MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	141599/FO/2024
Date registered valid:	9 December 2024
Proposal:	Demolition of an existing public house, the making good of the site and erection of security fencing
Address:	The Apollo, 2 Varley Street, Manchester, M40 8EE
Ward(s):	Miles Platting & Newton Heath Ward
Applicant:	Mr Richard King, Jigsaw Homes Group
Agent (if any):	Mr Nicholas Steele, DK-Architects
Case officer:	Sue Wills Tel: 0161 234 4524 Email: sue.wills@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	24 February 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Standard consultations:
Printed: 17 December 2024 Expired: 10 January 2025

Neighbour notifications
Printed: 17 December 2024 Expired: 10 January 2025

Site notice
No site notice has been produced

Press advert
No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building
The Apollo Pub is located the junction of Farnborough Road and Varley Street in Miles Platting. The site itself comprises a vacant two storey brick-built pub, and an area of hardstanding to the West, which has been used for car parking. The pub closed in the late 1990s, and information accompanying the planning application confirms that power to the building was disconnected on 26 October 1998. This would suggest that the building has been vacant for 26 years.

The land around the former pub has become overgrown. The site is currently bounded by temporary herras fencing and part of a low brick wall along the eastern boundary. There are trees within the curtilage of Nelson Court to the north, which have branches which overhang the site.
The site area is 0.13ha.

Background
Permission was granted in 1974 for the erection of a part single, part 2 storey building to form licensed premises with living accommodation for Boddingtons Brewery. With a further permission in 1975-part single/part 2-storey building to form a public house with living accommodation over.
In 2006 the site was included within a much wider area, which was the subject of an application or the re-development of the Miles Platting Neighbourhood area, comprising the erection of 11 new dwellinghouses (4 on Sawley Road, 2 on Bradford Road and 5 on Chippenham Road (following demolition)), part 2/3 storey extension to Butler Court to provide 20 additional apartments for the elderly, external alterations to 7 existing high rise blocks (Alburn, Nelson, Queensbury, Butler, Landos, Gunson and Naylor Courts), new boundary treatments to all domestic properties, physical upgrading of 1548 houses and apartments, conversion of 22 apartments at Millhead Avenue and Manstead Walk to form 11 family houses, and removal of 65 apartments from existing high rise blocks to form larger residential units, environmental and public realm works including the provision of 6 pocket parks (following demolition); and the carrying out of associated highway improvements throughout the area.

More recently planning permission was granted for the erection of a 4 storey building to accommodate a 34-bedroom nursing home with ancillary car parking and landscaping in 2009

which included for the demolition of the Apollo pub. The permission was not implemented.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area
The site lies within a predominantly residential area; however, nos.540-542 Oldham Road comprise retail floorspace and offices, and there are commercial uses and a banqueting hall to the southeast of the site on Varley Street, with the Cariocca business park further to the southeast on James Street.

The residential properties in the area are of a wide variety of styles, including 2-3 storey semi-detached and terraced dwellings from the 1970's. Farnbrough Road in particular, where the Apollo Pub is located has modern dwellings which received planning permission in 2017 on the southern side of the road, contrasted by 1960/70s style dwellings to the north. Adjacent to the Site to the north is a 14-storey block of flats (Nelson Court).

Description of development
Consent is sought to demolish the Apollo Public House (366 sq.m), to allow required ground investigation and enabling works to take place ahead of a planning application to be submitted for redevelopment of the site for residential use. The temporary Heras fencing would remain in situ throughout the demolition period and thereafter.

It is proposed that the demolition works would be limited to being between 08:00am – 18:00pm (Monday to Friday). Furthermore, that the estimated duration of the demolition works would be 4 weeks (subject to finds of the asbestos survey).

Consultations & Notification Responses

Local residents and local businesses – No comments received.

Environmental Health – the Demolition Methodology and Asbestos Report is acceptable, however more areas need to be surveyed when able and another report to be submitted.

Highway Services – 02.01.2025
A demolition outline methodology document has been submitted.

Site access/egress is noted to be from an access point off Varley Street, assisted by a banksman. Upon review there is no existing dropped kerb present at the access point off Varley Street.

There is an existing access point to the site with dropped kerbs on Thornden Road. Clarification is required on whether this access point will be used for vehicular access during the demolition phase.
Clarification on pedestrian access to the site is required.

It is noted that a temporary site welfare area will be set up in a suitable area. It would be useful if the site welfare area is shown on a site plan.

Clarification is sought regarding the following:
o The number of vehicles expected per day, including size of vehicle;

o Swept path to show that the largest expected vehicle can enter and exit the site in a forward gear;
o A dilapidation survey of nearby highway to ensure highway repaired if damaged;
o Confirmation via a site plan to show that all contractor parking can be accommodated on site, highlighting the waste storage areas including skips, and loading/unloading areas; and
o Traffic Management Plan.

It is strongly recommended that all deliveries/truck movements are restricted to outside of peak hours.

It is noted that temporary Heras fencing is to be provided around the site. Highways request that a plan is provided demonstrating the Heras fencing to understand impact on the adopted highway. It is noted that 2.4m high timber hoarding with vehicular gates are to be provided around the permitter of the site. Confirmation is required on whether the proposed 2.4m high hoarding is located within the site boundary. Will the proposed timber hoarding be permanent?

Detail should be sought from the applicant in relation to any proposed construction or fitout arrangements, where there is an impact on the highway.

The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk The applicant is required to discuss and agree any requirements for temporary traffic and pedestrian management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

Updated comments 31.01.2025
Additional information has been provided.

Access to the site is to be provided via the existing access on Thornden Road. All vehicular movement on and off site is to be controlled by a banksman/vehicle marshal.

A vehicular access gate is to be provided at the access point and appears to open inwards away from the adopted highway/footway. The vehicle access gates will be kept closed and locked to prevent unauthorised access.

It is noted that vehicle and pedestrian routes internal of the site will be kept separate and demarcated using barriers and signage.

An updated site plan has been provided and indicates the following:
- Temporary welfare facilities will be provided on-site to the north-west corner;
- Roll on/off skips will be located within the site boundary to the south. It is noted that the locations will change as the site works progress - *All skips should be located within the site boundary throughout the demolition process*;
- Contractor parking will be within the site boundary.

It is understood that the average number of vehicles expected daily to the site is:
- 4no Cars and Vans (Site Operatives);
- 1no. car (site visitors)

In addition to the above, the following vehicles will service site as when required:
- 7.5 Ton Wagon (Delivering and removing plant, equipment to and from site); and
- 8 Wheel hook loader wagon (Delivering and removing plant, equipment and skips to and from site).

The 8-wheel hook loader wagon is identified as the largest vehicle entering the site via the existing entrance on Thornden Road. Vehicular movement will be controlled by a banksman / vehicle marshal. A swept path analysis assessment has been conducted using this vehicle.

Swept Path Analysis Option 2 demonstrates the vehicle accessing the site, manoeuvring, and exiting in a forward gear. All vehicles arriving and departing the site should follow the access and egress manoeuvres outlined in Swept Path Analysis Option 2.

It is noted that vehicular movement on and off site will be coordinated and sequenced with the Site Management Team to avoid queuing of vehicle on surrounding highway. This is welcomed by Highways and acceptable in principle.

Deliveries/vehicle movement on and off site will, when possible, be scheduled around the peak periods and avoid delivering during school drop off/collection times. This is welcomed by Highways and acceptable in principle.

The applicant has confirmed that a dilapidation survey will be carried out on surrounding roads/footway. Photographs should be provided to MCC's Highway for review.

It is noted that a 2.4m high timber hoarding is proposed around the perimeter of the site. The hoarding appears to be within the site red-line boundary and does not impact the adopted footway. However, the proposed hoarding may affect visibility of vehicles egressing from Thorden Road onto Farnborough Road.

Highways requests that a vehicle visibility splay is provided at the Thornden Road/Farnborough Road Junction and should include the proposed timber hoarding.

The applicant has confirmed to liaise with MCC's Highways Licensing Team to obtain the necessary hoarding permits. This should include skips.

Updated comments 03.02.2025

Access to the site is to be provided via the existing access on Thornden Road. All vehicular movement on and off site is to be controlled by a banksman/vehicle marshal.

A vehicular access gate is to be provided at the access point and appears to open inwards away from the adopted highway/footway. It is noted that when not in use the vehicle access gates will be kept closed and locked to prevent unauthorised access.

It is noted that vehicle and pedestrian routes internal of the site will be kept separate and demarcated using barriers and signage.

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o Roll on/off skips will be located within the site boundary to the south. It is noted that the locations will change as the site works progress - *All skips should be located within the site boundary throughout the demolition process*;
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Highways requests that a vehicle visibility splay is provided at the Thornden Road/Farnborough Road Junction and should include the proposed timber hoarding. The applicant has confirmed to liaise with MCC's Highways Licensing Team to obtain the necessary hoarding permits. This should include skips.

Further comments 10.02.2025
It appears that the proposed hoarding affects the left-hand vehicular visibility splay at the Thornden Road/Farnborough Road junction. Highways recommend that the proposed hoarding along the southern boundary of the site is set back slightly to ensure visibility at the Thornden Road/Farnborough Road junction.

Updated comments - 13.02.2025
The visibility splay is acceptable from a Highways perspective. Vehicular movement on and off site is to be controlled by a banksman/vehicle marshal.

Updated comments – 18.02.2025
Further Highway comments:

- A dilapidation survey has been undertaken demonstrating the pre-construction condition of the Highway which is acceptable in principle from a Highways perspective. This should also be provided to MCC's Event and Traffic Management Team.
- A dilapidation survey will be required post construction and provided to MCC's Event and Traffic Management team via email: highwaynetworkmanagement@manchester.gov.uk.
- Measures detailed in the Demolition Methodology is acceptable in principle from a Highways perspective. A Construction Management Plan will not be required.

Greater Manchester Ecology Unit – 13.01.2025
As you are aware ecology information submitted with the application includes a Bat Survey, an Assessment of Biodiversity Baseline and a Biodiversity Net Gain Metric.

Bats
The Bat Survey found the building to be demolished to have negligible potential to support bats because of its very poor condition. Consequently, there should be no issues associated with bats.

Bidoiversity Net Gain
The submitted Metric for the baseline of the site has been completed to show all the habitats on the site being lost. Consequently, it shows a net loss of some 100% for the site. No information has been provided as to how a net gain will be achieved for the proposal. Clarification on this matter is required to demonstrate the applicant will be capable of discharging the standard condition on biodiversity net gain that will be automatically attached to any permission.

Further comments 13.02.2025
The current proposal is only for the demolition of the building. If the materials were to be spread over the exiting footprint of the building, there would be no impact on habitats and in our view the proposal would be exempt from BNG.

Policy

Places for Everyone Joint Development Plan Document (March 2024)
Relevant policies within Places for Everyone are

Policy JP-S1 (Sustainable development)
Policy JP-S2: (Carbon and Energy)
Policy JP-S6: (Clean Air)
Policy JP-P1 (Sustainable Places)
Policy JP-P 2 (Heritage)
Demolition

Local Plan Policy
Core Strategy Development Plan Document and Addendum to the Core Strategy
The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City 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.
Relevant policies in the Core Strategy are detailed below:
Policy SP 1 Spatial Principles - The proposed demolition works would enable the site to be redeveloped and improve the built environment and local character on a site accessible by public transport.

Policy EC5 (East Manchester) -East Manchester is expected to provide approximately 80-85ha of employment land. The majority of this provision will be within the Regional Centre. The loss of the public house has the potential to lead to the loss of employment land. This matter is considered in more detail elsewhere in the report.

Policy EN3 (Heritage) –The Banqueting Hall 92.7m to the south-east of the site is located within the former Corpus Christi Basilica is a Grade II listed building.

Consideration of these matters are set out in more detail within the issues section of this report below.

Policy EN15 (Biodiversity and Geological Conservation) - Ecological information and tree protection measures have been provided and as set out in the report the proposals would be consistent with the principles of this policy subject to conditions.

Policy EN16 (Air Quality) – The site is not located within but is located to the south of Oldham Road which is an air quality management area. The Outline Methodology – Demolition of the Apollo Public House includes measures to minimise the creation of dust during the demolition process. It is considered that the demolition works would not give rise to unacceptable impacts in terms of air quality if the mitigation measures are implemented.

Policy EN 18 (Contaminated Land and Ground Stability) - The ground conditions are not considered unusual or complex and would not be a constraint to the demolition works proposed. An asbestos survey has taken place which it has been advised has informed the submitted Demolition Statement. This details appropriate measures to ensure the demolition can be complete safely in the context of the local environment, which would accord with the aspiration of Policy EN18.

Policy EN 19 (Waste) – Supporting documentation outlines how arisings from the demolition of the former public house would be managed.

Policy DM 1 (Development Management) – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to including impacts on the surrounding areas and that development should have regard to the character of the surrounding area in regard to effects on amenity, including noise, vibration, air quality and road safety and traffic generation; vehicular access and car parking; and impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.
The application is considered in detail in relation to the above issues within the Issues section below.

Saved Unitary Development Plan policies
The majority of the previous UDP policies have been replaced by the Core Strategy, However, there are still saved policies that remain extant. The relevant policy for this application is set out below.
Policy DC 26 (Noise) - Indicates that the Council will use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

Relevant Supplementary Planning Document's & Supplementary Planning Guidance is restricted to – Guide to Development in Manchester Supplementary Planning Document and Planning Guidance Adopted April 2007.

National Planning Policy Framework (The Framework) is also a material consideration.

Issues

Principle
Planning permission is sought for the demolition of the former Apollo Public House. Records suggest that the pub has been vacant since January 2008, meaning that it has not served as a community asset for over 15 years. The site also received planning permission for the erection

of a 4-storey nursing home in 2009 which included the demolition of the Apollo Pub. It is considered the loss of the public house, would in this instance be acceptable

Information in regard to the closure of the former Public House and the efforts taken to secure active use of the site by the freeholder (Manchester City Council) are outlined within correspondence appended to the Planning Statement accompanying the application. The redevelopment of land within the urban area, and previously developed land, is supported in both national and local policy.

The NPPF says that substantial weight should be given to the value of using suitable brownfield land within settlements for homes and other identified needs. Therefore, the principle of redeveloping this previously developed site would be in accordance with national policy and the demolition of the former public house would enable the site to be brought forward for redevelopment.

Paragraph 132 of the Framework is clear that local planning authorities should take a positive approach to applications for alternative uses of land which are currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs.

It is therefore considered that the proposal would provide an opportunity to enhance the quality of the land by providing the opportunity for a more environmentally, economically and socially attractive use to take its place.

It is acknowledged that Paragraph 98 of the NPPF resists the unnecessary loss of community facilities such as public houses where this would reduce the community's ability to meet its day-to-day needs. However, it is acknowledged that the Apollo Inn has not been in use for over 10 years and has fallen into disrepair. Furthermore, it is noted that Bradford Inn is located 725m to the south on Bradford Road.

Impact and Method of Demolition

The application has been accompanied by Outline Methodology – Demolition of the Apollo Public House, Asbestos Refurbishment/Demolition Survey Report and supporting documents which detail the mitigation of any effects. The submitted information detail site specific requirements, including details of site access, disconnection of services, material removal, noise control, dust control, the provision of an exclusion zone for safe working, traffic management, personal protective equipment, emergency arrangements, and best practice measures. On the basis of the submitted, information, it is not believed that the proposed demolition works would have any serious, detrimental environmental impact on the surroundings, including the dwellinghouses and apartments in the vicinity.

The condition of the site post demolition would be that the site to be left graded to surrounding ground levels, with the timber hoarding remaining in situ, with the vehicle gates locked This is considered satisfactory.
As such, the works are considered acceptable.

Heritage

There are no heritage assets on site. Corpus Christi Basilica is a Grade II listed building which lies 92.7m to the south of the site. Given the location of the application site, its physical separation from the listed building, together with intervening land uses, buildings and associated infrastructure it is considered that the application proposals would give rise to less than substantial harmful impacts to the listed building.

Flood risk

The site is located in an area at low risk of flooding from surface water, groundwater, sewer flooding, tidal flooding, and reservoir flooding, within Flood Zone 1, where a low risk of flooding is anticipated (indicating an annual probability of fluvial flooding of less than 1 in 1,000. It is considered that the application proposals would not give rise to impacts in relation to flooding.

Highways Matters

During the consideration of the application to the access to the site has been revised to Thornden Road, rather than the utilisation of the existing access from Varley Street to reduce potential impacts to highway safety.

The planning agent has also responded to the matters raised by Highway Services , confirming the average number of vehicles expected daily would be 4 Cars and Vans (Site Operatives), and 1 Car (Site Visitors), with a 7.5 Ton Wagon (Delivering and removing plant, equipment to and from site) and a 8 Wheel hook loader wagon (Delivering and removing plant, equipment and skips to and from site) servicing site as and when required, but not on a daily basis.

The agent has also confirmed that deliveries / vehicle movements on and off site, would, aim to avoid deliveries during school drop of and collection times, and not be at peak times to reduce the volume of traffic on the roads at peak times help reduce impacts to surrounding residents / businesses and their existing operations.

Further swept paths plans were received in order to demonstrate to show that the largest expected vehicle can enter and exit the site in a forward gear, and the planning agent has stated that all HGV movements on and off site would be controlled by a banksman / vehicle marshal.

Following comments from Highway officers a dilapidation survey of nearby highway, together with a site plan to show that all contractor parking can be accommodated on site (highlighting the waste storage areas including skips, and loading/unloading areas); and a revision of the proposed hoarding locations to safeguard sightlines at the junction of Varley Street and Farnborough Road have been provided for consideration.

It is therefore recommended that the revised plans form part of any specified plans condition, and that a requirement for the submission post construction dilapidation survey within 3 months of the completion of the demolition works, to provide survey information to show any changes to the footways and adjacent carriageway based on the existing situation as evidenced in the Photographic Schedule of condition report ref: 01175 dated February 2025 received 18th February 2025 be attached to any approval.

On the basis of the additional information which has been provided, and the limited duration of the proposed demolition works it is not considered that the scheme would give rise to significant impacts to highways in proximity to site in terms of traffic generation.

Ecology

The application is accompanied by a Potential roost feature inspection surveys report which confirms that the building contains features that have negligible potential for roosting bats, and no further surveys are needed in respect of the building to be removed. However, it is recommended that a condition is attached to any approval to require a further bat survey to be undertaken and submitted for consideration if the demolition works are not undertaken within 12 months from the date of approval.

Biodiversity Net Gain

The originally submitted application form had incorrectly identified that the proposed works were not exempted from the need for Biodiversity Net Gain, which led to the original comments from GMEU. Following advice from GMEU revised forms have been submitted. On the basis that the

proposed works are related to the demolition of the building, and materials spread over the existing footprint of the building, GMEU are of the view there would be no impact on habitats and the proposal would be exempt from BNG.

Trees
There are four trees within the curtilage of the apartment block to the west, which have branches extending into this site. A plan showing the location of protective fencing to safeguard the root zone and canopy, together with an email from the planning agent confirming the use of Heras fencing has been submitted.

Conclusion
Having regard to the former public house being vacant since January 2008, and the accompanying information in regard to the efforts taken to secure active use of the site by the freeholder, it is considered the loss of the public house, would in this instance be acceptable. Furthermore, provided the mitigation detailed within the submitted Asbestos Refurbishment/Demolition Survey Report and Outline Methodology – Demolition of the Apollo Public House, the means of demolition and the condition of the site post demolition is considered to be satisfactory.

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 pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included discussions about the access, sightlines and vehicular movements, and amended details and drawings have been provided by the applicant. The proposals

are considered to be acceptable and appropriately worded conditions are proposed.

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

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

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

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

   Site edged red and existing elevations plan ref: 1349-201.
   Location plan ref: 1349-901.
   Asbestos Refurbishment/Demolition Survey Report dated 31 October 2024
   Planning Statement dated November 2024
   Potential roost feature inspection surveys- Building Version 1 dated 29.10.2024
   Received 26th November 2024

   OUTLINE METHODOLOGY – Demolition of the Apollo Public House, Varley Street, Miles Platting, Manchester, M40 8EE
   Received 17th January 2025

   Swept path analysis Option 2 plan ref: 33585-SUT-ZZ-XX-DR-C-6902 rev.P01;
   Swept path analysis Option 2 plan ref: 33585-SUT-ZZ-XX-DR-C-6903 rev.P01;
   Received 23rd January 2025

   Full Assessment of Biodiversity Version 3 dated 06.02.2025 and Statutory Biodiversity Metric;
   Received 6th February 2025

   Apollo Pub site – proposed hoarding locations plan ref: 1349-903 rev. C;
   Received 12th February 2025

   Tree protection plan ref: TR-01 rev. V1 received 14th February 2025

   Planning Application form received 17th February 2025

   Photographic Schedule of condition report ref: 01175 dated February 2025 received 18th February 2025

   Email from the planning agent relating to protective fencing design received 24th February 2025

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

3. a) The demolition works shall be implemented in accordance with the details in the Asbestos Refurbishment/Demolition Survey Report dated 31 October 2024received 26th November 2024, and Outline Methodology – Demolition of the Apollo Public House, Varley Street, Miles Platting received 17th January 2025

b) A post construction dilapidation survey shall be submitted within 3 months of the completion of the demolition works hereby approved, which shall provide survey information to show any changes to the footways and adjacent carriageway based on the existing situation as evidenced in the Photographic Schedule of condition report ref: 01175 dated February 2025 received 18th February 2025.

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

4. In this condition "retained tree" means an existing tree, which is shown as retained on Tree protection plan ref: TR-01 rev. V1 received 14th February 2025, specified in condition no.2 and particulars.

The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the details on Tree protection plan ref: TR-01 rev. V1 and content of email from the planning agent relating to protective fencing design received 24th February 2025, before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

5. If no demolition works commence within 12 months of the date of consent, a further survey of the site and locality for the presence of bats shall be undertaken and the findings shall be submitted to and approved by the local planning authority. The development of shall be undertaken with any measures identified as being necessary following the outcome of the survey.

Reason - to minimise the risk of accidental harm of a European Protected Species (Habitats Regulations 1994), pursuant to policy EN15 of the Manchester Core Strategy (2012).

Informative

1. The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk The applicant is required to discuss and agree any requirements for temporary traffic and pedestrian management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Ecology Unit

7 James Leach Vc Road, Manchester, M40 7PW
3 James Leach Vc Road, Manchester, M40 7PW
5 James Leach Vc Road, Manchester, M40 7PW
1 Shardlow Close, Manchester, M40 7NW
56B Farnborough Road, Manchester, M40 7NH
56C Farnborough Road, Manchester, M40 7NH
1 James Leach Vc Road, Manchester, M40 7PW
6 Varley Street, Manchester, M40 8BW
4 Varley Street, Manchester, M40 8BW
8 Varley Street, Manchester, M40 8BW
Flat At, The Apollo, 2 Varley Street, Manchester, M40 8EE
Flat 53, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 50, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 48, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 45, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 43, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 40, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 38, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 35, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 33, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 30, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 28, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 25, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 23, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 20, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 18, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 15, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 62, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 59, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 57, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 54, Nelson Court, Droitwich Road, Manchester, M40 8DR
56D Farnborough Road, Manchester, M40 7NH
Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 56, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 55, Nelson Court, Droitwich Road, Manchester, M40 8DR
2 Shardlow Close, Manchester, M40 7NW
Flat 10, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 9, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 8, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 7, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 6, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 5, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 4, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 3, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 2, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 1, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 52, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 51, Nelson Court, Droitwich Road, Manchester, M40 8DR

Flat 49, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 47, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 46, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 44, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 42, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 41, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 39, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 37, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 36, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 34, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 32, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 31, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 29, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 27, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 26, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 24, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 22, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 21, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 19, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 17, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 61, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 60, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 58, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 16, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 14, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 13, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 12, Nelson Court, Droitwich Road, Manchester, M40 8DR
Flat 11, Nelson Court, Droitwich Road, Manchester, M40 8DR

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development High Risk - Name: DEVELOPMENT_HIGH_RISK_AREA
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Area Team Boundary - Name: NORTH AREA