, including any required road safety audits, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall not be occupied until the works have been constructed in accordance with the approved details, which shall be maintained in situ thereafter.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, EN19, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework.

11) Before the first occupation of the development, the detail of document referenced Ref: Proposed mixed use development Highways Technical Note dated July 2024 Ref: 3780-01-HTN01 by Axis shall be supplemented with a scheme for the management of the external areas of the site and the undertaking of servicing, deliveries and collections from Midway Street shall be submitted to and approved in writing by the City Council as local planning authority. The submitted scheme shall include:

i. Details of the contractual arrangements for undertaking servicing and deliveries, including the bin collection outside the peak operating hours of the highways network as detailed in submitted document referenced: Proposed mixed use development Waste Management Strategy dated July 2024 Ref: 3780-01-WMS01 paragraph 3.5.11 by Axis).
ii. Arrangements for the presentation of bins to collection points and their return to the waste management enclosures.
iii. Details arrangements for the supervision of vehicles undertaking deliveries, collection and servicing of the site via Midway Street, including related vehicle marshalling.

Upon first occupation of the development the approved scheme shall be implemented in conjunction with of document referenced Proposed mixed use development Highways Technical Note dated July 2024 (including arrangements for servicing via Midway Street as set out in section 4.5 in accordance with traffic light phasing) and maintained in situ thereafter.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1, C2, DM1, T1 and T2 of the Core Strategy for the City of Manchester and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

12) Before the occupation of the development, the detail of drawings referenced A831_P_ 300F – Proposed ground floor plan and document referenced Proposed mixed use development 816 Stockport Road Levenshulme Waste Management Strategy dated July 2024 Ref: 3780-01-WMS01 by Axis shall be supplemented with a scheme for the storage and collection of waste and recycling bins shall be submitted to and approved in writing by the City Council as local planning authority. The scheme shall include details of bin capacities associated with Class C3

occupation and all uses permitted under Class E (a, b and c) and specifications of the appearance of external bin storage enclosures. The approved details shall be implemented before the first occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester and policy JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

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

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

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

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

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

Reason – To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy for the City of Manchester, policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone and the National Planning Policy Framework.

14) a) Notwithstanding the detail of document referenced: Noise Assessment for planning purposes dated July 2024 referenced AEC Report P5188/R01a/PJK by Capstone Construction Ltd and before occupation of the authorised Class E (a,b and c) units, a scheme shall be submitted to and approved in writing by the City Council as local planning authority detailing measures to acoustic attenuate against related noise outbreak. The submitted scheme shall be related to a noise survey and the approved details shall be implemented before occupation of the Class E (a, b and c) units.

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

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

15) Notwithstanding the detail of document referenced: Noise Assessment for planning purposes dated July 2024 referenced AEC Report P5188/R01a/PJK by Capstone Construction Ltd and before the occupation of the authorised apartments a scheme related to a noise survey and detailing measures to acoustic insulating the residential accommodation against noise from Stockport Road, authorised Class E (a, b and c) and any other identified noise sources shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the apartments are occupied and maintained in situ thereafter.

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

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

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

Reason - To safeguard residential amenity by minimising the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester, saved policy DC26 of the Unitary Development Plan and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

17) a) Before its installation any equipment required in connection with the extraction of fumes, vapours and odours associated with the operation of the authorised Class E (a, b and c), a related scheme shall be submitted to and approved in writing by the City Council as local planning authority.

b) Following its installation of the installed equipment and within an agreed timescale verification of the implementation of the approved scheme shall be submitted to and approved in writing by the City Council as local planning authority. The implemented scheme shall be maintained in situ thereafter.

Reason - In the interests of the amenities of occupiers of nearby properties pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and policy JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

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

Reason - To minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

19) Before the commencement of the development, 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:

i. Where surface water is connected to the ordinary watercourse, agreement in principle from Manchester City Council as lead local flood authority is required. An email of acceptance of proposed flows and new connection will suffice.
ii. Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
iii. Discharge rate must be as close as practicable to the low-flow greenfield runoff rates (accepted restriction is up to 5 l/s).
iv. A finalised drainage layout showing all components, outfalls, levels and connectivity.
v. An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
vi. 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.
vii. A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.
viii. An assessment of surface water pollution risk in-line with CIRIA C753 and, where required, evidence of pollution control measures (preferably through SuDS) to treat surface water prior to discharge.
ix. A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).
x. Construction details of flow control and SuDS elements.

xi. 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).
xii. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
xiii. Arrangements for inspection and ongoing maintenance of all elements of the sustainable
drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

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 EN14 and EN17 of the Core Strategy for the City of Manchester and policies JP- P6, JP-S1 and JP-S4 of Sustainable Development Joint Development Plan Document - Places for Everyone.

20) Before the occupation of the authorised apartments (Class C3) details of the arrangements for secured cycle storage for use by residents shall be submitted to and approved by the City Council for the City of Manchester. The approved details shall be implemented before occupation of the apartments, positioned in accordance with drawing Ref: A831_P_ 300G – Proposed ground floor plan and maintained in situ thereafter.

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

21) The development hereby approved shall be implemented in full accordance with the measures as set out in document referenced: Environmental Standards Statement (816 Stockport Road) dated 10 July 2024 by Watt Energy & Consulting Engineers Ltd., including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance.

Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - To minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy for the City of Manchester, saved policy DC26 of the Unitary Development Plan and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone and the National Planning Policy Framework.

22) The authorised development shall be designed and constructed in accordance with the recommendations contained within sections 3.3, 4 and 5 of document Ref: Crime Impact Statement for Paul Butler Associates Version B dated 31/07/2014 Ref: 2024/0092/CIS/01 The development shall only be carried out in accordance with these approved details and occupation and / or use shall not commence until the City Council as local planning authority

has acknowledged, in writing, that it has received written confirmation of 'Secured by Design' accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1, EN1 and DM1 of the Core Strategy for Manchester, policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone and to guidance contained in the National Planning Policy Framework.

23) Before the first occupation of the development, the detail of drawing Ref: A381_P_3000 Typical boundary treatment detail relating the erection of boundary brick walls and gates shall be fully implemented in accordance with approved materials and maintained in situ thereafter.

Reason – In the interest of residential amenity and to reduce the risk of crime pursuant to policies SP1, EN1 and DM1 of the Core Strategy for Manchester, policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone and to guidance contained in the National Planning Policy Framework.

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

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

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

Reason - To assist promoting the use of sustainable forms of travel to and from the development, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and policies JP-P6, JP-S1 and JP-S5 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

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

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

v. Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

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

Reason - To assist promoting the use of sustainable forms of travel to and from the development, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

26) Before the commencement of above ground construction works, reports relating to the following details relating to television reception in the area of the development site shall be submitted to and approved in writing by the City Council as local planning authority:

a) Identify, before the development commences, the potential impact area in which television reception is likely to be adversely affected by the development. The study shall be carried out either by the Office of Communications (OFCOM), or by a body approved by OFCOM and shall include an assessment of when in the construction process an impact on television reception might occur.
b) Measure the existing television signal reception within the potential impact area identified in (a) above before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Independent Television Commission and shall include an assessment of the survey results obtained.
(c) Assess the impact of the development on television signal reception within the potential impact area identified in above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (b) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

27) a) Prior to the commencement of the development, details of a local labour proposal, that demonstrates 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 labour proposal relates to a document which includes:

i) The measures proposed to recruit local people including apprenticeships;
ii) Mechanisms for the implementation and delivery of the Local Labour Proposal;

iii) Measures to monitor and review the effectiveness of the Local labour 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 informed by the information and outcomes about local labour recruitment pursuant to above items (i) and (ii) shall be submitted for approval in writing by the City Council as local planning authority. The construction phase of the development shall be implemented in accordance with the approved details.

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

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

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

29) The development shall be fully implemented in accordance with document referenced Bat Scoping Survey at 816 Stockport Road by United Environmental Service Ltd Ref: UES 04368/01 dated 30 July 2024. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

Reason - To enhance local biodiversity and safeguard protected species and their habitats, pursuant to policy EN15 of the Core Strategy for the City of Manchester and policy JP-G8 of the Places for Everyone Plan and the National Planning Policy Framework.

30) Construction and / or demolition works shall not be undertaken in the main bird nesting season (March – August) unless it has been demonstrated that nesting birds are not present by a suitably qualified person.

Reason – To safeguard local biodiversity and nature conservation pursuant to policy EN15 of the Core Strategy for the City of Manchester and policy JP-G8 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

31) Before the commence of above ground construction works, a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall include details of native tree and shrub planting and details of future landscape management. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, 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 for the City of Manchester and policy JP-G8 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

32) The planning permission herby granted does not confer consent for the installation of roller shutters to the ground floor elevations Stockport Road and Midway Street (relating to Class E (a, b and c) units).

Reason - In the interests of protecting residential and visual amenity of the area in which the development in located pursuant to policies DM1 and SP1 of the Core Strategy for the City of Manchester and policies JP-S1 and JP-P6 of the Sustainable Development Joint Development Plan Document - Places for Everyone.

Informatives

1) Information for Developers guidance documents can be downloaded using the following link: http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

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

3) Applications for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. Evidence of this should be provided with the condition discharge documents. The process for permission to work on the highway can be found using the following link:https://www.manchester.gov.uk/directory_record/451887/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit
United Utilities Water PLC

719A Stockport Road, Manchester, M19 3AG
Second Floor, 703 Stockport Road, Manchester, M12 4QN
Flat 1, 711A Stockport Road, Manchester, M19 3AG
Flat 2, 711A Stockport Road, Manchester, M19 3AG
Ground Floor, 711 Stockport Road, Manchester, M19 3AG
Unit 3, 703 Stockport Road, Manchester, M12 4QN
Unit 2, 703 Stockport Road, Manchester, M12 4QN
818 Stockport Road, Manchester, M19 3AW
Unit 1, 703 Stockport Road, Manchester, M12 4QN
Unit 1A, 1 Pennington Street, Manchester, M12 4QJ
Top Flat, 715 Stockport Road, Manchester, M19 3AG
Top Flat, 713 Stockport Road, Manchester, M19 3AG
Ground Floor Nursery, 703 Stockport Road, Manchester, M12 4QN
First Floor Office, 703 Stockport Road, Manchester, M12 4QN
Flat At, 812 Stockport Road, Manchester, M12 4QL
810 Stockport Road, Manchester, M12 4QJ
808 Stockport Road, Manchester, M12 4QL
806 Stockport Road, Manchester, M12 4QJ
Top Flat, 705 Stockport Road, Manchester, M19 3AG
Flat 7, 1 Pennington Street, Manchester, M12 4QJ
Flat 4, 1 Pennington Street, Manchester, M12 4QJ
Flat 1, 1 Pennington Street, Manchester, M12 4QJ
703 Stockport Road, Manchester, M12 4QN
Al Raza Foundation, 12 - 16 Park Grove, Manchester, M19 3AQ
820 Stockport Road, Manchester, M19 3AW
37 Pennington Street, Manchester, M12 4QJ
31 Pennington Street, Manchester, M12 4QJ
19 Pennington Street, Manchester, M12 4QJ
27 Pennington Street, Manchester, M12 4QJ
29 Pennington Street, Manchester, M12 4QJ
814 Stockport Road, Manchester, M12 4QL
713 Stockport Road, Manchester, M19 3AG
Flat 8, 1 Pennington Street, Manchester, M12 4QJ
Flat 6, 1 Pennington Street, Manchester, M12 4QJ
Flat 5, 1 Pennington Street, Manchester, M12 4QJ
Flat 3, 1 Pennington Street, Manchester, M12 4QJ
Flat 2, 1 Pennington Street, Manchester, M12 4QJ
1 Pennington Street, Manchester, M12 4QJ
812 Stockport Road, Manchester, M12 4QL
711 Stockport Road, Manchester, M19 3AG
7 Park Grove, Manchester, M19 3AQ
39 Pennington Street, Manchester, M12 4QJ
9 Park Grove, Manchester, M19 3AQ
2 - 6 Park Grove, Manchester, M19 3AQ

705 Stockport Road, Manchester, M19 3AG
717 Stockport Road, Manchester, M19 3AG
715 Stockport Road, Manchester, M19 3AG
709 Stockport Road, Manchester, M19 3AG
707 Stockport Road, Manchester, M19 3AG
15 Pennington Street, Manchester, M12 4QJ
35 Pennington Street, Manchester, M12 4QJ
33 Pennington Street, Manchester, M12 4QJ
23 Pennington Street, Manchester, M12 4QJ
21 Pennington Street, Manchester, M12 4QJ
17 Pennington Street, Manchester, M12 4QJ
25 Pennington Street, Manchester, M12 4QJ
719 Stockport Road, Manchester, M19 3AG
816 Garage, 816 Stockport Road, Manchester, M19 3AW
Lifestyle Flooring Limited, 816 Stockport Road, Manchester, M19 3AW

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Area Team Boundary - Name: NORTH AREA