

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139084/FO/2024
Date registered valid: 4 April 2024
Proposal: Creation of 3no. dedicated multi use game areas (MUGA) pitches
Address: Alma Park Primary School, 13 Errwood Road, Manchester, M19 2PF
Ward(s): Levenshulme Ward

Applicant: Anne Smyth, Alma Park Primary School
Agent (if any): Mr Daniel Markwart, Studio OL3 Ltd
Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 21 August 2024

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 22 April 2024

Standard consultations:

Printed: 20 May 2024 Expired: 4 June 2024

Neighbour notifications

Printed: 20 May 2024 Expired: 4 June 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

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site relates to Alma Park Primary School within the north Manchester of Levenshulme. The application site is accessible from Errwood Road and consists of a part single, part two storey red brick building with a number of extensions and a detached outbuilding, hardstanding play areas and parking.

The site subject to this application is sited to the south of the school grounds and is sited close to the eastern boundary of the site, adjacent to the railway line. At the time of the site visit the space consisted of a boggy and mostly unused grassed area which includes a small climbing play area which is Astro-turfed and is bounded to the west by dense forestry taking the form of a mixture of native and non-native predominantly deciduous tree species (see Figure 1).

The surrounding area is residential in context and the site is bounded by the railway line to the east and the Fallowfield Loop to the south.



Figure 1, Location of application site

Description of development

The submitted application seeks planning permission for the creation of 3no. dedicated multi use game areas (MUGA) pitches. The applicant seeks consent to improve upon the current outdoor learning provision for the school.

In total, the MUGAs would have approximate dimensions of 14 metres width x 35 metre length and create 3 individual pitches. The height of the MUGAs would be variable depending on the proximity to the railway line. Along the eastern boundary of the proposal, a 5 metre high mesh ball stop fence would run the entire length which abuts the railway line. In other locations, the height would be limited to 3 metres. Each individual MUGA would be 14 metres long and 10 metres wide. Three single gates would be provided within the elevations of the proposal to allow access from the perimeter of the site. 2.5 metre wide run off areas would be provided between pitches. New crush and run type pedestrian access footpath would be installed connecting the existing playground to the new MUGA arrangement.

As confirmed via the agent on 6 May 2024, the MUGAs would only be used by the existing pupils of the school and for no external parties and would be restricted to use during school hours only. As confirmed by the agent on 6 May 2024, no lighting would be installed for the MUGAs as the play facilities would only be used during daylight hours by the school.

The existing soft play area and climbing apparatus would be retained along the eastern side of the proposal. The trees along the western side of the structure would be retained as a result of the proposal.

Materials to be used during the course of the application would involve:

- MUGA pitches would be 20mm thick permeable multi coloured Macadam finish
- New crush and run type pedestrian access footpath
- 3 and 5 metre high mesh ball stop fencing, moss green RAL 6005 colouration- CLD Ball Stop Netting and CLD Dulok Sport Rebound.
- Geotrax root protection system.

Negotiations during the course of the application

During the course of the application, the following information was requested from the agent:

- Confirmation if lighting would be required for the structures.

- Use and hours of the MUGAs

- Further information relating to materials.

During the initial notification period, the Arboriculture Team objected to the scheme since the structures would be installed within the roof protection zones of several trees. The Team suggested that either the location of the MUGAs be amended or be constructed atop non-compacting sub-base, such as Cellweb TRP® or similar, installed using no-dig techniques, and the design should incorporate a permeable top wearing surface treatment. Installation should begin at the current hard standing to the north, with all works progressing south and working from atop the newly installed base, thereby avoiding the need for machinery access over unprotected root zones.

Network Rail requested the developer make contact with the consultee due to the proximity of the proposal to the railway line. The height of the MUGA elevations were amended given Network Rail's comments in regard to netting.

GMEU advised a badger survey is carried out to support this application along with any appropriate mitigation (such as a Reasonable Avoidance Method Statement), as GMEU have a recent record of a badger sett in close proximity to the proposed site. A Badger Sett was provided and GMEU requested further survey works were required. Further surveys were provided by the agent for review.

All issues are considered to be addressed during the course of the application. These issues are discussed in more detail later in the report.

Planning History

095512/VO/2011/N2- CITY COUNCIL DEVELOPMENT for the erection of a single storey extension to form additional education facilities.

Approved 12 April 2011.

093959/VO/2010/N2- CITY COUNCIL DEVELOPMENT Installation of roller shutters.

Approved 23 September 2010.

083353/FO/2007/N2- Erection of single storey conservatory with ramped access in court yard area.

Approved 25 July 2007.

070476/VO/2003/N2- Erection of single storey extension to form new entrance and learning resource centre and single storey extension to form new classroom.

Approved 15 March 2004.

064425/VO/NORTH2/02- CITY COUNCIL DEVELOPMENT Single storey extension to form 3 No. classrooms plus disabled toilets.

Approved 17 April 2002.

063457/FO/NORTH2/01- Erection of a temporary classroom for a 12 month period to the rear of the main school building.

Approved 25 October 2001.

060768/VO/NORTH2/00- CITY COUNCIL DEVELOPMENT Installation of 6m high lighting column with three floodlights adjacent to after school building.
Approved 9 January 2001.

Further planning applications exist on record for the School prior to the year of 2000.

Consultations & Notification Responses

Local Residents

Local residents were consulted, and one response was received during the initial consultation. Questions were raised in regard to who would have access to the use of the MUGA and whether any additional lighting would be provided on the pitches. Concern was raised in regard to additional drainage requirements and ensuring no security implications arise as a result of the proposal.

During the re-notification period, another neighbour objected primarily on the noise and traffic disturbance that could arise as a result of the proposal, if the MUGA was to be used by additional pupils/ community residents.

Network Rail

Network Rail were consulted on the application and the comments can be summarised as:

Network Rail requested an interface with Network Rail for this proposal – the outside party is advised that Network Rail will need to agree and supervise this proposal & that no works are to take place until agreed with Network Rail.

Works on this site therefore must be undertaken with the supervision of NR via the ASPRO (asset protection) team to ensure that the works on site do not impact the safe operation, stability, integrity of the railway & its boundary. The LPA/developer are advised that unauthorised works adjacent to the railway boundary could impact the operation of nationally significant infrastructure & the applicant would be liable for any and all damages & costs caused by any works undertaken in this scenario. Therefore, the developer is requested to ensure that the development meets with NR requirements for works/developments adjacent to the railway boundary which include planning material considerations as well as obligations specific to the railway undertaker. The interface is via a NR BAPA (basic asset protection agreement) – the developer is advised that the works must not commence on site (even if planning permission is granted) until agreed with NR. The applicant will be liable for all costs incurred by NR in facilitating, reviewing this proposal.

Detailed guidance and suggested conditions were given in respect of:

- Measurements to railway tracks and railway boundary
- Obligations
- RAMS
- Fail Safe Use of Crane and Plant
- Netting
- Encroachment
- Lighting
- Access to Railway
- Drainage proposals and Network Rail land
- Excavation and Earthworks and Network Rail land

- Gap between the railway boundary and outside party works
- BAPA (Basic Asset Protection Agreement)

No additional comments were made during the course of the re-notification period.

Sport England

Sport England were consulted on the application and provided the following comments:

The proposed development does not fall within either our statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance (PPG) Par. 003 Ref. ID: 37-003-20140306) and, therefore, Sport England has not provided a detailed response in this case but would wish to give the advice to aid the assessment of this application.

Detailed advice was provided for consideration.

During the re-notification period, Sport England had no additional comments to make.

Environmental Health

Environmental Health were consulted and no comments to make on the application.

No additional comments were made during the re-notification period.

MCC Flood Risk Management

MCC Flood Risk Management were consulted and requested the following condition be attached to any approval granted:

Development shall not begin until a surface water drainage layout for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion. This shall include:

- Finalised drainage layout taking account of surveyed invert level of proposed outfall, to ensure the proposal is feasible.
- A blockage risk assessment and details of appropriate maintenance arrangements to manage blockage risk at the proposed flow rate of 1 l/s.

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 Core Strategy.

No additional comments were made during the re-notification period.

Highway Services

Highway Services were consulted on the application and provided the following comments: The proposed pitches will be provided within the existing school grounds and will not affect access, parking or circulation routes.

The Design and Access Statement states that the pitches will cater for existing pupils by improving the outdoor learning provision. Highways have no objection to the proposals on the basis that the pitches will cater for Alma Park Primary School pupils only and would not be open for public use.

Highways recommend that a brief Construction Management Plan is conditioned with any approval in order to ensure construction activities are safely managed in consideration of the school setting.

No additional comments were made during the re-notification period.

MCR Active

MCR Active were consulted on the application and provided the following comments: Manchester Active are supportive of the proposal to construct 3no Multi Use Games Areas (MUGAs). The Manchester Playing Pitch and Outdoor Sport Strategy (2022) identifies a shortfall of MUGAs across the city which this will help to address.

During the re-notification period, MCR Active reviewed the technical specifications have been provided for the MUGA's and fencing. These specifications comply with the Sports and Play Construction Association Codes of Practice, therefore, Manchester Active are supportive of the proposal to construct 3no Multi Use Games Areas (MUGAs).

Neighbourhood Team Leader (Arboriculture)

The Neighbourhood Team Leader (Arboriculture) were consulted on the application and provided the following response:

The applicant has proposed to install a MUGA within the root protection zones of several trees

We would request that the MUGA is realigned to ensure there is minimal impact on the trees RPA. As specified in the consultants findings, we would be open to discussing the use of a floating cell-web system, however, we would need to be presented with a detailed method statement.

To confirm, we do not support the installation of this MUGA and would request that the applicant makes the relevant amendments in accordance with the consultants recommendations.

During the re-notification period, the Officer confirmed they would be happy to approve the above ground solution using a cellular no dig method, as brought forward by the developer.

Further correspondence 22 May 2024:

The Team requested to have sight of the proposed design for the cellular no dig method prior to commencement on site.

Greater Manchester Ecology Unit

Greater Manchester Ecology Unit were consulted on the application and provided the following comments:

GMEU have a recent record of a badger sett in close proximity to the proposed site. Therefore we would advise that a badger survey is carried out to support this application along with any appropriate mitigation (such as a Reasonable Avoidance Method Statement).

We would advise that this is received prior to determination of the application, as badgers and their setts are legally protected from harm/disturbance under the Protection of Badgers Act, 1992, and the proposed work is in close proximity to a badger sett and would therefore have potential to disturb badgers or damage the sett.

No further comments were received during the re-notification period.

Further correspondence 14 June 2024 following receipt of Badger Sett Assessment:
Two badger set entrances have been located in close proximity to the proposed works (approx. 10-15m). Therefore if these setts are active there is potential for they could be damaged or badgers disturbed by the works. This sort of activity would therefore require a badger licence.

Further survey work is therefore advised to establish if the setts area active and to advise the likely level of impact and appropriate mitigation measures. Alternatively the scheme could be redesigned (if feasible) to increase the buffer around the tunnels.

The Team advised that one of these options needs to be adopted, and additional information submitted (survey data and assessment if the first option is chosen, or a revised layout if the second option is chosen). This information should be provided prior to determination of the application, as advised in the badger survey report.

Further correspondence 15 August 2024 following receipt of Updated Badger Sett Survey:
The camera and sett monitoring was carried out for approximately 1 month and no badgers were recorded using the tunnels. The setts are considered to be currently disused. However mammals including hedgehog and badger were recorded being active on the site.

We would therefore advise that the precautionary method statement identified in table 3 of the survey report is followed in full during the construction work. In addition if at any time, protected species such as badgers are suspected of being present on the site and impacted by the proposals) then work must cease immediately and ecological advice sought.

We would also advise that should work not have commenced within 12 months of the date of the survey, then it is updated and any additional recommendations followed.

United Utilities

United Utilities made contact during the course of the application requesting dates for the consultation expiry date and determination date for the application. No further comments or correspondence were received from United Utilities.

Issues

POLICY

The National Planning Policy Framework (NPPF) (December 2023)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable

development in terms, "For plan-making" and "For decision-taking", (paragraph 11). Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective
- b) a social objective
- c) an environmental objective

The following specific policies are considered to be particularly relevant to the proposed development:

Chapter 8. Promoting healthy and safe communities;

Chapter 12. Achieving well-designed and beautiful places.

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. Updated March 2024 following the adoption of the Places for Everyone Joint Development Plan.

The Core Strategy is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

Of relevance are:

Policy SP1 (Spatial Principles) (last bullet point of the policy removed following the adoption of the Places for Everyone Joint Development Plan).

Policy EN1 (Design Principles and Strategic Character Areas)

Policy EN9 (Green Infrastructure)

Policy EN10 (Safeguarding Open Space, Sport and Recreation Facilities)

Policy EN12 (Area priorities for Open Space, Sport and Recreation)

Policy EN14 (Flood Risk) (part of policy replaced by PfE policy JP-S4).

Policy EN15 (Biodiversity and Geological Conservation) (part of policy replaced by PfE policy JP-G8).

Policy EN 17 (Water Quality)

Policy EN18 (Contaminated Land and Ground Stability)

EN19 (Waste)

Policy T1 (Sustainable Transport) (part of policy replaced by PfE policy JP-C1).

Policy T2 (Accessible Areas of Opportunity and Need)

Policy DM1 (Development Management).

Unitary Development Plan

Saved Policies Large elements of the UDP have been superseded by the Core Strategy.

The following saved policies are of relevance in the consideration of this application:

DC26- development and noise.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007.

The Guide aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful

places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods.

The document includes standards for internal space within new dwellings and is suitable for applications across all tenures.

Places for Everyone (2022-2039)

Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

The Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given full weight in the planning balance.

The policies of relevance are:

JP- S1- Sustainable development,
JP- S5 – Flood risk and the water environment,
JP-C1- An integrated network,
JP- G9- A net enhancement of biodiversity and geodiversity,
JP- S6- Clean Air,
JP-P7: Sport and Recreation.

Manchester's Playing Pitch and Outdoor Sport Strategy (2022)

The strategy identifies a city-wide shortfall of MUGAs and outdoor 3x3 basketball courts and recommends establishing new provision. The existing MUGAs and outdoor basketball courts are predominantly considered to be of a poor quality.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

ISSUES

Principle of development

The application seeks planning consent for the creation of 3no. dedicated multi use game areas (MUGA) pitches. The proposal is considered acceptable in principle given the facility would enable sports provision to be available for the school throughout the year and would bring the currently under utilised boggy grassed area into a more viable use. The proposal would be considered pursuant with policy EN10 and EN12 within the Core Strategy. However, consideration must be given to issues with the proposal. The issues will now be discussed in turn.

Loss of the existing green space

The installation of the MUGA pitches would result in the loss of the existing green space on the site. Whilst the loss of the green space is regrettable, it is to be noted the application is not due to biodiversity net gain contributions given the time the application was submitted. At the time of the site visit the area was very boggy and apart from some playing equipment appeared relatively unused. During the site visit, the applicant explained the area covered by dense trees was used for a forest school provision and this provision would not be impacted as a result of the proposal. As a result of the proposal, the school would be able to better use the external space connected with the site and would improve upon the current outdoor learning provision for the school. Plans indicate the existing soft play area and climbing apparatus to the east of the structure could be retained which is welcomed to ensure the continuing provision of soft play for the pupils.

Sport England were consulted on the application and as the application did not fall within either the statutory or non-statutory remit, Sport England did not provide a detailed response and as such, no objection to the scheme.

Access, use and hours

As confirmed via the agent on 6 May 2024, the MUGAs would only be used by the existing pupils of the school and for no external parties and would be restricted to use during school hours only. A condition restricting the hours of the MUGAs would be attached to any approval granted. The insertion of 3 no. pedestrian gates across the proposal along the north, eastern and southern boundary would ensure access would be possible surrounding the structure. A crush and run type pedestrian access footpath (4 metres wide at the largest point) would allow the connection of the existing playground to the new MUGA arrangement. As such, the structures are not considered to give rise to any issues in terms of access to the MUGA, use and hours of opening and as such, the proposal is considered pursuant to Policy DM1 and SP1 of the Core Strategy.

Design and boundary treatment

The site subject to this application is sited to the south of the school grounds and is sited close to the eastern boundary of the site, adjacent to the railway line.

In total, the MUGAs would have approximate dimensions of 14 metres width x 35 metre length and create 3 individual pitches. The height of the MUGAs would be variable depending on the proximity to the railway line. Along the eastern boundary of the site, a 5 metre high mesh ball stop fence would run the entire length which abuts the railway line. In other locations, the height would be limited to 3 metres. 2.5 metre wide run off areas would be provided between pitches.

New crush and run type pedestrian access footpath would be installed connecting the existing playground to the new MUGA arrangement.

Materials to be used during the course of the application would involve:

- MUGA pitches would be 20mm thick permeable multi coloured Macadam finish
- New crush and run type pedestrian access footpath
- 3 and 5 metre high mesh ball stop fencing, moss green RAL 6005 colouration- CLD Ball Stop Netting and CLD Dulok Sport Rebound.
- Geotrax root protection system.

The dimensions and scale of the proposal is considered appropriate to its context and the variable height of the weld mesh fencing responds positively to the constraints of the site in relation to the railway line. The structure would replicate structures seen in other school settings. The use of the moss green RAL 6005 colouration would ensure the structure complements the surrounding soft landscaping and dense greenery to the west of the site. Detailed specifications have been provided during the course of the application for review, to understand the products to be used for the construction and are considered appropriate.

MCR Active reviewed the technical specifications provided for the MUGAs and fencing and confirmed the specifications comply with the Sports and Play Construction Association Codes of Practice.

As such, the proposal is considered acceptable in size and form, as well as design and appearance and it is not considered to give rise to any visual amenity implications to the school pupils and staff. The materials and specifications to be used for the proposal would be conditioned accordingly within any approval granted to ensure the proposal is pursuant to Policy DM1 and SP1 of the Core Strategy.

Visual/ residential amenity

The site subject to this application is sited to the south of the school grounds and is sited close to the eastern boundary of the site, adjacent to the railway line. As such, due to its positioning it would not be sited close to any of the surrounding roads or residential properties and views to the structure would be considered limited.

Given the MUGAs would only be for the use of the existing school pupils and not to be rented out or for external hire, it is therefore not considered that there will be a significant increase in disturbance or any loss in the current privacy of the existing dwellinghouses when compared to the pre-existing situation, given the location of the proposed structures.

Environmental Health have not raised any concern with the proposal in relation to increased noise and disturbance given its location within the school grounds.

Therefore, it is not considered that this proposal will cause any undue harm on the visual/ residential amenity currently enjoyed by the surrounding occupants, and would accord with policy DM1 of the Core Strategy.

Noise

Environmental Health were consulted on the application however did not have any comments to make, including in relation to noise from the proposed structure. It is considered that any increase in noise would be limited to when the facility is in use and would not be significant in

the context of the location with in an existing primary school, and noise from children using the other external facilities present within the wider school site.

As such, it is considered the proposal would not give rise to any adverse noise implications to surrounding residential uses and no conditions to this effect would be attached to any approval granted. As such, the proposal is considered pursuant to Policy DC26 of the UDP.

Implications on trees

During the initial notification period, the Arboriculture Team objected to the scheme since the structures would be installed within the roof protection zones of several trees. The Team suggested that either the location of the MUGAs be amended or be constructed atop non-compacting sub-base, such as Cellweb TRP® or similar, installed using no-dig techniques, and the design should incorporate a permeable top wearing surface treatment.

The agent responded to the Team's concern stating it is not possible to move the position of the proposed MUGA pitches as they can't move them any closer to the boundary with Network Rail. As such, the agent brought forwards the installation of the cellular no dig solution, given that the surface water drainage strategy document stipulates that 250mm thick clean MOT stone will need to be installed to the entire footprint of the MUGA pitches, this will mean that a 200mm thick cellular system will need to be installed with a further 50mm of MOT on top of this to provide the required 250mm thickness. Drawings were provided for the Arboriculturalist's review and they approved the use of the above ground solution using a cellular no dig method. The Team requested the product and method of installation be review prior to commencement of works to ensure they are comfortable with the method proposed. A condition to this effect would be attached to any approval granted.

As such, it is considered due consideration has been given to the impact of the existing trees to the west of the site, in order to 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.

Proximity to the railway

Network Rail were consulted on the application, given the east of the applicant site is against the Network Rail railway line. The consultee provided a detailed response for consideration by the developer.

Conditions would be attached to any approval granted in respect of agreeing a RAMS (Risk Assessment and Method Statement) and to agreeing details in regard to surface water and foul water. Network Rail requested the height of the fencing of the MUGAs be increased to 5 metres along the elevation which abuts the railway line to ensure that sports equipment do not get thrown or kicked onto the line and cause disruption to the network. A condition ensuring the boundary treatment is raised to 5 metres at this point would also be attached to any approval granted to ensure the network is protected. Detailed guidance would be attached as informatives within any approval granted.

As such, given the conditions and informatives to be issued within any approval granted, the proposal is not considered to give rise to adverse implications, to ensure that the construction and subsequent maintenance of the proposal can be carried out without adversely affecting the safety, operational needs or integrity of the railway. As such, the proposal is considered pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

Lighting

As confirmed by the agent on 6 May 2024, no lighting would be installed for the MUGAs, as the play facilities would only be used during daylight hours by the school. As such, no provision or details for lighting is required or conditioned within any approval granted.

Ecology considerations

During the course of the application, GMEU advised a badger survey is carried out to support this application along with any appropriate mitigation (such as a Reasonable Avoidance Method Statement), as GMEU have a recent record of a badger sett in close proximity to the proposed site. Badgers and their setts are legally protected from harm/disturbance under the Protection of Badgers Act, 1992, and the proposed work is in close proximity to a badger sett and would therefore have potential to disturb badgers or damage the sett.

A Badger Sett survey was provided by the agent and GMEU requested further survey works were required. Further surveys were provided by the agent for review to GMEU.

GMEU reviewed the updated badger activity survey (Arbtech, 08/08/2024). GMEU advised the precautionary method statement identified in table 3 of the survey report is followed in full during the construction work. A condition to this effect would be attached to any approval granted. In addition if at any time, protected species such as badgers are suspected of being present on the site and impacted by the proposals) then work must cease immediately and ecological advice sought.

The Team also advised that should work not have commenced within 12 months of the date of the survey, then it is updated and any additional recommendations followed. A condition to this effect would be attached to any approval granted.

As such, issues that have arisen in respect of ecology and the protection of European Protected Species (Habitats Regulations 1994) are considered to be addressed through further surveys and the use of conditions within any approval granted. As such, the proposal is considered pursuant to policy EN15 of the Manchester Core Strategy (2012).

Flood risk and drainage

Flood Risk Management were consulted on the approval and reviewed the proposal and information in relation to drainage. The Team requested a surface water drainage condition be attached to any approval granted, to which the agent confirmed agreement. As such, the use of the condition is considered 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 Core Strategy.

Highways considerations

Highways were consulted on the application and raised no concern with the application, given the MUGAs would only be for the use of the existing pupils at the school. Highways recommend that a brief Construction Management Plan is conditioned within any approval in order to ensure construction activities are safely managed in consideration of the school setting. A condition to

this effect would be attached to any approval granted and as such, the proposal would be considered pursuant to SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

Land contamination

Environmental Health were consulted on the application however did not have any comments to make, including in relation to contaminated land. As such, it is considered the proposal would not give rise to any adverse contaminated land implications and no conditions to this effect would be attached to any approval granted. As such, the proposal is considered pursuant to Policy EN18 of the Core Strategy for Manchester.

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

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the applicant in a positive and proactive manner by requesting further information relating to the scheme. Issues raised during the course of the application were overcome and appropriate conditions have been attached to any approval granted.

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:

-Application Form, stamped as received by the City Council as Local Planning Authority on 24 January 2024.

-Design and Access Statement, stamped as received by the City Council as Local Planning Authority on 24 January 2024.

-Arboricultural Implications Assessment and 'Draft' Tree Protection Plan Report, reference: BH/240021/R2, stamped as received by the City Council as Local Planning Authority on 4 April 2024.

-Tree Survey & Tree Constraints Plan Report, reference: NH/240021/R1, stamped as received by the City Council as Local Planning Authority on 4 April 2024.

-Drawing- Proposed- Elevation, numbered P-03, stamped as received by the City Council as Local Planning Authority on 15 May 2024.

-Drawing- Proposed- Ground Works Plan and Associated Details, numbered P-04, stamped as received by the City Council as Local Planning Authority on 15 May 2024.

-Supporting Information- CLD Ball Stop Netting, stamped as received by the City Council as Local Planning Authority on 15 May 2024.

-Supporting Information- CLD Dulok Sport Rebound, stamped as received by the City Council as Local Planning Authority on 15 May 2024.

-Supporting Information- Fencing & Gates Specification, stamped as received by the City Council as Local Planning Authority on 15 May 2024.

-Supporting Information- Q40 Fencing & Gates Specification, stamped as received by the City Council as Local Planning Authority on 15 May 2024.

-Supporting Information- RAL 6005 Moss Green, stamped as received by the City Council as Local Planning Authority on 15 May 2024.

-Drawing- Site Plan, numbered P-02, stamped as received by the City Council as Local Planning Authority on 15 May 2024.

-Ecology Report- Badger Scoping Survey, reference: Arbtech 23 May 2024, stamped as received by the City Council as Local Planning Authority on 14 June 2024.

-Ecology Report- Badger Camera Survey, reference: Arbtech 8 August 2024, stamped as received by the City Council as Local Planning Authority on 15 August 2024.

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

3) The materials to be used throughout the proposal hereby permitted shall be implemented in accordance with the approved details as set out in:

-Drawing- Proposed- Ground Works Plan and Associated Details, numbered P-04, stamped as received by the City Council as Local Planning Authority on 15 May 2024.

-Supporting Information- CLD Ball Stop Netting, stamped as received by the City Council as Local Planning Authority on 15 May 2024.

-Supporting Information- CLD Dulok Sport Rebound, stamped as received by the City Council as Local Planning Authority on 15 May 2024.

-Supporting Information- Fencing & Gates Specification, stamped as received by the City Council as Local Planning Authority on 15 May 2024.
-Supporting Information- Q40 Fencing & Gates Specification, stamped as received by the City Council as Local Planning Authority on 15 May 2024.
-Supporting Information- RAL 6005 Moss Green, stamped as received by the City Council as Local Planning Authority on 15 May 2024.

Reason- In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with saved policies DC1 of the Unitary Development Plan for the City of Manchester, SP1 and DM1 of the Manchester Core Strategy and the requirements of the National Planning Policy Framework.

4) Development shall not begin until a surface water drainage layout for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion.

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 Core Strategy.

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

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

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

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

6) Prior to the commencement of development hereby approved, a detailed method statement for the use of a floating cell-web system shall be submitted to and approved in writing by the local planning authority.

Development shall be carried out in accordance with the approved method statement upon commencement of authorised works.

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.

7) The development shall be implemented in accordance Table 3: Evaluation of Survey (page 18-19) as shown within 'Ecology Report- Badger Camera Survey, reference: Arbtech 8 August 2024', stamped as received by the City Council as Local Planning Authority on 15 August 2024, in relation to the precautionary method statement.

Development shall be carried out in accordance with the approved method statement upon commencement of authorised works and shall be followed in full during the construction work.

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

8) If no development commences within 12 months of the date of consent, a further survey of the site and locality for badger setts shall be undertaken and the findings shall be submitted to and approved by the local planning authority. The development shall be undertaken with any measures identified as being necessary following the outcome of the survey.

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

9) Prior to the commencement of works within 10m of the eastern boundary of the site, a Risk Assessment and Method Statement (RAMS) in relation to works in proximity to the boundary with the railway shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The development shall be implemented in accordance with the approved method statement and risk assessment.

Reason - To ensure that the construction and subsequent maintenance of the proposal can be carried out without adversely affecting the safety, operational needs or integrity of the railway, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

10) Prior to any above ground works, within 10m of the eastern site boundary, details of a scheme to direct both the disposal of surface water and foul water drainage away from the railway shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason- To protect the adjacent railway from the risk of flooding, soil slippage and pollution, pursuant to policies EN14, T1 and DM1 of the Manchester Core Strategy (2012).

11) The development shall be implemented in accordance with 'Drawing- Proposed- Elevation, numbered P-03', stamped as received by the City Council as Local Planning Authority on 15 May 2024 in relation to the 5 metre boundary treatment to run the entire length which abuts the railway line.

Reason- To protect the adjacent railway to prevent all potential sports equipment, i.e. footballs etc from over-sailing the railway boundary and falling into the path of trains, pursuant to policies EN14, T1 and DM1 of the Manchester Core Strategy (2012).

12) The 3no. MUGA pitches shall not be used outside of school opening hours.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Manchester Core Strategy and saved UDP Policy DC26.

Informatives

1) Network Rail Advice: Measurements to railway tracks and railway boundary- When designing proposals, the developer and council are advised, that any measurements must be taken from the operational railway / Network Rail boundary and not from the railway tracks themselves. From the existing railway tracks to the Network Rail boundary, the land will include critical infrastructure (e.g. cables, signals, overhead lines, communication equipment etc) and boundary treatments (including support zones, vegetation) which might be adversely impacted by outside party proposals unless the necessary asset protection measures are undertaken. No proposal should increase Network Rail's liability. To ensure the safe operation and integrity of the railway, Network Rail issues advice on planning applications and requests conditions to protect the railway and its boundary.

2) Network Rail Advice: Obligations- Properties adjoining or in the vicinity of the railway are frequently the subject of obligations, rights, exceptions and reservations for the benefit of Network Rail's land and railway. The applicant must review the title to their property to see whether any such obligations etc exist and ensure that there is no non-compliance or breaches of them or any interference with or obstruction of Network Rail's rights and reservations. If the proposed development would not comply with or would breach any of the terms of the conveyance, the developer must revise their proposals.

3) Network Rail Advice: RAMS- The developer is to submit directly to Network Rail asset protection, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be reassured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Builder to ensure that no dust or debris is allowed to contaminate Network Rail land as the outside party would be liable for any clean-up costs. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer.

4) Network Rail Advice: Fail Safe Use of Crane and Plant- All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports. With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by Network Rail prior to implementation.

Please see links to guidance for tower crane and mobile cranes adjacent to the railway to be flagged up to the developer/applicant.

<https://www.cpa.uk.net/downloads/80/CPA-CIG-Mobile-Cranes-Alongside-Railways-181201.pdf>
<https://www.cpa.uk.net/safety-and-technical-publications/tower-crane-guidance>

5) Network Rail Advice: Netting- The applicant must provide suitable ball proof mesh netting for the sports facilities. The applicant must provide details of the netting to the Asset Protection

Engineers to ensure that the netting is installed without placing any load bearing weight upon Network Rail land, and to ensure that the pole foundations do not undermine or encroach upon Network Rail land.

The netting should be 5m in height to prevent all potential sports equipment, i.e. footballs etc from over-sailing the railway boundary and falling into the path of trains. The applicant must consider the foundations of the netting which could undermine or destabilise Network Rail's land. Equally, netting erected on land next to the operational railway could topple over in high wind and fall onto Network Rail land, onto the path of trains or onto safety critical equipment (e.g. signals, telecoms cabinets, overhead lines if above the level of the railway).

6) Network Rail Advice: Encroachment- The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail land and its infrastructure or undermine or damage or adversely affect any railway land and structures.

- There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land or under the Network Rail boundary.

- All buildings and structures on site including all foundations / fencing foundations must be constructed wholly within the applicant's landownership footprint.

- Buildings, windows and structures must not over-sail Network Rail air-space/boundary.

- Any future maintenance must be conducted solely within the applicant's land ownership.

- Rainwater goods must not discharge towards or over the railway boundary.

- Should the applicant require access to Network Rail land to facilitate their proposal they would need to approach the Network Rail Asset Protection Team at least 20 weeks before any works are due to commence on site. The applicant would be liable for all costs incurred in facilitating the proposal and an asset protection agreement may be necessary to undertake works.

Network Rail reserves the right to refuse any works by an outside party that may adversely impact its land and infrastructure.

Any unauthorised access to Network Rail air-space or land will be deemed an act of trespass.

7) Network Rail Advice: Access to Railway- All roads, paths, boundaries or ways providing access to any part of the railway undertaker's land both temporary and permanent, must remain open and unblocked (24/7, 365 – around the clock) both during construction works and as a permanent arrangement.

- The proposal must not encroach onto any Network Rail access road, paths or ways of access to any part of Network Rail land. This also includes emergency vehicles ability to access and exit Network Rail land.

- The proposal construction works must not prevent Network Rail from accessing its land.

8) Network Rail Advice: Drainage proposals and Network Rail land- The applicant must ensure that the proposal drainage does not increase Network Rail's liability, or cause flooding pollution or soil slippage, vegetation or boundary issues on railway land. Therefore, the proposed drainage on site will include the following:

- All surface waters and foul waters must drain away from the direction of the railway boundary.

- Soakaways for the proposal must be placed at least 30m from the railway boundary.

- Any drainage proposals for less than 30m from the railway boundary must ensure that surface and foul waters are carried from site in closed sealed pipe systems.

- Suitable drainage or other works must be provided and maintained by the developer to prevent surface water flows or run-off onto Network Rail's land and infrastructure.

- Proper provision must be made to accept and continue drainage discharging from Network Rail's property.

-Drainage works must not impact upon culverts, including culverts/brooks etc that drain under the railway. The applicant will not be permitted to direct surface or foul waters into culverts which run under the railway – any discharge of surface water under the railway via a culvert will require review and agreement from Network Rail who reserve the right to refuse use of any culverts.

-The developer must ensure that there is no surface or sub-surface flow of water towards the operational railway.

-Rainwater goods must not discharge in the direction of the railway or onto or over the railway boundary.

-Consideration of the impacts upon railway drainage of Astro-Turf/plastic lawn replacements, both during construction and any future inclusion of said Astro-turf by residents going forward.

NB: Soakaways can materially affect the strength of soil leading to stability issues. A large mass of water wetting the environment can soften the ground, and a build-up of water can lead to issues with the stability of Network Rail retaining walls/structures and the railway boundary.

Network Rail does not accept the installation of soakaways behind any retaining structures as this significantly increases the risk of failure and subsequent risk to the travelling public.

If the developer and the council insists upon a sustainable drainage and flooding system then the issue and responsibility of flooding, water saturation and stability issues should not be passed onto Network Rail. We recognise that councils are looking to proposals that are sustainable, however, we would remind the council that flooding, drainage, surface and foul water management risk as well as stability issues should not be passed 'elsewhere', i.e. on to Network Rail land.

9) Network Rail Advice: Excavation and Earthworks and Network Rail land- The applicant will agree all excavation and earthworks within 10m of the railway boundary with Network Rail. Network Rail will need to review and agree the works to determine if they impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree the following:

-Alterations to ground levels

-De-watering works

-Ground stabilisation works

-Works to retaining walls

-Construction and temporary works

-Maintenance of retaining walls

-Ground investigation works must not be undertaken unless agreed with Network Rail.

-Confirmation of retaining wall works (either Network Rail and/or the applicant). Prior to the commencement of works on site the applicant must confirm with Network Rail if there are any retaining walls/structures and the applicant must interface with Network Rail to ensure that no retaining structures are impacted on a permanent basis by their proposal.

-Alterations in loading within 15m of the railway boundary must be agreed with Network Rail.

-For works next to a cutting or at the toe of an embankment the developer / applicant would be required to undertake a slope stability review.

Network Rail would need to review and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail. The council are advised that the impact of outside party excavation and earthworks can be different depending on the geography and soil in the area. The council and developer are also advised that support zones for railway infrastructure may extend beyond the railway boundary and into the proposal area. Therefore, consultation with Network Rail is requested. Any right of support must be maintained by the developer.

10) Network Rail Advice: Gap between the railway boundary & outside party works- Network Rail REQUIRES that the developer includes a minimum 3 metres gap (5m to a railway viaduct)

between the buildings and structures on site and the railway boundary. Less than 3m from the railway boundary (5m from a viaduct) to the edge of structures could result in construction and future maintenance works being undertaken on Network Rail land, and close to the railway boundary potentially impacting support zones or lineside cabling. All the works undertaken to facilitate the design and layout of the proposal should be undertaken wholly within the applicant's land ownership footprint including all foundation works. Network Rail requires a minimum 3m easement (5m easement to a viaduct) between structures on site and the railway boundary to ensure that we can maintain and renew our boundary treatments. No part of the structure should over-sail the railway boundary or discharge rainwater goods onto or toward the railway boundary.

11) Network Rail Advice: BAPA (Basic Asset Protection Agreement)- As the proposal includes works which could impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

All new enquiries will need to be submitted via the Asset Protection and Optimisation - Customer Portal Link to ASPRO ACE Portal

12) If at any time, protected species such as badgers are suspected of being present on the site and impacted by the proposals, then work must cease immediately and ecological advice sought.

Appendix 1 – List of consultees & neighbours notified

Network Rail
Sport England
Environmental Health
MCC Flood Risk Management
Highway Services
MCR Active
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Ecology Unit
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
MCR Active
Network Rail
Greater Manchester Ecology Unit
Sport England

First Floor, 22 Pascal Street, Manchester, M19 3WW
9 Carson Road, Manchester, M19 2PJ
5 Carson Road, Manchester, M19 2PJ
17 Errwood Road, Manchester, M19 2PN
Flat 5, Winterley Court, 19 - 21 Errwood Road, Manchester, M19 2PN
30 Errwood Road, Manchester, M19 2PH
Flat 22, 20 Errwood Road, Manchester, M19 2PA
Flat 10, 16 - 18 Errwood Road, Manchester, M19 2PA
Flat 23, 20 Errwood Road, Manchester, M19 2PA
Flat 20, 16 - 18 Errwood Road, Manchester, M19 2PA
Flat 1, 4 Errwood Road, Manchester, M19 2PA
12 Errwood Road, Manchester, M19 2PA
7 Alma Road, Manchester, M19 2FG
1008 Stockport Road, Manchester, M19 3WN
9 York Street, Levenshulme, Manchester, M19 3YS
4 Pascal Street, Manchester, M19 3WW
6 Pascal Street, Manchester, M19 3WW
8 Pascal Street, Manchester, M19 3WW
Flat 4, 14 Errwood Road, Manchester, M19 2PA
Flat 6, 14 Errwood Road, Manchester, M19 2PA
13 Victoria Avenue, Levenshulme, Manchester, M19 2PB
Flat 3, 4 Errwood Road, Manchester, M19 2PA
7 York Street, Levenshulme, Manchester, M19 3YS
12 Pascal Street, Manchester, M19 3WW
22 Pascal Street, Manchester, M19 3WW
3 Carson Road, Manchester, M19 2PJ
Flat 6, Winterley Court, 19 - 21 Errwood Road, Manchester, M19 2PN
Flat 11, 16 - 18 Errwood Road, Manchester, M19 2PA
Flat 8, 16 - 18 Errwood Road, Manchester, M19 2PA
Flat 9, 16 - 18 Errwood Road, Manchester, M19 2PA
Flat 5, 14 Errwood Road, Manchester, M19 2PA
Flat 1, 6 Errwood Road, Manchester, M19 2PA
2 Errwood Road, Manchester, M19 2PA

9 Alma Road, Manchester, M19 2FG
Mecca Bingo, 1008 Stockport Road, Manchester, M19 3WN
14 Pascal Street, Manchester, M19 3WW
Flat 16, 16 - 18 Errwood Road, Manchester, M19 2PA
22 Errwood Road, Manchester, M19 2PA
10 Errwood Road, Manchester, M19 2PA
Flat 2, 8 Errwood Road, Manchester, M19 2PA
Flat 3, 6 Errwood Road, Manchester, M19 2PA
1 York Street, Levenshulme, Manchester, M19 3YS
2 Pascal Street, Manchester, M19 3WW
20 Pascal Street, Manchester, M19 3WW
15 Carson Road, Manchester, M19 2PJ
13 Carson Road, Manchester, M19 2PJ
7 Carson Road, Manchester, M19 2PJ
2 Carson Road, Manchester, M19 2PJ
Flat 1, Winterley Court, 19 - 21 Errwood Road, Manchester, M19 2PN
28 Errwood Road, Manchester, M19 2PH
Flat 12, 16 - 18 Errwood Road, Manchester, M19 2PA
Flat 17, 16 - 18 Errwood Road, Manchester, M19 2PA
Flat 1, 14 Errwood Road, Manchester, M19 2PA
Flat 3, 8 Errwood Road, Manchester, M19 2PA
Flat 2, 4 Errwood Road, Manchester, M19 2PA
5 Alma Road, Manchester, M19 2FG
11 Alma Road, Manchester, M19 2FG
3 York Street, Levenshulme, Manchester, M19 3YS
6 York Street, Levenshulme, Manchester, M19 3YS
17 Carson Road, Manchester, M19 2PJ
Flat 2, Winterley Court, 19 - 21 Errwood Road, Manchester, M19 2PN
Flat 15, 16 - 18 Errwood Road, Manchester, M19 2PA
Flat 24, 20 Errwood Road, Manchester, M19 2PA
Flat 2, 14 Errwood Road, Manchester, M19 2PA
Flat 7, 14 Errwood Road, Manchester, M19 2PA
6 Errwood Road, Manchester, M19 2PA
16 Pascal Street, Manchester, M19 3WW
Flat 4, Winterley Court, 19 - 21 Errwood Road, Manchester, M19 2PN
Flat 25, 20 Errwood Road, Manchester, M19 2PA
Flat 2, 6 Errwood Road, Manchester, M19 2PA
18 Pascal Street, Manchester, M19 3WW
Ground Floor, 22 Pascal Street, Manchester, M19 3WW
19 Carson Road, Manchester, M19 2PJ
11 Carson Road, Manchester, M19 2PJ
1 Carson Road, Manchester, M19 2PJ
Flat 3, Winterley Court, 19 - 21 Errwood Road, Manchester, M19 2PN
4 Linden Park, Manchester, M19 2PW
2 Linden Park, Manchester, M19 2PW
Flat 14, 16 - 18 Errwood Road, Manchester, M19 2PA
Flat 18, 16 - 18 Errwood Road, Manchester, M19 2PA
Flat 19, 16 - 18 Errwood Road, Manchester, M19 2PA
Flat 3, 14 Errwood Road, Manchester, M19 2PA
Flat 1, 8 Errwood Road, Manchester, M19 2PA
12A Errwood Road, Manchester, M19 2PA
2 York Street, Levenshulme, Manchester, M19 3YS
4 York Street, Levenshulme, Manchester, M19 3YS
5 York Street, Levenshulme, Manchester, M19 3YS

8 York Street, Levenshulme, Manchester, M19 3YS
10 Pascal Street, Manchester, M19 3WW

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 Zone - All Exceeding 90M
Area Team Boundary - Name: NORTH AREA