

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139500/FO/2024
Date registered valid: 31 July 2024
Proposal: Erection of 3-storey block of apartments containing 6 No. self-contained flats (Class C3) with associated parking and landscaping.
Address: Land On Catherine Road, Manchester, M8 4HE
Ward(s): Crumpsall Ward

Applicant: Ascot Limited
Agent (if any): Sam Golding, Gold Sketch Studios Ltd
Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approved
Date of recommendation: 23 October 2024

Application details

Type of application: Full Application Consent

Development type: Major Dwellings

Date of site visit: 30 August 2024

Standard consultations:

Printed: 8 August 2024 Expired: 30 August 2024

Neighbour notifications

Printed: 2 October 2024 Expired: 12 October 2024

Site notice

Posted: 30 August 2024 Expired: 20 September 2024

Press advert

Published: 13 August 2024 Expired: 3 September 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site comprises vacant land, overgrown with vegetation, including a small number of trees, to the rear of Nos 144-146 Bury Old Road - a large terrace of three storey properties understood to be in use as flats. The site appears to relate to garden area associated with these properties which is to be sectioned off to accommodate the proposed development.

The main frontage of the site addresses Catherine Road, where there is an existing vehicular access.

The site is enclosed by a combination of brick wall, concrete panels and breeze blocks and is showing signs of deterioration.

The site is bounded by a three-storey apartment building to the east (Catherine Court) and a more recent development of three storey townhouses to the east and a surface level car park area associated with the residential building of No 148 Bury Old Road to the west. To the south, is the rear of a three-storey residential terrace at 144-146 Bury Old Road. To the north, on the opposite side of Catherine Road, the site faces two storey residential properties, including the gable end of an end property on Fraser Road.



View of the site from inside the front boundary wall



View from Catherine Road

Listed building: Not applicable

Conservation area: Crumpsall Lane Conservation Area 2004

Tree Preservation Order: No

Description of area

The immediate area is largely residential in character comprising mixture of dwellinghouses, purposes-built flats and flat conversion of various architectural styles ranging from 2-4 storeys in height.

With regard to amenities, Cheetham Hill district centre lies approximately 550 metres to the south east.

The site is also situated within the Crumpsall Lane Conservation Area, characterised by various period properties located along tree lined roads.

Description of development

Planning permission is sought for the erection of a 3 storey, flat roof, detached building to accommodate 6 residential apartments (Class C3), comprising 3 x 3-bedroom units and 3 x 2-bedroom units, together with associated landscaping, (including a green roof), off-road parking to the rear and boundary treatment.

The application as originally submitted proposed a 4-storey building to form 12 apartments. However, due to the Council's concerns regarding overdevelopment of the site, the building being out of scale, a lack of amenity space and off-road car parking, a revised proposal was submitted.

Consultations & Notification Responses

Local Residents/Occupiers

No representations received.

Environmental Health

No objection. Conditions are suggested in relation to construction management, waste management and ground conditions and air quality.

Flood Risk Management

Conditions are requested which require the submission and agreement of a surface water drainage scheme and for its subsequent maintenance.

Greater Manchester Ecology Unit (GMEU)

No objection. Conditions are requested in relation to vegetation removal during the peak bird nesting season, the inclusion of bio-diversity enhancement not covered by BNG, methodology for the eradication of invasive species and an informative relating to protected and priority species.

The appraisal found the site had some ecological value, being largely tall forbs, other neutral grassland and urban trees.

The Biodiversity Net Gain (BNG) metric spreadsheet is satisfactory. After construction of the development, onsite biodiversity remediation and the 10% net gain requirement there is due to be a gain of 0.06 Area Habitat units. All habitat trading rules have been met.

In addition to the already supplied BNG metric, a Biodiversity Gain Plan (BGP) and Habitat Management and Monitoring Plan (HMMP) should now be completed to show how the biodiversity gain will be managed and achieved over the next 30 years before any condition for BNG is released. 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.

Arboriculture

The category B trees on this site are the mature Sycamore specimens fronting Catherine Road. Whilst these trees do have visual amenity value, they have been poorly managed. The trees appear to have been historically pollarded. It is requested that the proposed building is realigned to incorporate the trees.

Following the submission of the revised scheme, the tree retention is welcomed. Details are required as to how trees would be protected during works.

Greater Manchester Police (Design for Security)

The proposed entrance to the building should be brought forward in line with the perimeter walls to prevent a recess, which can lead to an offender operating without fear of detection.

The proposed access entry road and car park should be illuminated to adoptable standard, to reduce the potential for crime and fear of crime. Robust access controls to communal entrances/gate for residents/visitors, including a secure system for the delivery of post/parcels.

A condition is requested requiring the developer to construct the building in accordance with the recommendations and physical security specification contained within the crime impact statement and to achieve Secured by Design accreditation for the completed development.

Highway Services

The number of vehicular trips associated with site is expected to not be significant and therefore it is accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

An updated layout has been provided for the development site. The updated layout shows an area of amenity space and 5 car parking spaces, equating to a provision of 83%. This is acceptable.

The plan confirms that 2 of the parking spaces will have EV Charging. This provision is acceptable.

Swept path analysis has been provided and demonstrates that a vehicle can enter, manoeuvre and egress from the Catherine Road access. This is acceptable.

It is recommended that junction protection is put in place at the access to reduce inconsiderate parking and ensure that appropriate visibility splays can be achieved. It is requested that footways bounding the site are resurfaced as part of the proposal.

Conditions are requested in relation to construction management, waste management, cycle storage, electric vehicle car charging and off-site highway works.

United Utilities

A condition requiring the submission and agreement of a surface water drainage scheme is requested.

Information is provided in relation to the assets and infrastructure of United Utilities. The letter has been forwarded to the applicant.

Consultation & Publicity

The proposal, by virtue of the number of units originally proposed was classified as a small-scale major development and is also sited within a conservation area. The proposal has therefore been advertised in the local press (Manchester Evening News) and a site notice has been displayed at the application site.

Planning History

None

Policy

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

-Saved policies DC7.1 DC18.1 and DC26 of the Unitary Development Plan for the City of Manchester.

-Policies DM1, SP1, EN3, H1, H2, H3, EN1, EN3, EN14, EN16, EN17, EN18 and EN19 of the Manchester Core Strategy.

-Places for Everyone Greater Manchester Joint Development Plan (March 2024) - Policy JP-S1 is of relevance.

-The Guide to Development in Manchester (SPD).

-Manchester Residential Quality Guidance (2016).

-The Manchester Green and Blue Infrastructure Strategy (G&BIS).

-Manchester Climate Change Framework 2020 – 2025.

-National Planning Policy Framework. Sections 4, 5, 11, 12 and 16 are considered relevant to the consideration of this application.

-National Planning Policy Guidance (March 2014).

Issues

Principle

Having regard to the existing planning policy framework, City Council policy and national planning guidance, the principle of the development is considered acceptable.

Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the city between 2009 and 2027. This growth is expected to be accommodated principally within the North, East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

New developments in the city are therefore expected to contribute towards this growth strategy ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice.

Policy H1 goes on to state that the Regional Centre is a priority area for residential schemes in order to support regeneration and drive regional growth.

Policy H3 states further that north Manchester will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained.

Further policy support is also given within policies SP1 and H1 which seek to encourage development on previously developed land, including the renewal of areas characterised by poor quality housing, whilst the NPPF advocates a presumption of sustainable development particularly where existing resources can be utilised and shared.

In this case, the site would regenerate a vacant, overgrown site that currently makes a negative contribution to the conservation area, due to its poor condition and neglected state.

The proposed apartments would make effective use of the site to provide new places to live, adding to the diversification of housing stock in the area. The site is also appropriately situated within a sustainable location, close to local amenities and existing housing stock and follows the local pattern of development in this area.

On this basis, the principle of the proposed development is considered acceptable.

Specific planning issues are addressed further below.

Redevelopment of the Site and Contribution to Regeneration

The proposed development would regenerate a vacant unkempt site which has suffered from neglect over the years.

The proposed development would significantly improve the appearance of a site which could otherwise be left to further deteriorate and would substantially uplift the appearance of the area, by providing a high-quality development which would enhance the appearance of the Catherine Road street-scene to the benefit of visual amenity.

Site Layout

The proposed development would maintain the continuity of the street-scene and street edge to Catherine Road, which is characterised by properties fronting the road and is informed by the orientation and position of these buildings. The proposed development therefore continues the local pattern of development and would infill a gap in the street-scene.

The proposal incorporates a small car parking area, communal lawn and bin/cycle storage to the rear and is softened by perimeter planting and a narrow-grassed area to the front. The building has been stepped in to enable existing trees to be retained.



Proposed site layout

Access to the car parking area utilise an existing vehicle crossover off Catherine Road. Pedestrian access to the main entrance to the side of the building would be from a new access through a new boundary wall topped by a hedge.

It is considered that on balance, given the immediate context, the proposed layout provides a satisfactory balance between the density of built form, off road car parking and amenity space/soft landscaping.

The arrangement maximises the development potential of the site to provide a decent quality, development that would enhance the street-scene and not appear at odds with the character and appearance of the conservation area, or the setting or of adjoining buildings.

Design Scale and Appearance

The proposed building at three storeys would reflect the local scale and would assimilate effectively into the street-scene.



CGI of proposed building

The building incorporates a flat roof which is not untypical of the area and allows for the inclusion of green roof which would promote local ecology, whilst enhancing the roofscape within the Conservation Area.

The building is articulated by brick branding to the side elevations and a series of projecting bays to the frontage with long vertical rectangular windows. Given the proportions and lack of a homogeneous vernacular, the appearance of the building would not be out of keeping.

In terms of external materials, the predominant material would be a buff brick which reflects the appearance of the residential estate (former Mamlock House) which neighbours the site to south-east, as well as the colour of the sandstone headers, cills and quoin detail to the neighbouring building to the south. The exact specification is to be agreed via the use of a planning condition.

Catherine Road comprises a variety of architectural style including, post war properties of traditional form and materials and later properties immediately to the north, which utilise a combination of brickwork, facing render and tile hung cladding, with windows of differing size and proportions.

The design of the properties, window design and the adoption of a traditional approach using a selection of high-quality materials to present a contemporary look, whilst referencing the traditional brick, is not considered out of place in the immediate streetscape. It is believed therefore that on balance, the proposed building would respond appropriately and sympathetically into the immediate street-scene. The overall impact would be a high-quality design which would improve the appearance of the site in the street-scene, without being strident or out of character.

Residential Amenity

Policies DM1 and SP1 of the Core Strategy advocate that consideration should be given to effects of development upon the amenity, living conditions and well-being of residents.

In this instance, the proposed development will introduce a residential use into the context of an established residential area.

Whilst it is acknowledged that there will be an increase in activity at the site due to the introduction of a new building and the likely number of occupiers the relatively limited amount of prospective occupiers is typical of the area and is unlikely to significantly undermine the amenity of existing residents in terms of coming and goings, noise and disturbance.

In terms of any impact as a result of the physical presence of the proposed apartments, including any potential over-dominance, overshadowing or overlooking, it is believed that given the interface distances, relationship with neighbouring properties, proposed window positioning, and the use of obscured glazing to the south side elevations, there is unlikely to be any significant, adverse impact upon living conditions. The outlook from the proposed development would mainly be focused to the front and rear elevations, ensuring that suitable separation distances would be retained to existing neighbouring properties and ensuring that there will be no harmful overlooking impact. The separation distances between the development and Nos 144-148 Bury Old Road would exceed 20 metres with the building lines of both properties existing and proposed being unparallel with each other minimising overlooking. Therefore, no unacceptable impact on the amenity of occupiers of neighbouring properties is anticipated.

In terms of usage, it is important to protect future and nearby occupiers from any undue noise, disturbance or loss of privacy as a result of over intensification. As such, conditions have been included to ensure the apartment remain within Use Class C3 and a restriction on short term lets.

Heritage Impact

The site is situated within the Crumpsall Lane Conservation Area. As such, there is a need to preserve or enhance the character and appearance of the designated area.

Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 refers to the need for Local Planning Authorities to pay special attention to the desirability of preserving or enhancing the character and appearance of designated areas.

This point is supported by policies EN3 and DC18.1 of the Core Strategy, along with Section 16 of the revised NPPF, which underline the need for due consideration to be given to the impact of new developments on heritage assets.

The Crumpsall Lane Conservation Area is broadly focused around Crumpsall Lane and Bennett Road. The Conservation Area is partly bounded to the south by Bury Old Road, with Middleton Road running north-south through the centre of the conservation area. The Conservation Area does not include any listed buildings and instead its character is largely derived from its grouping of large Victorian Villas and tree lined roads.

In case of the application site, it is considered that at present, the overgrown site to be separated off, makes a negative contribution to the character and appearance of the Conservation Area and forms a gap in the street-scene.

The proposed development would allow the comprehensive redevelopment of the site and would significantly uplift the appearance of the existing streetscape, adding and enhancing the overall quality of the area, whilst contributing to residential growth objectives.

The area is not homogenous in architectural style and is not characterised by a set building typology across the whole of the Conservation Area. The proposed development is considered to be of a high quality and has retained trees where it is possible to do so.

It is considered that the proposed development would represent a positive contribution to the Conservation Area, leading to enhancements to the streetscape.

The redevelopment would offer public benefits by creating environmental improvements, meet housing growth aspirations for the area, lead to increased vibrancy in the area and create direct and indirect employment through the construction of the new apartments. It is considered that these benefits outweigh any perceived harm to the Conservation Area, including the loss of poor-quality trees necessary to facilitate the proposed development.

On this basis, the impact upon the Conservation Area is considered acceptable and would be meet with local policy objectives and national planning guidance.

Highway Impact

The proposal includes 5 off road car parking spaces, to provide an 83% ratio, which is considered acceptable, given its highly sustainable location and proximity to Cheetham Hill district centre. The spaces would be supplemented by cycle storage to the rear for each apartment.

In terms of vehicle movements and access, although there is potential for a marginal increase in traffic along Catherine Road, it is not considered that the anticipated amount and frequency of vehicle movements would be excessive and not likely to jeopardise highway safety or cause

localised congestion or on-street parking demands. Highway Services have not expressed any concern in this regard. On this basis, the impact to the highways is considered satisfactory.

An appropriate condition relating to the off-site highway works has been included, with works to be formally agreed with Highways prior to commencement of development. Such works require the resurfacing of the footway to frontage adjoining the development site, access and visibility splay works.

Waste Management

Space is shown, within the rear for a bin storage area. Whilst submitted details indicate an appropriate number of receptacles, recycling and collection arrangements, a more detailed strategy is required, including the specification of the bin enclosures. An appropriate condition is included.

Cycle Storage

Each apartment is to have a cycle storage space which accords with the Council's standards. Further details are required in terms of the shelter and security arrangements. An appropriate condition is included.

Ecology and Bio-diversity

The application is supported by a Preliminary Ecological Appraisal and Biodiversity Net Gain Assessment and associated metric.

The area habitats on site would be lost as a result of the proposals, whilst the non-native privet hedge would be retained, and new area habitats will be created, including new tree planting and a green roof. Japanese knotweed is also present on site. Eradication measures are advised.

The submitted metric indicates that after construction, there is due to be a gain of 0.06 Area Habitat units, according with 10% net gain requirements which are to be delivered on site. The assessment has been reviewed by Greater Manchester Ecology Unit (GMEU) who are satisfied with the methodology and assessment subject to the inclusion of a Habitat Management and Monitoring Plan (HMMP) to demonstrate how biodiversity gain would be managed and achieved over the next 30 years. An appropriate condition is included.

Trees and Landscaping

A Tree Survey alongside an Arboricultural Impact Assessment accompanies the application and recommended the removal of all nine trees identified on site.

Following discussions with the applicant and the submission of a revised proposal, the Category B trees (labelled as T1 and T2 within the assessment) situated within the north-eastern corner of the site close to the front boundary wall, together with 1 Category C tree to the rear are now to be retained by off-setting the building. The remaining Category C and U trees are considered to be of low quality and whilst regrettable, their removal is acceptable, subject to appropriate replacement and compensation. Appropriate conditions relating to adequate reprovion and mitigation planting, as well as tree protection measure for the trees to be retained are included.

The tree planting is supplemented by the provision of a green roof to the building and a soft and hard landscaping scheme to provide a quality communal area, amenity space and a setting to the building. This includes a narrow area of lawn to front which wraps around the building to a larger area at the rear. A new car park and footpath leading to the building entrance would also

be provided to provide a cohesive, legible environment that would respond positively to the setting of existing buildings and the overall appearance of street-scene and also to the benefit of prospective occupiers.

Environmental Standards

City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

A condition is included which requires the submission of an Environmental Standards statement and post construction verification to confirm the agreed measures have been incorporated within the development.

Residential Quality

The proposed development would secure a satisfactory configuration of accommodation and is of an appropriate density given the prevailing context. Within this urban context it is considered that a satisfactory quality accommodation has been achieved, with appropriate arrangements for internal access and circulation and the external functional requirements of amenity space and car parking. It is therefore considered that the development responds positively to the Council's Residential Quality guidance.

Crime and Security

The applicant in partnership with Greater Manchester Police (Design for Security) has provided a 'Crime Impact Statement' as part of the application. This enables measures to be incorporated within the scheme in order to be able to design out crime. A condition has been included to ensure the recommended measures are implemented as part of the development.

It is further considered that proposal would eliminate a neglected site that could attract anti-social behaviour and fly tipping and would enhance natural surveillance to Catherine Road. Through the provision of new boundary treatment, the proposal would allow for a satisfactory level of defensible space and perimeter security to the development proposed.

Affordable Housing

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed for development to contribute to the City-wide target for 20% of new housing provision to be affordable.

In this case, the proposal relates to only 6 units and therefore falls below the policy threshold for affordable provision.

Climate Change

As the proposal would result in a modest number of additional residential units within the context of a principally residential environment, the impact upon climate change is considered less than substantial.

The proposed development would result in an appropriate density for this location and given the surrounding context, the impact upon climate change is considered less than significant.

Due to the low number of anticipated vehicle trips associated with the proposal, the impact is considered to be less than significant.

Whilst there would be some limited impact upon air quality during the construction phase, the impact would be temporary and is not considered significantly harmful. Through effective mitigation and construction management, the impact upon air quality can be appropriately controlled. On this basis, the impact to climate change should not form a barrier to redevelopment of the site.

Drainage and Flood Risk

The application site is located within flood zone 1.

Conditions have 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 and demolition is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes to the site, a condition is included which requires the submission and approval of a construction management plan which would detail amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Conclusion

On balance, it is considered that the proposal represents an appropriate and satisfactory form of development that fulfils the criteria set down in policy which seeks to provide decent quality residential accommodation which will contribute to a vibrant and sustainable neighbourhood and the improvement of the Crumpsall Conservation Area.

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 01 (swept path analysis), 502/2 (site proposed), received by the City Council as Local Planning Authority on 7 October 2024, drawings referenced 503/2 (proposed streetscene), 003/2 (proposed plans and elevations), 004/2 (proposed plans and elevations), received by the City Council as Local Planning Authority on 8 October 2024 and location plan referenced 501, received by the City Council as Local Planning Authority on 11 October 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) Prior to the commencement of construction, a 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.
- Loading and unloading of plant and materials;
- Storage of plant and materials;
- Site hoarding; scaffolding and acoustic fencing.

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

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

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

5) Before first occupation of the new apartment building hereby approved, the bathroom and en-suite windows on the eastern side elevation, as shown on drawings referenced 003/2 and 004/2, received by the City Council as Local Planning Authority on 8 October 2024, shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

6) 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.

7) 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.

8) Notwithstanding details submitted, the apartments hereby approved shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as Local Planning Authority. 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. No bins shall be stored outside the curtilage of the site other than on the day of collection.

Reason - In the interests of amenity and public health, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

9) The development hereby approved shall only be implemented in accordance with the physical security specifications outlined within sections 3.3 and section 4 of the submitted Crime Impact Statement (Ref: 2024/0118/CIS/01- version A) dated 21 May 2024, received by the City Council as Local Planning Authority on 23 July 2024.

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.

10) The car parking indicated on drawing referenced 13148/321/D (proposed site plan) received by the City Council as Local Planning Authority on 16 September 2024 shall be surfaced, demarcated and made available for use prior to any of the residential apartments hereby approved being occupied. The parking areas shall be for the sole use of residential occupants of the development and shall be available for use at all times whilst the apartments are occupied.

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

11) The electric car charging points shown on drawing referenced 502/2 (site proposed) and the accompanying specification, received by the City Council as Local Planning Authority on 7

October 2024, shall then be implemented as part of the development and be in place prior to the first occupation of the apartments hereby approved and retained thereafter.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy.

12) Notwithstanding details submitted, no part of the development hereby approved shall be occupied until full details of the space and facilities for bicycle parking, including means of enclosure, have submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed cycling parking space and facilities shall be implemented as part of the development and retained thereafter.

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.

13) Notwithstanding details submitted, no above ground development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment and sliding gate to be erected. The boundary treatment/gates shall be completed before the apartments hereby approved are occupied. 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, EN3 and DM1 of the Manchester Core Strategy.

14) Prior to above ground development commencing, an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency. The development shall only be implemented in accordance with the agreed measures.

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

15) The development hereby approved shall include a lighting scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority prior to commencement of any lighting works. The approved scheme shall be implemented in full before the development is first occupied and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

16) If any external 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 DM1 and SP1 of the Manchester Core Strategy.

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

- Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours;

- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice;

- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;

Development must be limited to greenfield runoff on Greenfield sites up to a 1 in 100-year event, including climate change allowance;

- A finalised drainage layout showing all components, outfalls, levels and connectivity;

- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations;

- Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must Include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change;

- A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s;

- A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements);

- Construction details of flow control and SuDS elements;

- A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753);

- Finished floor levels and proposed ground levels plan;

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

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy and National Planning Policy Framework (NPPF).

18) Prior to the first occupation of the development hereby approved, details of the implementation, maintenance and management of the agreed surface water drainage scheme, shall be submitted and approved in writing by the City Council, as Local Planning Authority. Those details shall include:

- Verification report providing photographic evidence of constructed flow control and SuDS components as per the agreed design;

- Provide As Built construction drawings OR confirm that they align with the original 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.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

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 and National Planning Policy Framework (NPPF).

19) No above ground development shall commence until a detailed hard and soft landscaping treatment scheme, including full details of the green roof and tree placement, 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.

20) Prior to the first occupation of the development hereby approved, a 30-year Habitat Management and Monitoring Plan for the on-site biodiversity enhancements shall be submitted to and agreed in writing by the City Council as Local Planning Authority. 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).

21) 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.

22) Prior to any site clearance or earthworks, a reasonable avoidance measures method statement for hedgehog and other mammals shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Manchester Core Strategy.

23) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on drawing referenced 502/2 (site proposed) received by the City Council as Local Planning Authority on 8 October 2024 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 Manchester Core Strategy.

24) Prior to the commencement of development, an invasive non-native species protocol shall be submitted to and approved by the City Council as Local Planning Authority, detailing the containment, control and removal of Japanese Knotweed or any other invasive species encountered on site. The measures shall be carried out strictly in accordance with the approved scheme and implemented prior to the commencement of the development hereby approved.

Reason - To control the spread of invasive species, pursuant to policy EN15 of the Manchester Core Strategy.

25) Prior to commencement of above ground works, full details of a visibility splay for the car park access shall be 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 - In the interests of highway safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

26) Prior to first occupation of the apartments hereby approved, full details of all necessary off-site highway work to be implemented via a S.278 agreement, shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works should include:

- The creation any new vehicular crossover to facilitate access to the site and the making good of redundant vehicle crossovers and the reinstatement of footway and kerb line.

- The resurfacing of the footway adjacent to the application site Catherine Road.

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation. The development shall only be occupied in accordance with the agreed works.

Reason - In the interests of highway safety, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

27) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) none of the residential units hereby approved shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

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

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

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

Informative

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
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit

6 Catherine Road, Manchester, M8 4HA
8 Catherine Road, Manchester, M8 4HA
Flat 2, 146 Bury Old Road, Manchester, M7 4QY
Flat 4, 146 Bury Old Road, Manchester, M7 4QY
1 Moxley Road, Manchester, M8 4HJ
25 Middleton Road, Manchester, M8 5DT
Flat 7, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 21, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 36, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 8, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
10 Fraser Road, Manchester, M8 4HH
13 Fraser Road, Manchester, M8 4HH
Flat 4, Catherine Court, 3 Catherine Road, Manchester, M8 4HA
Flat 3, Catherine Court, 3 Catherine Road, Manchester, M8 4HA
Flat 19, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
25 Moxley Road, Manchester, M8 4HJ
Artane Medical Centre, 1 Middleton Road, Manchester, M8 5DT
10 Copeland Close, Manchester, M8 4HW
Fuldas Hotel, 144 Bury Old Road, Manchester, M7 4QY
Flat 1, 6 Catherine Road, Manchester, M8 4HA
12 Catherine Road, Manchester, M8 4HA
11 Middleton Road, Manchester, M8 5DT
1B Catherine Road, Manchester, M8 4HA
14 Fraser Road, Manchester, M8 4HH
6 Fraser Road, Manchester, M8 4HH
7 Fraser Road, Manchester, M8 4HH
Flat 9, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 11, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 27, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 35, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
27 Moxley Road, Manchester, M8 4HJ
7 Moxley Road, Manchester, M8 4HJ
13 Moxley Road, Manchester, M8 4HJ
2 Copeland Close, Manchester, M8 4HW
Artane Residential Care Home, Ground Floor Flat, 1 Middleton Road, Manchester, M8 5DT
9 Copeland Close, Manchester, M8 4HW
14 Copeland Close, Manchester, M8 4HW
11 Copeland Close, Manchester, M8 4HW
4 Catherine Road, Manchester, M8 4HA
20 Fraser Road, Manchester, M8 4HH
13 Middleton Road, Manchester, M8 5DT
Flat 26, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 25, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Lower Flat, 2 Melton Road, Manchester, M8 4HG

Flat 2, 4 Fraser Road, Manchester, M8 4HH
Flat 1, 4 Fraser Road, Manchester, M8 4HH
9 Fraser Road, Manchester, M8 4HH
20 Catherine Road, Manchester, M8 4HA
Flat 37, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 29, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 1, 6 Melton Road, Manchester, M8 4HG
Flat 2, 9 - 11 Moxley Road, Manchester, M8 4HJ
Flat 1, 9 - 11 Moxley Road, Manchester, M8 4HJ
Flat 5, 9 - 11 Moxley Road, Manchester, M8 4HJ
3 Moxley Road, Manchester, M8 4HJ
13 Copeland Close, Manchester, M8 4HW
Flat 2, 6 Catherine Road, Manchester, M8 4HA
148 Bury Old Road, Manchester, M7 4QY
2A Catherine Road, Manchester, M8 4HA
18 Fraser Road, Manchester, M8 4HH
16 Fraser Road, Manchester, M8 4HH
Flat 6, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 17, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
2 Melton Road, Manchester, M8 4HG
Flat 4, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 3, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 2, 6 Melton Road, Manchester, M8 4HG
8 - 10 Melton Road, Manchester, M8 4HG
15 Moxley Road, Manchester, M8 4HJ
21 Moxley Road, Manchester, M8 4HJ
5 Moxley Road, Manchester, M8 4HJ
1 Copeland Close, Manchester, M8 4HW
First And Second Floor, 3 Middleton Road, Manchester, M8 5DT
7 Copeland Close, Manchester, M8 4HW
15 Copeland Close, Manchester, M8 4HW
4 Copeland Close, Manchester, M8 4HW
Flat 3, 146 Bury Old Road, Manchester, M7 4QY
15 - 17 Middleton Road, Manchester, M8 5DT
7 Middleton Road, Manchester, M8 5DT
Flat 5, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 22, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 18, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 23, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
8 Fraser Road, Manchester, M8 4HH
19 Fraser Road, Manchester, M8 4HH
Flat 1, Catherine Court, 3 Catherine Road, Manchester, M8 4HA
Flat 2, Catherine Court, 3 Catherine Road, Manchester, M8 4HA
Flat 16, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
19 Moxley Road, Manchester, M8 4HJ
3C Middleton Road, Manchester, M8 5DT
8 Copeland Close, Manchester, M8 4HW
12 Copeland Close, Manchester, M8 4HW
3 Copeland Close, Manchester, M8 4HW
18 Catherine Road, Manchester, M8 4HA
Upper Flat, 2 Melton Road, Manchester, M8 4HG
1A Catherine Road, Manchester, M8 4HA
21 Middleton Road, Manchester, M8 5DT
Flat 15, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ

Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 14, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
11 Fraser Road, Manchester, M8 4HH
1 Fraser Road, Manchester, M8 4HH
Flat 24, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 32, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 12, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
23 Moxley Road, Manchester, M8 4HJ
6 Melton Road, Manchester, M8 4HG
9 - 11 Moxley Road, Manchester, M8 4HJ
21 Fraser Road, Manchester, M8 4HH
6 Copeland Close, Manchester, M8 4HW
Flat 1, 146 Bury Old Road, Manchester, M7 4QY
14 Catherine Road, Manchester, M8 4HA
16 Catherine Road, Manchester, M8 4HA
9 Middleton Road, Manchester, M8 5DT
23 Middleton Road, Manchester, M8 5DT
Flat 31, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 1, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
15 Fraser Road, Manchester, M8 4HH
3 Fraser Road, Manchester, M8 4HH
Flat 5, Catherine Court, 3 Catherine Road, Manchester, M8 4HA
Catherine Court, 3 Catherine Road, Manchester, M8 4HA
22 Catherine Road, Manchester, M8 4HA
Flat 10, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 30, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 34, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
4 Melton Road, Manchester, M8 4HG
Flat 4, 9 - 11 Moxley Road, Manchester, M8 4HJ
Flat 3, 9 - 11 Moxley Road, Manchester, M8 4HJ
17 Moxley Road, Manchester, M8 4HJ
3B Middleton Road, Manchester, M8 5DT
Lower Ground Floor, 3 Middleton Road, Manchester, M8 5DT
Artane Residential Care Home, First Floor Flat, 1 Middleton Road, Manchester, M8 5DT
5 Copeland Close, Manchester, M8 4HW
Flat 4, 6 Catherine Road, Manchester, M8 4HA
Flat 3, 6 Catherine Road, Manchester, M8 4HA
10 Catherine Road, Manchester, M8 4HA
First And Second Floor, 148 Bury Old Road, Manchester, M7 4SE
148A Bury Old Road, Manchester, M7 4QY
Flat 33, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 2, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
12 Fraser Road, Manchester, M8 4HH
2 Fraser Road, Manchester, M8 4HH
17 Fraser Road, Manchester, M8 4HH
5 Fraser Road, Manchester, M8 4HH
Flat 6, Catherine Court, 3 Catherine Road, Manchester, M8 4HA
24 Catherine Road, Manchester, M8 4HA
2A Melton Road, Manchester, M8 4HG
Flat 28, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Flat 20, Berkeley Court, 150 Bury Old Road, Manchester, M7 4QZ
Better Rankings, Enfield House, Bury Old Road, Salford, M7 4QX
Levi House, Bury Old Road, Salford, M7 4QX
Ahavas Torah Boy Academy, Bury Old Road, Salford, M7 4QX

Tasbar School, 20 Upper Park Road, Salford, M7 4HL
Delta Lettings Ltd, Enfield House, Bury Old Road, Salford, M7 4QX
Goldfine Memories, Enfield House, Bury Old Road, Salford, M7 4QX
Local Market Place, Enfield House, Bury Old Road, Salford, M7 4QX
M B Advisors (UK) Ltd, Enfield House, Bury Old Road, Salford, M7 4QX
Enfield House, Bury Old Road, Salford, M7 4QX
Broadhurst, Bury Old Road, Salford, M7 4QX
Flat 1, Milton Court, Bury Old Road, Salford, M7 4QX
Flat 2, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 3, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 4, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 5, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 6, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 7, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 8, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 9, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 10, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 11, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 12, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 13, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 14, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 15, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 16, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 17, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 18, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 19, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 20, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 21, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 22, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 23, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 24, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 25, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 26, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 27, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 28, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 29, Milton Court, Bury Old Road, Salford, M7 4Q
Flat 30, Milton Court, Bury Old Road, Salford, M7 4Q
Norfolk House, 34 Upper Park Road, Salford, M7 4HL
Flat 1, Norfolk House, 34 Upper Park Road, Salford, M7 4HL
Flat 2, Norfolk House, 34 Upper Park Road, Salford, M7 4HL
Flat 3, Norfolk House, 34 Upper Park Road, Salford, M7 4HL
Flat 4, Norfolk House, 34 Upper Park Road, Salford, M7 4HL
Flat 5, Norfolk House, 34 Upper Park Road, Salford, M7 4HL
Flat 6, Norfolk House, 34 Upper Park Road, Salford, M7 4HL
Flat 7, Norfolk House, 34 Upper Park Road, Salford, M7 4HL
Flat 8, Norfolk House, 34 Upper Park Road, Salford, M7 4HL
Flat 9, Norfolk House, 34 Upper Park Road, Salford, M7 4HL
Flat 10, Norfolk House, 34 Upper Park Road, Salford, M7 4HL
Flat 11, Norfolk House, 34 Upper Park Road, Salford, M7 4HL
Flat 12, Norfolk House, 34 Upper Park Road, Salford, M7 4HL

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 Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Conservation Area - Crumpsall Lane Conservation Area 2004

Area Team Boundary - Name: NORTH AREA