

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138956/FO/2024

Date registered valid: 23 April 2024

Proposal: Erection of 2 blocks to form ancillary teaching space and installation of two multi use games areas.

Address: Manchester Communication Academy, 2A Silchester Drive,
Manchester, M40 8NT

Ward(s): Harpurhey Ward

Applicant: Mr Andrew Woolley, Greater Manchester Academies Trust

Agent (if any): Lancaster Maloney Martin

Case officer: Steven McCoombe
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Recommendation: Approve

Date of recommendation: 3 October 2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 21 June 2024

Standard consultations:

Printed: 25 April 2024 Expired: 17 May 2024

Neighbour notifications

Printed: 25 April 2024 Expired: 17 May 2024

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 application site relates to Manchester Communication Academy – a secondary school situated at the corner of Rochdale Road/Queens Road/Silchester Drive. The main school buildings range from 1-3 storeys in height.

The school campus extends across two split sites. The main area lies at the corner of Rochdale Road and Queens Road, whilst the north-eastern area lies at the corner of Carisbrook Street and Lathbury Road and includes changing rooms, MUGA pitches and a pump track. A hard surfaced track links the two sites, adjacent to Moston Brook to the east and dwellinghouses to the west.



Existing site

Surface level car parking is provided off Silchester Drive and is divided into staff parking and general use to the rear of the main school.

The remaining site area largely comprises a combination of soft informal space, landscaping, ancillary structures and pathways.



Aerial view of the site (Extract Google Maps)

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is situated adjacent to the main north/south arterial route of Rochdale Road and the busy, east-west route of Queens Road.

With the exception of the school buildings subject to this application, the immediate context is largely residential in character, comprising a combination of 2 storey dwellinghouses and 3-4 apartment buildings.

Description of development

Planning permission is sought for the erection of 2 blocks to form ancillary teaching space together with the installation of two replacement multi use games areas.

A two-storey science block is proposed adjacent to the main school buildings and a part single, part two storey year 7 block on the site of the existing pump track at the corner of Lathbury Road and Carisbrook Street.

The proposal aims to accommodate additional pupil numbers in-line with Manchester City Councils plan to address urgent need within the local community for increased school places due to local developments increasing the local population. The proposal would result in an increase from 1200 pupil to 1500 pupils.

Consultations & Notification Responses

Local Residents/Occupiers – 1 objection has been received from a neighbouring occupier with concerns surrounding further disruption and anti-social behaviour.

Highway Services – Ongoing dialogue has taken place with the applicant and TfGM regarding the impact of increased traffic, drop off/pick-up arrangements and parking demand.

Clarification was sought regarding the rationale for parking assessment in terms of existing/potential uplift in community use due to the improved sporting facilities, with further information on the existing/proposed parking strategy/management requested. Further information was also requested on how the Year 7 block would operate.

Supplementary information submitted states that the proposed MUGA facilities would replace existing provision on-site and will not be open to public use and on this basis, no further assessment on this matter is necessary.

Three new cycle parking shelters are proposed providing access to 120 cycle parking spaces. This is considered acceptable subject to an appropriate condition regarding the quality of such provision for both pupils and staff and ongoing monitoring as part of the Travel Plan.

Assuming refuse collections would take place on Lathbury Road, the bin store would need to be located within 10 metres of the servicing point in alignment. Further information submitted confirms that this would be the case and is therefore acceptable in principle.

It is noted that existing school bus-stop lay-by would be retained, and that area will not be converted to car-parking as originally proposed. This is acceptable.

The use of the Lathbury Road car park should be encouraged for pick-up/drop off in combination with the staggering of start/finish times and the implementation of a very robust Travel Plan to encourage more sustainable modes of travel.

On the basis of the revised information submitted, the impact to the operation of the highway is considered satisfactory subject to the use of conditions relating to waste management, appropriate travel planning, construction management and cycle storage.

Sport England – The proposal affects playing field which is detached from the main school site and includes a 3 macadam courts with markings for football; basketball and netball on two of them and a cycle facility on the third. The wider playing field also includes two fenced and floodlit artificial grass football pitch (AGP) and natural turf playing field laid out for football pitches; rounders; athletics (including a long jump pit), the site also includes a single storey changing pavilion. The submitted drawings show that the AGP and natural turf playing field are unaffected by the proposal. In this case Sport England considers the hard surface courts to the northeast of the site as forming the whole of the site forming the playing field of Manchester Communications Academy for the purposes of definitively establishing its function as playing field. The information provided suggests a replacement of two hard surface courts located to the south of their existing location on an area of amenity space which would not be considered to form playing field land.

In summary, Sport England withdraws its previous objection about the loss of such provision, subject to conditions, relating to the submission of details, location of and timetable for delivery, of the re-provided pump track and the sports courts being design to mee Sport England standards.

Manchester Active - Manchester Active is supportive of the proposal subject to a scheme and timetable for the relocation of the existing pump track.

Greater Manchester Ecology Unit (GMEU) - The information submitted with the application includes a Preliminary Ecological Appraisal and Statutory Biodiversity Metric. The appraisal found the site had some ecological value, being largely hardstanding, with some modified grassland and scattered trees.

The submitted Biodiversity Net Gain (BNG) metric spreadsheet provides satisfactory calculations.

After construction of the development and onsite biodiversity remediation there is due to be a loss of 0.05 modified grassland units and a gain of 0.26 individual tree units, with an overall net gain of 10.81% All habitat distinctiveness trading rules have been adhered to.

The applicant is requested to provide and implement a suitable Biodiversity Gain Plan (BGP) including a Habitat Management and Monitoring Plan (HMMP) for the onsite element of the BNG. This document must be retained and used to inform future monitoring and compliance of the time to target enhancement methods and ongoing management required to maintain the agreed level of habitat distinctiveness and quality.

Further conditions are advised in relation to the submission and agreement of a Construction Environmental Management Plan, lighting and bio-diversity enhancement measures.

United Utilities – A condition is requested in relation the submission and agreement of a surface water drainage scheme and for its subsequent maintenance. Advice is provided in relation to United Utilities' property, assets and infrastructure.

Environmental Health – No objection. Conditions are recommended in relation to ground conditions, waste management, air quality, noise management and construction management.

Cadent – An 'informative' is requested relating to Cadents' gas infrastructure and assets.

Planning History

138511/FO/2023

Erection of single storey extension to existing secondary school to provide a dance studio and changing facilities, together with alterations to the parking area. *Approved 7 December 2023.*

136761/P14J/2023

Prior Approval for the installation of roof mounted photo voltaic panels. *Approved 25 September 2023.*

116369/JO/2017

Variation of conditions 2, 12 and 15 attached to previously approved planning permission 106653/FO/2014/N1 to allow for modifications to new car parking area to east of Lathbury Road

(layout and capacity) and introduction of 6 no. cycle spaces within new car park. *Approved 13 July 2017.*

137174/FO/2023

Installation of 5 x roof mounted air source heat pumps housed adjacent to the plant room. *Approved 4 September 2023.*

108898/FO/2015/N1

Installation of a Mountain Bike Trail, and separate scoot track upon existing MUGA adjacent to Lathbury Road playing fields, together with a cycle link path to the rear of dwellings on Gissing Walk and Chevington Drive, and the siting of a storage container within the Manchester Communication Academy site. *Approved 20 July 2015.*

106653/FO/2014/N1

Construction of new external 3G Artificial Turf Pitch (ATP) on part of existing school playing fields, together with new 4.5m high boundary fencing to pitch, 8 no. 15m high floodlighting columns, creation of new natural turf bund area to south-west of new pitch, and creation of new 55 space car park accessed off Lathbury Road and associated works. *Approved 6 May 2015.*

088332/VO/2008/N1

CITY COUNCIL DEVELOPMENT - Erection of a three storey secondary school building with vehicular access from Silchester Drive and associated playing pitches, landscaping, sports hall, car parking bus drop off facility and boundary treatments. *Approved 2 March 2009.*

088096/VO/2008/N1

CITY COUNCIL DEVELOPMENT - Erection of temporary fencing 2.4 metres and 1.2 metres in height and temporary hoarding 2.4 metres in height. *Approved 11 December 2008.*

Policy

The following policy and guidance is relevant to the consideration of this application:

- Saved policy DC26 of the Unitary Development Plan;
- Policies DM1, EC1, EN1, EN8-EN10, EN12, EN14, EN16-19 EC1, T2, and SP1 and of the Manchester Core Strategy;
- Guide to Development in Manchester (SPD);
- Places for Everyone Joint Development Plan;
- National Planning -Policy Framework (NPPF);
- National Planning Policy Guidance;

Issues

Principle

The proposed development would provide ancillary development to cater for a growing school population and a shortfall in school places, as well as helping with the curricular needs of the host school.

Policy EC1 of the Core Strategy states that the Council will support other significant contributors to economic growth and productivity, including health, education, retailing, cultural and tourism facilities.

The proposed improvement of the school campus would align with this objective. There are no adverse effects which outweigh the increased supply of school place in this instance. On this basis, the proposal is considered to comply with the aforementioned policy and guidance.

Specific planning issues are outlined further below.

Site Layout

The proposed layout is a product of the site's constraints and limited land availability within the school grounds.

The development comprises a single detached block (Year 7 building) to the north-east of the school site at the corner of Lathbury Road and Carisbrook Street, linked to the main school site by a pedestrian walkway to the south. This building is proposed to replace an existing, pump track and basketball/netball courts.

A further block (science building) is proposed centrally within the main school site in between the main building and car park.

Two new, replacement multi-use games areas (MUGAs) are proposed on a grassed area adjacent to Moston Brook and the pedestrian route linking the main school site and Lathbury Road which separates the proposed MUGAs from residential properties along Chevington Drive to the west.



Areas subject to the proposal outlined in red



Proposed site layout

The arrangement maximises the development potential of the site and whilst not ideal, the layout consolidates the wider school site and provides an improved linkage between the two parcels of land. Any impact to the wide character of the area is less than significant and considered to be outweighed by the benefits that the proposal would deliver in terms of increased school capacity to cater for a shortfall in secondary school places locally.

Residential Amenity

The school site bounds residential properties along Chevington Drive, Lathbury Road and PENERY Drive to the north-east and Silchester Drive to the south.

Whilst it is acknowledged that there would be some impact to the nearest residential occupiers as a result of increased levels of activity due to the uplift in pupil numbers and the siting of the new multi-use games area, it is considered that given the context of the existing school, connectivity to the existing school and existing activity levels, including the use of pedestrian walkway linking the main school buildings to Lathbury Road, any impact as a result of the uplift in activity is considered less than significant and can be satisfactorily mitigated through the use of conditions. This includes conditions relating to the operation of a Noise Management Plan, hours of use for the multi-use games area, travel planning to promote non-car modes of travel, lighting specification and construction management.

In terms of the impact arising from the physical nature of the proposed buildings, due to the limited two storey scale of the buildings, the relationship and distance between the proposed buildings and the nearest residential properties and the positioning of any windows, it is not anticipated that there would be any harmful impact in terms of over-dominance, overshadowing or overlooking.

Impact to Sport Facilities

The proposed Y7 Block is sited on an existing pump track and 2 basketball/netball courts at the corner of Lathbury Road and Carisbrook Street

It is understood that the pump track and basketball courts are not currently used by students or the local community. The pump park has been put out of action due to the Academy being

unable to gain insurance for the area due to high risk along with the condition of surfacing. The 2no basketball courts cannot be used due to the surface being in poor condition.

As part of the expansion scheme, the adjoining pitch is to be renewed in accordance with FA standards (enlargement with pathways and storage) improving sporting provision. It is understood that currently the local community football clubs cannot use this pitch as it is not the correct dimensions to classify as a “full size” pitch. Once the works are completed all clubs have expressed interest in using the pitch for training and fixtures in the future.

To make the pump track available for use to the local community, discussions have taken place with Manchester Active to relocate the track to an alternative site in Harpurhey.

Sport England and Manchester Active raise no objection to the proposed loss of the sport courts provided that they are replaced to acceptable standards and that the pump track is replaced elsewhere in the nearby area. Appropriate conditions, as agreed by both parties to ensure the replacement of these sporting facilities have been agreed and included. Subject to the implementation of the agreed replacement provision, it is considered that any harmful impact arising from their loss can be negated and the replacement facilities offer the opportunity for an improved offer.

Highway Impact

The application has been subject to extensive dialogue with the applicant's transport consultant, TfGm and the Council's highway engineers.

It is noted that the site currently has two car parks available for use, one is located on the main site and has 90 car parking spaces plus 12 accessible parking bays. The second is located by the north site with 60 car parking spaces plus 4 accessible parking bays. In addition, the main site has three cycle shelters which houses 120 cycle spaces. All off-street car parking is for solely for staff use.

The site can be accessed via two existing vehicular access points, with the main one being located on Silchester Drive. The other is located off Lathbury Road, which is used as an additional car park in the eastern land parcel.

It is anticipated that although pupil numbers are likely to increase by a maximum of 300, associated additional trips is not expected to be significant – equating to 89 additional pupils being dropped/off picked up from school, including the likely use of shared trips.

The school has an arrangement in place with the City Council for use of Council owned car park on Lathbury Road for drop offs/pick-ups. This arrangement would continue to operate and has been confirmed to be subject to 125 year lease. It is considered that through the continued use of this arrangement, the availability of on-street parking for limited durations and the implementation of a new Travel Plan to promote non-car modes of travel, which is to include further details of staggered start/finish times as proposed by the school, any impact can be adequately sustained. An appropriate condition requiring the submission and agreement of a Travel Plan and for its subsequent monitoring is included. On this basis, given the limited and temporary effects of traffic generally associated with schools, the impact to the operation of the highway is considered acceptable to the City Council.

Design, Scale and Appearance

The proposed development comprises a two-storey science block and a part single, part two storey Year 7 block. In the context of the existing school and immediate area which ranges from 1-3 storey in height, the proposed scale is appropriate.

Both buildings incorporate grey brickwork to the lower half and green/grey profiled sheet cladding to the upper sections and roof and aluminium window and doors.

The proposed buildings are of a relatively utilitarian appearance, typical of a modern school. Elevationally, the proposed buildings harness a traditional form, with relatively symmetrical fenestration and window proportions.

The exact specification of materials would be controlled by an included condition which requires the submission and agreement of external materials.

It is considered that on balance, the appearance of the proposed development would result in a cohesive design which maintains the character of the school site and would assimilate effectively and appropriately into its surroundings without appearing at odds with the streetscape. On this basis, the design, scale and appearance of the proposed development is considered acceptable.

Bio-diversity

The applicant has submitted an ecological appraisal and bio-diversity net gain metric which has been assessed by Greater Manchester Ecology Unit (GMEU) who concur with the findings.

It is considered that the site has some ecological value, including some modified grassland and scattered trees.

After construction of the development and onsite biodiversity remediation there is due to be a loss of 0.05 modified grassland units and a gain of 0.26 individual tree units, with an overall net gain of 10.81%. All habitat distinctiveness trading rules have been adhered to.

A condition is included to require the submission, agreement and implementation of a suitable Biodiversity Gain Plan (BGP) including a Habitat Management and Monitoring Plan (HMMP) for the onsite element of the BNG.

Subject to the implementation of such plans, the impact to bio-diversity is considered satisfactory.

Ecology

The site largely comprises hardstanding, small areas of modified grass land and a small number of sporadic trees.

The application is accompanied by Ecological Appraisal which provides an overview of the likely ecological impacts. The appraisal highlights that the site has limited ecological value and that no protected species would be unduly affected.

The trees on site were the subject of a ground-level assessment for the presence of Potential Bat Roost Features (PRFs). No such features were found to be present, although it is noted that

the woodland habitat offsite, adjacent to the proposed MUGA location, provides potential foraging and commuting habitat for bats.

Similarly, no evidence of nesting birds were found during the site assessment. However, it is noted that the trees provide suitable nesting habitat for passerine bird species

The application was assessed by Greater Manchester Ecology Unit (GMEU) who raise no concerns, but request conditions relating to vegetation removal outside of the peak bird nesting season, the specification of the external lighting due to the effects of lighting upon commuting/feeding bats and the submission and agreement of a Construction Environmental Management Plan (CEMP) to protect the adjoining Moston Brook from accidental spillages, runoff, dust and debris. Suitable conditions to control such impacts have been duly included.

Trees and Landscaping

A small number of trees would require removal to facilitate the proposed development as follows:

Science block - 3 trees are located within the science block location, assessed as being of a small size and in a poor condition

Year 7 - 1 tree is located within the year 7 block location. The tree is of a medium size and in poor condition.

MUGA – 3 trees are located within the MUGA location, amongst an area of modified grassland. The trees are assessed as being of a small size and in a poor condition

Whilst tree loss is always regrettable, the trees are not considered to be of high significance and the provision of the proposed facilities is considered to outweigh the loss on this occasion which can be mitigated through appropriate landscaping and re-provision. A suitable condition requiring tree replacement is included.

Environmental Standards

The building has been designed to increase energy efficiencies wherever possible by selecting materials and components which have high thermal efficiencies which reduces CO2 emissions by at least 25% more than the requirements of Building Regulations

In addition to the above building fabric design principles, energy efficient building services have been chosen both mechanically and electrically to heat and power the building along with energy generation from solar panels located on the roof of the building. The building's primary source of heat generation will be from air source heat pumps located externally within a fenced enclosure, high efficiency fan convectors have been selected for heat emission within the building to improve thermal convection and in-turn thermal efficiencies of the building. High efficiency LED lighting with absence detection, daylight sensors and dimming controls will be installed to ensure that energy usage will be kept to a minimum within the building wherever possible. The site layout has been included within the design principles to maximise the use of natural light, as indicated on the sun calculations below, three elevations will receive natural daylight at all times with windows positioned strategically to maximise natural light.

Drainage and Flood Risk

The application site is located wholly in flood zone 1 '*low probability of flooding*'. A condition has been included to ensure the submission and agreement of a satisfactory surface water drainage scheme and for its subsequent maintenance.

Ground Conditions

An appropriate condition has been included which requires the submission and approval of a site investigation report and any subsequent remediation strategy prior to the commencement of development. A further condition requiring a verification report to demonstrate the work is completed in accordance with agreed methodology is also included.

Construction Management

To ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area and to safeguard the Moston Brook, conditions are included which require the submission and approval of a construction management plan and construction environmental management plan which would detail amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles, safeguarding measures and the removal of waste.

Crime and Security

It is considered that proposal would eliminate a neglected pump track and games area and would allow for a more secure environment within the grounds and management of the school.

To ensure the development incorporate sufficient security measures, a condition is included which require details of security measures to be included, which shall be 'Secured by Design' standards.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the

planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter. The proposal is considered to be acceptable and therefore determined within a timely manner.

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

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

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

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

Drawings referenced P01, P03/A, P04, P05, P07, P08, P09, P10, P11 and P12 received by the City Council as Local Planning Authority on 16 April 2024 and drawings referenced P14, P15/A and P16, received by the City Council as Local Planning Authority on 31 May 2024.

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.

3) No above ground development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed materials.

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, pursuant to policies SP1, EN3 and DM1 of the Manchester Core Strategy.

4) Notwithstanding details submitted, prior to the commencement of development, a 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:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and

- Sheeting over of construction vehicles.

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

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

5) No development, site clearance, or earth moving shall take place or material or machinery brought on site until a method statement forming part of a Construction Environmental Management Plan (CEMP) has been submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed details.

Reason - to protect Moston Brook from accidental spillages, runoff, dust and debris, pursuant to policies EN15 and EN17 of the Manchester Core Strategy.

6) a) Before the use of the sport pitches hereby approved commences external lighting shall be designed and installed in accordance with a scheme approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties and to protect commuting and foraging bats.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake 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 criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

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

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

8) Prior to commencement of any sporting activities hereby approved, a Noise Management Plan (NMP) shall be submitted to and approved in writing by the City Council as Local Planning Authority. The NMP shall include an assessment of noise from all activities associated with the use of the multi-use games areas (MUGAs) and shall not give rise to any significant adverse impacts on the occupants of nearby residential properties. No activity on the MUGAs shall be permitted outside hours to be agreed in writing by the City Council as Local Planning Authority.

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

9) Before the development hereby approved commences, 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 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 the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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 SP1 of the Manchester Core Strategy.

10) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. No occupation of the development shall take place until the completion/verification report is submitted to and approved by the City Council as local planning authority.

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

11) a) Before the commencement of above ground works, a scheme for the storage and disposal of refuse associated with the development hereby approved shall be submitted to and approved in writing by the City Council as Local Planning Authority.

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

Reason - In the interests of amenity and public health, pursuant to policy DM1 in the Manchester Core Strategy.

12) The development hereby approved shall not be occupied or used until the Council as Local Planning Authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

13) a) Notwithstanding details submitted, prior to the commencement of above ground works a more detailed Environmental Standards Statement, which addresses sustainability ratings and the provision of renewable energy within the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall be carried out in accordance with those details.

b) 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.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4, EN6 and DM1 of the Manchester Core Strategy and the National Planning Policy Framework.

14) Prior to the commencement of above ground development, a Biodiversity Gain plan and an accompanying Habitat Management and Monitoring Plan (HMMP) shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

The content of the HMMP shall include the following:

- a) Description and evaluation of features to be managed;
- b) Ecological trends and constraints on site that might influence management;
- c) Aims and objectives of management;
- d) Appropriate management options for achieving aims and objectives;
- e) Prescriptions for management actions;
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five year period and for a minimum total period of 30 years);
- g) Details of the body or organization responsible for implementation of the plan;
- h) Ongoing monitoring and remedial measures.

The development shall be implemented and maintained in accordance with the agreed details and shall be retained thereafter.

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

15) a) Prior to above ground works commencing, details of bird and hedgehog boxes to be installed within the development shall be submitted to and approved in writing by the City Council as local planning authority, the submitted details shall include timescales for their installation.

b) Prior to the development hereby approved becoming operational, a verification report and supporting evidence confirming the inclusion of the biodiversity enhancements within the development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - As advised by Greater Manchester Ecology Unit (GMEU) and to secure the biodiversity enhancements to the site pursuant to policy EN15 of the Core Strategy.

16) Notwithstanding details submitted, prior to commencement of development (excluding demolition) a scheme for surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved detailed design, prior to the use of the building commencing.

In order to avoid/dischage the above drainage condition the following additional information has to be provided:

- A finalised drainage layout showing all components, outfalls, levels and connectivity, including connectivity to the public sewer and compliance with easements where applicable;

- Hydraulic calculations of the proposed drainage system consistent with the finalised drainage layout; including evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100-year rainfall event with allowance for 45% climate change in any part of a building;

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;

- Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy.

17) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of a sustainable drainage scheme have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- A verification report providing photographic evidence of construction as per design drawings;

- As built construction drawings if different from design construction drawings;

- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to policy EN17 of the Manchester Core Strategy.

18) The development hereby approved shall not be brought into use until the area shown edged red on drawing referenced P14 has been cleared and laid out for netball and basketball in accordance with drawing referenced P15/A, received by the City Council as Local Planning Authority on 31 May 2024, pursuant to Sport England's guidelines for facility surfaces, so that it is available for use as a sports facility and playing field, and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order amending, revoking or re-enacting that order) that area shall not thereafter be used for any purpose other than as a playing field/sports facility.

Reason -To secure the provision and use of the sports facility forming netball and basketball courts, pursuant to policies EN10 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework.

19) Within two months of the date of planning permission hereby granted, a scheme to ensure the Pump Track is relocated to a suitable location within Harpurhey shall be submitted to and approved in writing by the City Council as Local Planning Authority, after consultation with Sport England. The scheme must set out the location, technical specifications to comply with British Cycling standards, and arrangements for access. The scheme must include a timetable for obtaining the necessary permissions/approvals, and delivery of the Pump Track. The approved scheme shall be implemented and complied with in full and within the timescales set by the scheme.

Reason - To secure the reprovision and use of the pump track before the occupation of the building, pursuant to policy EN10 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

20) No development shall commence until full details of the following are submitted and agreed in writing by the City Council as Local Planning Authority:

(a) the works/contractors' compound (including any buildings, moveable structures, works, plant, machinery, access and provision for the storage of vehicles, equipment and/or materials); and

(b) a scheme for the removal of the works/contractors' compound and the restoration of the land on which it is situated after consultation with Sport England. The works/contractors' compound shall not be provided and used on the site other than in accordance with the approved details and shall be removed and the land on which it is situated restored in accordance with the approved details before occupation of the development hereby approved.

Reason - To protect the existing and retained playing field from damage, loss or availability of use and to accord with policies DM1, EN10 and SP1 of the Manchester Core Strategy and National Planning Policy Framework (NPPF).

21) No development shall commence until a scheme to ensure either:

(a) the continuity of the existing sports use of the existing playing natural turf playing field, AGP and changing facilities shown on Drawing PO1 Location Plan received by the City Council as Local Planning Authority on 16 April 2024, or

(b) the provision of replacement facilities [during construction works/other activities] has been submitted to and approved in writing by the City Council as Local Planning Authority (after consultation with Sport England). The scheme must set out details of the size, location, type and make-up of the facilities or replacement facilities (as appropriate), together with arrangements for access. The scheme must include a timetable for the provision of the facilities

or replacement facilities (as appropriate) and implemented and complied with in full throughout the carrying out of the development.

Reason - To protect playing fields/sports facilities from damage, loss or availability of use during the construction of the development, pursuant to policies EN10 and DM1 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

22) Notwithstanding the Framework Travel Plan submitted, a comprehensive Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the units hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
- (2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.
- (5) Details of staggered drop off and pick up arrangements for school pupils.

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 (2) above shall be submitted to the City Council as Local Planning Authority for approval. 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 reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

23) Notwithstanding details submitted, no part of the development hereby approved shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

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

24) The car parking area indicated on drawing referenced P03/A, received by the City Council as Local Planning Authority on 16 April 2024, shall be surfaced, demarcated and made available for use prior to the development hereby approved becoming operational and shall be retained thereafter.

Reason - To ensure that there is adequate car parking for the development proposed when the buildings are occupied, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

25) No works or vegetation clearance shall take place during the optimum period for bird nesting (1st March - 31st August inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is

agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

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

26) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

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

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

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

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

No above ground development shall commence until a hard and soft landscaping treatment scheme, including a tree replacement scheme, has been submitted to and approved in writing by the City Council as Local Planning Authority. 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 Manchester Core Strategy.

28) The development hereby approved shall only be implemented in accordance with the boundary treatment shown on drawing referenced P16, received by the City Council as Local Planning Authority on 31 May 2024. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

29) Prior to the multi-use games area shown on drawing referenced P03/A, received by the City Council as Local Planning Authority on 16 April 2024 becoming operational, a schedule of days

and hours of operation for the use of such areas shall be submitted to and approved in writing by the City Council as Local Planning Authority. The multi-use games areas shall only operate in accordance with the approved details.

Reason - In interests of residential amenity in order 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.

Informatives

1) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

2) It is the applicant's responsibility to investigate the existence of any pipelines that might cross or impact their proposed site and also to demonstrate the exact relationship between United Utilities' assets and the proposed development. The applicant should not rely solely on the detail contained within asset maps when considering a proposed layout.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
Greater Manchester Ecology Unit
MCR Active
Sport England

25 Silchester Drive, Manchester, M40 8NT
169 Monsall Road, Manchester, M40 8WP
5 Essington Drive, Manchester, M40 8BH
7 Essington Drive, Manchester, M40 8BH
Flat 3, 651 Rochdale Road, Manchester, M9 5SH
The Hipp, Lathbury Road, Manchester, M40 8NR
Flat 6, 647 Rochdale Road, Manchester, M9 5SH
Flat F, 33 Silchester Drive, Manchester, M40 8BQ
Flat E, 33 Silchester Drive, Manchester, M40 8BQ
391 Queens Road, Manchester, M40 8AL
Flat D, 29 Silchester Drive, Manchester, M40 8BN
Flat B, 1 Signal Drive, Manchester, M40 8NN
Apartment F, 391 Queens Road, Manchester, M40 8AL
11 Silchester Drive, Manchester, M40 8NT
4 Champneys Walk, Manchester, M9 5GD
5 Gissing Walk, Manchester, M9 5GS
Flat A, 35 Silchester Drive, Manchester, M40 8BR
Flat F, 31 Silchester Drive, Manchester, M40 8BP
1 Tadcaster Drive, Manchester, M40 8BG
17 Silchester Drive, Manchester, M40 8NT
Flat 6, 651 Rochdale Road, Manchester, M9 5SH
Flat 4, 651 Rochdale Road, Manchester, M9 5SH
16 Porter Drive, Manchester, M40 8NW
181 Monsall Road, Manchester, M40 8WP
143 Monsall Road, Manchester, M40 8WP
71 Signal Drive, Manchester, M40 8NN
1 Silchester Drive, Manchester, M40 8NT
362 Lathbury Road, Manchester, M40 8NS
380 Lathbury Road, Manchester, M40 8NS
183 Monsall Road, Manchester, M40 8WP
10 St Edmund's Road, Manchester, M40 8ND
39 Lathbury Road, Manchester, M40 8NR
37 Lathbury Road, Manchester, M40 8NR
631 Rochdale Road, Manchester, M9 5SH
1 Thornaby Walk, Manchester, M9 5GE
145 Monsall Road, Manchester, M40 8WP
Flat 6, 649 Rochdale Road, Manchester, M9 5SH
3 Essington Drive, Manchester, M40 8BH
4 Essington Drive, Manchester, M40 8BH

Apartment F, 391A Queens Road, Manchester, M40 8AL
Flat F, 29 Silchester Drive, Manchester, M40 8BN
Apartment C, 391B Queens Road, Manchester, M40 8AL
Apartment A, 391B Queens Road, Manchester, M40 8AL
Apartment B, 391 Queens Road, Manchester, M40 8AL
St Edmunds RC Primary School, Upper Monsall Street, Manchester, M40 8NG
14 St Edmund's Road, Manchester, M40 8ND
Flat E, 1 Signal Drive, Manchester, M40 8NN
Apartment E, 391A Queens Road, Manchester, M40 8AL
Flat 1, 653 Rochdale Road, Manchester, M9 5SH
Flat 1, 651 Rochdale Road, Manchester, M9 5SH
179 Monsall Road, Manchester, M40 8WP
39 Signal Drive, Manchester, M40 8NN
14 Porter Drive, Manchester, M40 8NW
4 Porter Drive, Manchester, M40 8NW
9 Porter Drive, Manchester, M40 8NW
75 Signal Drive, Manchester, M40 8NN
11 Porter Drive, Manchester, M40 8NW
159 Monsall Road, Manchester, M40 8WP
5 Upper Monsall Street, Manchester, M40 8NH
2 Blencarn Walk, Manchester, M9 5GF
6 Chevington Drive, Manchester, M9 5GW
3 Chevington Drive, Manchester, M9 5GW
5 Porter Drive, Manchester, M40 8NW
9 Essington Drive, Manchester, M40 8BH
11 Essington Drive, Manchester, M40 8BH
2 Essington Drive, Manchester, M40 8BH
391B Queens Road, Manchester, M40 8AL
Flat 2, 647 Rochdale Road, Manchester, M9 5SH
Flat B, 29 Silchester Drive, Manchester, M40 8BN
41 Lathbury Road, Manchester, M40 8NR
6 Blencarn Walk, Manchester, M9 5GF
1 Chevington Drive, Manchester, M9 5GW
2 St Edmund's Road, Manchester, M40 8ND
24 St Edmund's Road, Manchester, M40 8ND
2 Thornaby Walk, Manchester, M9 1GN
Flat F, 1 Signal Drive, Manchester, M40 8NN
Apartment A, 391A Queens Road, Manchester, M40 8AL
21 Silchester Drive, Manchester, M40 8NT
51 Signal Drive, Manchester, M40 8NN
2 Tadcaster Drive, Manchester, M40 8BG
165 Monsall Road, Manchester, M40 8WP
137 Monsall Road, Manchester, M40 8WP
Caretakers Bungalow, St Edmunds Rc Primary School, Upper Monsall Street, Manchester, M40 8NG
3 Tadcaster Drive, Manchester, M40 8BG
12 Tadcaster Drive, Manchester, M40 8BG
4 Tadcaster Drive, Manchester, M40 8BG
8 Porter Drive, Manchester, M40 8NW
69 Signal Drive, Manchester, M40 8NN
65 Signal Drive, Manchester, M40 8NN
372 Lathbury Road, Manchester, M40 8NS
133 Monsall Road, Manchester, M40 8WP
9 Gissing Walk, Manchester, M9 5GS

1 Gissing Walk, Manchester, M9 5GS
70 Lathbury Road, Manchester, M9 5GN
2 Chevington Drive, Manchester, M9 5GW
15 Chevington Drive, Manchester, M9 5GW
9 Chevington Drive, Manchester, M9 5GW
Flat 3, 653 Rochdale Road, Manchester, M9 5SH
Flat 3, 649 Rochdale Road, Manchester, M9 5SH
Flat 2, 651 Rochdale Road, Manchester, M9 5SH
Flat 3, 647 Rochdale Road, Manchester, M9 5SH
Manchester Communication Primary Academy, 49 Parkstead Drive, Manchester, M9 5QN
Flat B, 33 Silchester Drive, Manchester, M40 8BQ
Flat A, 29 Silchester Drive, Manchester, M40 8BN
5 Chevington Drive, Manchester, M9 5GW
163 Monsall Road, Manchester, M40 8WP
157 Monsall Road, Manchester, M40 8WP
17 Chevington Drive, Manchester, M9 5GW
8 St Edmund's Road, Manchester, M40 8ND
Apartment E, 391B Queens Road, Manchester, M40 8AL
16 St Edmund's Road, Manchester, M40 8ND
Flat D, 35 Silchester Drive, Manchester, M40 8BR
Flat C, 31 Silchester Drive, Manchester, M40 8BP
18 Tadcaster Drive, Manchester, M40 8BG
167 Monsall Road, Manchester, M40 8WP
147 Monsall Road, Manchester, M40 8WP
15 Silchester Drive, Manchester, M40 8NT
49 Signal Drive, Manchester, M40 8NN
14 Tadcaster Drive, Manchester, M40 8BG
6 Tadcaster Drive, Manchester, M40 8BG
10 Porter Drive, Manchester, M40 8NW
4 Birchwood Drive, Manchester, M40 8BL
135 Monsall Road, Manchester, M40 8WP
73 Signal Drive, Manchester, M40 8NN
3 Porter Drive, Manchester, M40 8NW
368 Lathbury Road, Manchester, M40 8NS
374 Lathbury Road, Manchester, M40 8NS
149 Monsall Road, Manchester, M40 8WP
47 Signal Drive, Manchester, M40 8NN
72 Lathbury Road, Manchester, M9 5GN
21 Chevington Drive, Manchester, M9 5GW
1 Essington Drive, Manchester, M40 8BH
Flat 5, 647 Rochdale Road, Manchester, M9 5SH
Flat E, 31 Silchester Drive, Manchester, M40 8BP
Flat C, 33 Silchester Drive, Manchester, M40 8BQ
Flat C, 29 Silchester Drive, Manchester, M40 8BN
Flat C, 1 Signal Drive, Manchester, M40 8NN
Flat 1, 649 Rochdale Road, Manchester, M9 5SH
7 Penerley Drive, Manchester, M9 5GP
33 Lathbury Road, Manchester, M40 8NR
10 Champneys Walk, Manchester, M9 5GD
18 St Edmund's Road, Manchester, M40 8ND
Flat C, 35 Silchester Drive, Manchester, M40 8BR
Flat D, 31 Silchester Drive, Manchester, M40 8BP
61 Signal Drive, Manchester, M40 8NN
177 Monsall Road, Manchester, M40 8WP

19 Silchester Drive, Manchester, M40 8NT
9 Silchester Drive, Manchester, M40 8NT
57 Signal Drive, Manchester, M40 8NN
55 Signal Drive, Manchester, M40 8NN
153 Monsall Road, Manchester, M40 8WP
37 Signal Drive, Manchester, M40 8NN
8 Birchwood Drive, Manchester, M40 8BL
171 Monsall Road, Manchester, M40 8WP
7 Silchester Drive, Manchester, M40 8NT
382 Lathbury Road, Manchester, M40 8NS
161 Monsall Road, Manchester, M40 8WP
155 Monsall Road, Manchester, M40 8WP
6 St Edmund's Road, Manchester, M40 8ND
139 Monsall Road, Manchester, M40 8WP
7 Gissing Walk, Manchester, M9 5GS
3 Gissing Walk, Manchester, M9 5GS
8 Champneys Walk, Manchester, M9 5GD
76 Lathbury Road, Manchester, M9 5GN
384 Lathbury Road, Manchester, M40 8NS
Flat 4, 649 Rochdale Road, Manchester, M9 5SH
8 Essington Drive, Manchester, M40 8BH
Flat 5, 651 Rochdale Road, Manchester, M9 5SH
Apartment C, 391A Queens Road, Manchester, M40 8AL
Flat E, 35 Silchester Drive, Manchester, M40 8BR
629 Rochdale Road, Manchester, M9 5SH
Apartment A, 391 Queens Road, Manchester, M40 8AL
Flat E, 29 Silchester Drive, Manchester, M40 8BN
8 Chevington Drive, Manchester, M9 5GW
25 Chevington Drive, Manchester, M9 5GW
3 Upper Monsall Street, Manchester, M40 8NH
1 Upper Monsall Street, Manchester, M40 8NH
Apartment B, 391B Queens Road, Manchester, M40 8AL
Flat D, 1 Signal Drive, Manchester, M40 8NN
Flat 1, 647 Rochdale Road, Manchester, M9 5SH
67 Signal Drive, Manchester, M40 8NN
41 Signal Drive, Manchester, M40 8NN
53 Signal Drive, Manchester, M40 8NN
7 Porter Drive, Manchester, M40 8NW
364 Lathbury Road, Manchester, M40 8NS
366 Lathbury Road, Manchester, M40 8NS
378 Lathbury Road, Manchester, M40 8NS
12 St Edmund's Road, Manchester, M40 8ND
35 Lathbury Road, Manchester, M40 8NR
3 Penderley Drive, Manchester, M9 5GP
4 Blencarn Walk, Manchester, M9 5GF
11 Chevington Drive, Manchester, M9 5GW
74 Lathbury Road, Manchester, M9 5GN
4 Chevington Drive, Manchester, M9 5GW
Flat 5, 649 Rochdale Road, Manchester, M9 5SH
6 Essington Drive, Manchester, M40 8BH
Flat B, 31 Silchester Drive, Manchester, M40 8BP
Flat A, 33 Silchester Drive, Manchester, M40 8BQ
Apartment D, 391 Queens Road, Manchester, M40 8AL
7 Upper Monsall Street, Manchester, M40 8NH

12 Chevington Drive, Manchester, M9 5GW
Apartment D, 391B Queens Road, Manchester, M40 8AL
1 St Edmund's Road, Manchester, M40 8ND
20 St Edmund's Road, Manchester, M40 8ND
22 St Edmund's Road, Manchester, M40 8ND
Flat A, 31 Silchester Drive, Manchester, M40 8BP
23 Silchester Drive, Manchester, M40 8NT
45 Signal Drive, Manchester, M40 8NN
5 Tadcaster Drive, Manchester, M40 8BG
2A Silchester Drive, Manchester, M40 8NT
16 Tadcaster Drive, Manchester, M40 8BG
10 Tadcaster Drive, Manchester, M40 8BG
370 Lathbury Road, Manchester, M40 8NS
1 Porter Drive, Manchester, M40 8NW
5 Silchester Drive, Manchester, M40 8NT
3 Silchester Drive, Manchester, M40 8NT
173 Monsall Road, Manchester, M40 8WP
4 St Edmund's Road, Manchester, M40 8ND
3 Thornaby Walk, Manchester, M9 5GE
2 Champneys Walk, Manchester, M9 5GD
7 Chevington Drive, Manchester, M9 5GW
23 Chevington Drive, Manchester, M9 5GW
27 Silchester Drive, Manchester, M40 8NT
Flat 2, 653 Rochdale Road, Manchester, M9 5SH
Flat 2, 649 Rochdale Road, Manchester, M9 5SH
3 St Edmund's Road, Manchester, M40 8ND
Flat 4, 647 Rochdale Road, Manchester, M9 5SH
Flat B, 35 Silchester Drive, Manchester, M40 8BR
Flat D, 33 Silchester Drive, Manchester, M40 8BQ
Apartment E, 391 Queens Road, Manchester, M40 8AL
Apartment C, 391 Queens Road, Manchester, M40 8AL
9 Tadcaster Drive, Manchester, M40 8BG
1 Penerley Drive, Manchester, M9 5GP
175 Monsall Road, Manchester, M40 8WP
151 Monsall Road, Manchester, M40 8WP
Apartment F, 391B Queens Road, Manchester, M40 8AL
Flat F, 35 Silchester Drive, Manchester, M40 8BR
Flat A, 1 Signal Drive, Manchester, M40 8NN
Apartment D, 391A Queens Road, Manchester, M40 8AL
Apartment B, 391A Queens Road, Manchester, M40 8AL
43 Signal Drive, Manchester, M40 8NN
141 Monsall Road, Manchester, M40 8WP
376 Lathbury Road, Manchester, M40 8NS
6 Birchwood Drive, Manchester, M40 8BL
2 Birchwood Drive, Manchester, M40 8BL
8 Tadcaster Drive, Manchester, M40 8BG
7 Tadcaster Drive, Manchester, M40 8BG
12 Porter Drive, Manchester, M40 8NW
2 Porter Drive, Manchester, M40 8NW
6 Porter Drive, Manchester, M40 8NW
59 Signal Drive, Manchester, M40 8NN
63 Signal Drive, Manchester, M40 8NN
31 Lathbury Road, Manchester, M40 8NR
5 Penerley Drive, Manchester, M9 5GP

13 Chevington Drive, Manchester, M9 5GW
6 Champneys Walk, Manchester, M9 5GD
10 Chevington Drive, Manchester, M9 5GW
19 Chevington Drive, Manchester, M9 5GW

Appendix 2 – Planning constraints

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

Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected

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

Historic Landfill Site 250m Buffer -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: NORTH AREA