

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139491/FO/2024

Date registered valid: 8 March 2024

Proposal: Retention of temporary accommodation offices for further five years

Address: Manchester Traincare Centre, Kirkmanshulme Lane, Manchester, M12 4HR

Ward(s): Longsight Ward

Applicant: Miss Lisa Ball, Epsilon Design Engineers Ltd

Agent (if any): Miss Lisa Ball, Epsilon Design Engineers Ltd

Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Temporary Approval

Date of recommendation: 3 May 2024

Application details

Type of application: Full Application Consent

Development type: Minor Office

Date of site visit: 25 April 2024

Standard consultations:

Printed: 14 March 2024 Expired: 6 April 2024

Neighbour notifications

Printed: 14 March 2024 Expired: 6 April 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 planning application site relates to an area of open land in the south-east section of the Manchester Traincare Centre adjacent to an in-site car parking area and the site entrance from Belle Vue Avenue (which also provides access to neighbouring businesses, i.e., Aria plc and Ahmed Brothers and links these sites to Pottery Lane (to the south)). The application seeks to retain a temporary building in situ for a temporary period of 5 years. The building is located on previously developed land and its siting was approved for a temporary period of 5 years ref: 116818/FO/2017. The previous planning permission has expired.



Fig.1 – Views of the application site from Kirkmanshulme Lane

Description of development

The retained single storey building has a rectangular configuration with dimensions of 26.7 metres (length) x 12.4 metres (width). The height at eaves level is 3 metres at its ridge and 2.8 metres at eaves level. The siting of the building allows the route of a public footpath to be maintained. The internal layout of the proposed building provided office areas, a meeting room, welfare facilities and WCs and has the potential to accommodate up to 14 staff. The proposed office accommodation would be available for use on a 24 hour basis reflecting the operation of the existing site.

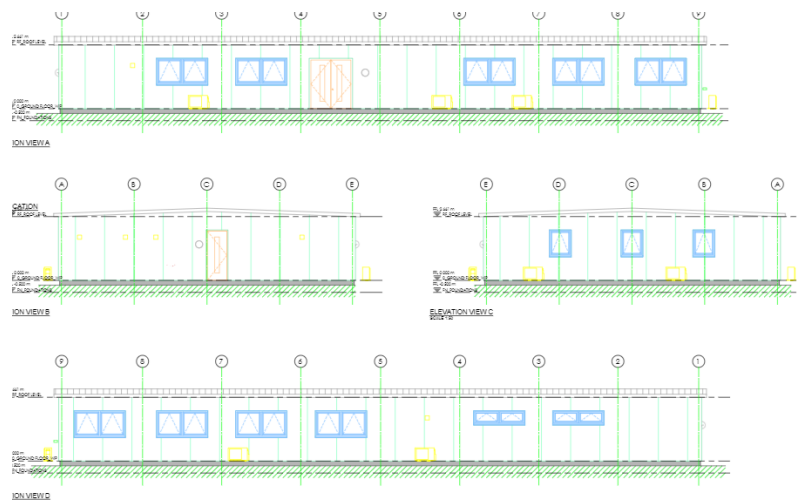


Fig.2 – Elevations

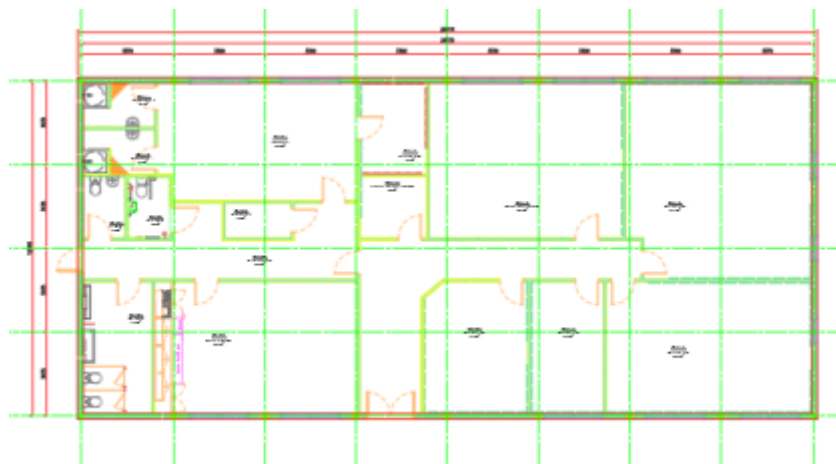


Fig.3 – Internal layout

Site history

- i. 116818/FO/2017: Temporarily Approved - 02.01.2018
Manchester Traincare Centre , Kirkmanshulme Lane, Manchester, M12 4HR
Erection of a single storey building to form temporary offices (Class B1) with installation of plant and equipment in adjacent outbuilding and car parking allocated with existing car park.
- ii. 095251/FO/2011/N2: Approved - 26.01.2012
Ahmed House, 1 Belle Vue Avenue, Longsight, Manchester, M12 4AS
Erection of 2 storey extension to existing warehouse building
- iii. 085952/FO/2008/N2: Refused - 02.05.2008
2 Aria House, Belle Vue Avenue, Longsight, Manchester, M12 4AS
Erection of single storey, double height extension to warehouse
- iv. 087417/FO/2008/N2: Approved - 03.12.2008
Aria House, 2 Belle Vue Avenue, Longsight, Manchester, M12 4AS
Proposed gable extension to existing warehouse
- v. 077812/FO/2005/N2: Approved - 27.03.2006
Aria House, 2 Belle Vue Avenue, Manchester.
Installation of 4 externally mounted and 1 free-standing air conditioning condenser units at rear of building

vi. 068275/FO/2003/N2: Approved - 07.08.2003
Land Adjacent to Kirkmanshulme Lane, Longsight
Erection of a two storey building for manufacturing and distribution and offices and associated parking

v. 038469: Approved - 28.03.1991
Vacant site at, Belle Vue Avenue, Longsight.
CITY COUNCIL DEVELOPMENT Site compound for offices, plant and materials and for site off-loading during sewerage works at Belle Vue Avenue

vi. 060791/FO/NORTH2/00: Approved - 09.04.2001
Vacant land at junction of Belle Vue Avenue and Pottery Lane, Longsight.
Erection of industrial unit with associated car parking, hardstanding and landscaping

Consultations & Notification Responses

Local residents and businesses – No comments received.

Highway Services – Have not objected to the retention of the building and comments regarding the safeguarding of the public footpath are accepted. Confirmation is requested regarding retained arrangements for car parking and waste management. Cycle storage provision should also be provided.

Environmental Health – Request the re-attachment of conditions applied to planning permission ref: 116818/FO/2017 relating to:

- i. Noise attenuation of external equipment;
- ii. A 'watching brief' condition to address encountered land contamination.

Greater Manchester Police - No comments received.

Network Rail - No comments received.

High Speed Two (HS2) Limited – No objection.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 and subsequently in September 2023. It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'. The purpose of the planning system is to achieve sustainable development and the NPPF states that to achieve this, the following three overarching objectives need to be pursued mutually:

- i. The economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth.

- ii. The social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community.
- iii. The environmental role should protect and enhance the natural, built and historic environment.

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

- i. Chapter 2: Achieving sustainable development - It is considered that the development would accord with the objectives of chapter 2 by ensuring the continued sustained use of the application site and its contribution to the local economy.
- ii. Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive and safe places which:
 - a) Promote social interaction;
 - b) Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion;
 It also discusses the importance of providing social, recreational and cultural facilities and services that communities need.

Within its context, it is considered that the development would not harm amenities or well-being in the area. Chapter 8 would therefore be positively responded to.

- iii. Chapter 9. Promoting sustainable transport - States that in assessing applications for development, it should be ensured that:
 - a) Appropriate opportunities to promote sustainable transport modes can be made dependent of the type of development and its location;
 - b) Safe and suitable access to the site can be achieved for all users; and
 - c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

The development has appropriate car parking and a condition would secure the provision of cycle storage. The site is in an area with access to public transport. The development would therefore positively respond to chapter 9.

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

- i. Consultation and pre-decision matters
- iii. Flood Risk Planning and Flood Risk
- iv. Health and well-being
- v. Land affected by contamination
- vi. Noise.

The Places for Everyone Plan - Is a Joint Development Plan Document and provides a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan. To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation. The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023. Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report. Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The following policies are relevant:

- i. JP- S1- Sustainable development
- ii. Policy JP-J2: Employment Sites and Premises.

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

The following policies are relevant to the proposed development:

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

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

It is considered that the development would positively contribute to the operation of the site, which provides employment opportunities and facilitates the delivery of rail transport. It also represents an efficient use of land without undue harm to the amenities of the area. The development would thereby be positively related to policy SP1.

Policy EC1 Employment and Economic Growth in Manchester - The requires consideration of access to employment sites via sustainable modes of transport. It also requires the provision of a range of employment sites and outcome es that ais the delivery of social, economic and environmental regeneration.

Policy EC 2 Existing Employment Space - The Council will seek to retain and enhance existing employment space and sites.

The development would relate positively to policies EC1 and EC2 by sustaining the on-going operation of an employment site in a location with access to public transportation links. A condition would deliver measures to encourage the use of cycles by staff. Policies EC1 would thereby be accorded with.

Policy EN1 (Design Principles and Strategic Character Areas) – Seeks to encourage and deliver good design. In this case the design of the building has been previously assessed and continues to be acceptable. Policy EN1 would thereby be accorded with.

Policy EN 14 Flood Risk – Requires consideration of the risk of flooding associated with development and any requirements for drainage mitigation. In this case, the development is in flood zone 1 and it is not considered that the development, given its magnitude, has increased the risk of flooding in the locality. Policy EN14 would thereby be appropriately responded to.

Policy EN15 (Biodiversity and Geological Conservation) - States, amongst other things, that the developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity. These issues were assessed as part of the previously approved development. As the development seeks the retention of the building (and thereby and existing circumstance) the provision of further bio-diversity enhancement would not be appropriate.

Policy EN18 Contaminated Land and Ground Stability – Requires an assessment of the impact of ground conditions on the implementation of development. In this case, a watching brief condition was attached to planning permission ref: 116818/FO/2017 and notification was not received regarding emerging land contamination requiring mitigation.

Policy T1 Sustainable Transport – Seeks to encourage a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport.

Policy T 2 Accessible areas of opportunity and need – Seeks, amongst other things, to:

- i. Deliver appropriate car parking facilities, including facilities that meet the needs of disabled people;
- ii. Delivers cycle storage;
- iii. Reduces traffic impact assessments
- iv. Where appropriate relates the development to a travel plan.

The development was originally intended to provide accommodation for existing staff. On this basis the development would not generate significant additional traffic impacts. The magnitude of the development would not be sufficient to trigger a requirement for a travel plan. Appropriate car parking would be required. A local bus services provide sustainable transport options and a condition is included to ensure the provision of cycle storage. On balance, it is considered that policies T1 and T2 would be accorded with.

Policy DM 1 Development Management - States that all development should have regard to the following specific issues, which are relevant in relation to the proposed development:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact of design on the character of the surrounding area;
- Effects on amenity
- Accessibility
- Community safety and crime prevention

- Design for health
- Refuse storage and collection;
- Vehicular access and car parking;
- Effects relating to biodiversity, landscape, archaeological or built heritage;
- Flood risk and drainage

The above issues have been previously considered and continue to be positively responded to.

Unitary Development Plan (UDP) saved policies - The following saved policies are considered to be relevant:

Part 2 policy

Policy DC22 - Footpath Protection - Policy DC22.1 states that in considering development proposals, the Council will have regard to the effect on existing pedestrian routes and will not normally allow development which would result in unacceptable inconvenience to local pedestrian movement. The submission has demonstrated that the signposted route of a public footpath would be retained.

Policy DC26 Development and noise - The following elements of policy DC26 are relevant:

Policy DC26.1 – Requires an assessment of:

- a. The effect of new development proposals which are likely to be generators of noise;
- b. The implications of new development being exposed to existing noise sources which are effectively outside planning control.

In this case, the development site is not located in residential context but is surrounded by commercial and industrial type uses. The noise environment is also affected by vehicles using the heavily trafficked Kirkmanshulme Lane. As the development would be used as office accommodation it would not generate undue noise and disturbance. It would thereby be appropriately related to policy DC26.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems, which arise during the determination of the planning application. This includes the identification of issues and 'problems' associated with the proposals that have required positive consideration, dialogue and negotiation to secure positive outcomes. In this case, discussions between officers and the applicant's agent clarified arrangements for the safeguarding the route of a public footpath and the arrangements for waste management. The application was assessed with reference to the submitted and supplementary information without a requirement for further negotiation.

Principle of the development – The development would be appropriate related to the surrounding context. The continued siting of the building would be appropriate for a temporary period of five years. Given the characteristics of the building, its appearance may decline during this time, and it may be appropriate to consider alternative accommodation solutions during the period of the temporary permission. The development has therefore been conditioned and related to a temporary five year permission.

Right of way – Condition 6 of planning permission ref: 116818/FO/2017 required approval of arrangements for safeguarding the route of a public footpath. This condition was not discharged and a document was submitted as part of this application in response to its requirement. The document seeks to demonstrate that the sign posted route of the footpath has been maintained. It runs northwards adjacent to the building and from west to east where the route of the footpath overgrown and inaccessible. This circumstance existed before the determination of planning application ref: 116818/FO/2017. On this basis, the development would not impact of the existing routing of the public footpath.

Boundary treatment – The site perimeter has been enclosed by 2.4 metre green coloured treated paladin fencing. The implemented fencing is considered to be acceptable. However, the approval of fencing details was conditioned as part of planning permission ref: 116818/FO/2017 and this condition was not discharge. A condition relating to the approval of boundary fencing has therefore been included.

Siting - The siting of the proposed building is contextually appropriate.

Height, scale and massing - The development is limited to a single storey and its scale and proportions of the building would continue to be appropriately related to the surround context and wider street scene.

Design – The design of the building has been previously assessed and continues to be acceptable in context of neighbouring commercial buildings. A condition has been included to ensure that the development would be maintained in accordance with the implemented materials.

Crime and security – The development appears to have reimplemented in accordance with the previously recommendations of GMP Design for Security. The site perimeter is enclosed with fencing. The building also benefits from natural surveillance and wider site security. The continued siting of the building would not present additional security concerns. An informative has been included to recommend that locks doors and windows installed as part of the development are maintained and accord with Secured by Design specifications.

Car and cycle parking – Car parking is located adjacent to the application site was identified as part of the consideration of the previous planning application ref: 116818/FO/2017 and considered to be acceptable, i.e., car parking spaces located to the east of the building. This car parking area remains available for use. Cycle storage was previously identified, and condition was included requiring approval of details of cycle storage enclosures. This condition was not discharged. A new condition has therefore been included requiring confirmation of cycle storage arrangements in support of the development.

Accessibility - The internal layout of the proposed building would incorporate suitably wide corridors and circulation spaces with an accessible WC. The applicant provided additional details relating to the provision of a ramp the main and secondary doors to the respective southern and western elevations as part of application ref: 116818/FO/2017. An access ramps with balustrade has been installed and related to the western elevation. This arrangement would be retained and is considered to be acceptable.



Fig.4 - Google image of ramp in situ and retained footpath route.

Waste management - The applicant has confirmed that the previously approved waste management arrangements would be maintained and have been related to an attached condition.

Ecology and tree report – Issues relating to ecology and tree works were addressed through the previous application ref: 116818/FO/2017. The retention of the building would not raise new issues or concerns.

Noise – The site is in a location characterised by traffic noise but is not in close proximity to residential uses. It is noted that external air conditioning units have been installed as part of the development. A condition has been included requiring the approval of the units and a related noise attenuation scheme relating to their operation. .

Land Conditions – A 'watching brief' condition previously requested by Environmental Health in respect of any encountered land contamination during the installation of the building was applied. As emerging issues were not reported, the building is in place and no further ground works are proposed the watching brief condition has not been applied.

Opening hours - The applicant has previously indicated a requirement for 24 hour working hours, which is consistent with the operation of the substantive site. As there are no residential uses within close proximity of the site and the building would be only used as offices. There have been reported incidences of noise disturbance. It is not considered that a working hours condition would be required in this case.

HS2 – The requested informative has been included.

Conclusion - The proposed development would facilitate the sustained operation of the application site. The building is in good condition and its siting for a further five years would not be harmful to the amenities of the area. The development is therefore considered to be acceptable.

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: Temporary Approval

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. In this case, discussions between officers and the applicant's agent clarified arrangements for the safeguarding the route of a public footpath and the arrangements for waste management. The application was assessed with reference to the submitted and supplementary information without a requirement for further negotiation.

Condition(s) to be attached to decision for approval

1) The permission hereby granted is for a limited period only, expiring on 3 May 2029 and the buildings, works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued. The land shall be reinstated within 2 months in accordance with a scheme previously approved and timetable of implementation to be submitted to and approved in writing by the City Council local planning authority before this permission expires.

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents received by the City Council as local planning authority on: 8 March 2024 and 25 April 2024:

Planning application forms;

Site layout GA and site compound areas P6247-355-102 Rev A01

Site location and general arrangement of proposed works P6247-355-102 Rev A01

Temporary building general arrangement P6247-355-103 Rev A01

Proposed services layout P6247-355- 601 Rev A01

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

3) The authorised development, whilst the temporary building remains in situ, shall be maintained in accordance with the materials and specification detailed with drawings referenced Temporary Building General Arrangement P6247-355-103 Rev A01, email from Epsilon Design dated 7 December 2017 (confirming a black roof, goosewing grey external elevation (BS10A05) and black rainwater goods) as implemented as part of planning permission ref: 116818/FO/2017.

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

4) The planning permission hereby approved does not confer consent for the re-routing, obstruction or closure of the public footpath running adjacent to the application site.

Reason - In the interests of the amenity of the area pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and policy DC22 of the saved Unitary Development Plan.

5) The temporary building shall be used as offices (Class E (g)(i)) and in association with the operation of the use of the wider Manchester Traincare Centre site and for no other purpose, including occupation or operation in connection with a separate business.

Reason - In the interest of residential amenity, highway safety and traffic management pursuant to policy SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

6) Within two months of the temporary planning permission hereby granted, a scheme shall be submitted to and approved in writing by the City Council as local planning authority, relating to the siting, specification and appearance of fencing and gates to demarcate the perimeter of the application site. The authorised scheme shall be implemented in full, which shall maintain in situ whilst the authorised development is in operation.

Reason - In the interest of the amenities of the area and to protect the route of a public footpath pursuant to policies SP1 and DM1 and the National Planning Policy Framework.

7) Within two months of the temporary planning permission hereby granted, a scheme shall be submitted to and approved in writing by the City Council as local planning authority prior to its occupation relating to the appearance. Siting and specification of any externally mounted equipment installed in association with the operation of the development. The scheme shall be related to a noise report and include details of acoustic insulation. The development shall be undertaken in accordance with the approved details, which shall be implemented to an agreed timescale and maintained in situ thereafter.

Reason - To secure a reduction in the level of noise emanating from the equipment and safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

8) The authorised temporary development shall be undertaken in accordance with the Waste Management Plan ref: 68416 Rev B received 14 August 2017 as implemented as part of planning permission referenced 116818/FO/2017.

Reason - To ensure that the temporary development is supported with appropriate arrangements for the storage and collection of waste and recyclable material as carried out in accordance with the approved plans, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

Informatives

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

2) It is recommended that all windows, doors and locks to be installed as part of the authorised development meet 'Secured by Design' standards and that a monitored alarm system be installed.

3) It is recommended that the developer designs and constructs a drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage. It is also recommended that pollution control measures (preferably through SuDS) should be incorporated into the drainage for the site to improve and protect water quality.

4) United Utilities (UU) informative that:
A public sewer crosses this site and we may not permit building over it. UU will require an access strip width of six metres, three metres either side of the centre line of the sewer which is in accordance with the minimum distances specified in the current issue of "Sewers for Adoption", for maintenance or replacement. Therefore a modification of the site layout, or a diversion of the affected public sewer at the applicant's expense, may be necessary. To establish if a sewer diversion is feasible, the applicant must discuss this at an early stage with our Developer Engineer at wastewaterdeveloperservices@uuplc.co.uk as a lengthy lead in period may be required if a sewer diversion proves to be acceptable. Deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems.

5) HS2 Informative - The applicant is advised that application site falls within land that is currently safeguarded for construction and/or operation of HS2 Phase 2b (Crewe to Manchester). Although the Government have announced the cancellation of this section of high-speed rail line, Safeguarding Directions are still in place. However, in line with the commitments made in the accompanying Network North Command Paper, safeguarding is to be amended for HS2 Phase 2b by summer 2024 to allow for any safeguarding needed for Network North schemes.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
Network Rail
High Speed Two (HS2) Limited

Quattro Park, Redgate Lane, Manchester, M12 4RZ
Oap Club, Kirkmanshulme Lane, Manchester, M12 4WB
Unit 1, Quattro Park, Redgate Lane, Manchester, M12 4RZ
1 Belle Vue Avenue, Manchester, M12 4AS
8 Bowmeadow Grange, Manchester, M12 4HG
5 Bowmeadow Grange, Manchester, M12 4HG
1 Bowmeadow Grange, Manchester, M12 4HG
72 Kirkmanshulme Lane, Manchester, M12 4WB
6 Chalcombe Grange, Manchester, M12 4HQ
3 Chalcombe Grange, Manchester, M12 4HQ
74A Kirkmanshulme Lane, Manchester, M12 4WB
72A Kirkmanshulme Lane, Manchester, M12 4WB
7 Bowmeadow Grange, Manchester, M12 4HG
6 Bowmeadow Grange, Manchester, M12 4HG
4 Bowmeadow Grange, Manchester, M12 4HG
2 Bowmeadow Grange, Manchester, M12 4HG
80 Kirkmanshulme Lane, Manchester, M12 4WB
78 Kirkmanshulme Lane, Manchester, M12 4WB
74 Kirkmanshulme Lane, Manchester, M12 4WB
Aria House, 2 Belle Vue Avenue, Manchester, M12 4AS
33 Sarnesfield Close, Manchester, M12 4PZ
40 Sarnesfield Close, Manchester, M12 4PZ
36 Sarnesfield Close, Manchester, M12 4PZ
38 Sarnesfield Close, Manchester, M12 4PZ
35 Sarnesfield Close, Manchester, M12 4PZ
3 Bowmeadow Grange, Manchester, M12 4HG
82 Kirkmanshulme Lane, Manchester, M12 4WB
76 Kirkmanshulme Lane, Manchester, M12 4WB
7 Chalcombe Grange, Manchester, M12 4HQ
4 Chalcombe Grange, Manchester, M12 4HQ
34 Sarnesfield Close, Manchester, M12 4PZ
5 Chalcombe Grange, Manchester, M12 4HQ
8 Chalcombe Grange, Manchester, M12 4HQ
2 Chalcombe Grange, Manchester, M12 4HQ
1 Chalcombe Grange, Manchester, M12 4HQ

Appendix 2 – Planning constraints

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