

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135789/FO/2022

Date registered valid: 26 January 2023

Proposal: Erection of 8 no. two storey dwellinghouses (Use Class C3a) with associated landscaping and boundary treatment together with the creation of car parking area and associated boundary treatment.

Address: Land On The Corner Of Sedgeford Road And Queens Road, Manchester, M40 8TQ

Ward(s): Harpurhey Ward

Applicant: Mr Aidan Jackson The Guinness Partnership Limited

Agent (if any): Mr David Smith John McCall Architects

Case officer: Jack Naven
Tel: 0161 219 2095
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Recommendation: Approve

Date of recommendation: 08 December 2023

Application Details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 8 February 2023

Standard consultations:

Printed: 6 June 2023 Expired: 13 June 2023

Neighbour notifications

Printed: 6 June 2023 Expired: 13 June 2023

Site notice

Posted: 8 February 2023 Expired: 1 March 2023

Press advert

Published: 14 February 2023 Expired: 7 March 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of Area/Site

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

The 0.22 hectares site is bounded by Sedgeford Road to the north, Queens Road to the west, a parcel of land containing predominantly woodland to the south, and Trimley Avenue to the east. The site currently consists of a parcel of vacant grassland.

The surrounding area is made up of residential properties, with some educational facilities as well as some localised health and retail facilities. There is a wooded area to the south, railway lines lie just beyond this wooded area.

The area is highly sustainable. The Monsall tram station, which is a short walk from the application site, provides connections to the city centre, notably to Manchester Victoria Train Station, towards Oldham and Rochdale Town Centres, as well as south towards East Didsbury and Trafford Bar. Regular bus services are routed along Queens Road and provides access to Piccadilly Gardens, Pendleton, Higher Blackley, Whalley Range, Belle Vue, Cheetham Hill, Alkrington and Higher Crumpsall.

Description of Development

The proposal seeks the erection of total of eight, two storey dwelling houses (Use Class C3a) with associated landscaping and boundary treatment together with the creation of car parking area and associated boundary treatment. The purposes of these properties will be for social rent.

There will be a total of eight parking spaces created for this development, one for each property, each a size of 6m x 3m. These spaces will be situated in a secured car parking area to the south-east of the development and will be accessed by a fob access gate from Trimley Avenue.

The properties will be constructed of red brickwork, with decorative detailing, deep window reveals and contemporary boundary treatments consisting of brick walls and railings. This approach would complement the style of older brick buildings which remain in the area as well as the emerging brick character of more recent developments.

Three existing trees on the currently vacant plot of land will be maintained. There will also be new tree plantings in the front gardens of the properties. The existing adopted footpaths from Queens Road that connects to Sedgeford Road and Trimley Avenue will both be maintained.

There will be a resident security gate to the north of the development, which will allow residents to access the alley running at the back of the properties. Each property will have a secure rear garden and boundary that has lockable access gates to the rear alley.

Consultations & Notification Responses

Highway Services - Were satisfied with the methodology of the trip generation and junction capacity. They had no concerns regarding highways safety issues. Highways were satisfied with site accessibility. Suggested an informative regarding potential requirement for a S38 agreement for the extension to the existing carriageway on Trimley Avenue.

Suggested informatives have also been added regarding a section 278 agreement for any alterations to the existing highways, as well as to liaise with Manchester City Council's Street Lighting team regarding any potential requirement to relocate any existing street lighting columns on the adopted highway. There were no other parking and access concerns.

Suggestions conditions regarding a Construction Management Plan and EV Charging. There were no concerns regarding refuse and servicing or boundary treatments. Suggested a condition regarding cycle parking.

Environmental Health – Raised initial concerns about the location of bins in the rear of the gardens, as units 2 and 7 would not be able to transfer the bins from their rear gardens to the front of the properties for collection. External bin stores located at the fronts of these two units were added to proposal to alleviate this concern.

MCC Flood Risk Management – No objections

Greater Manchester Police - Requested that a condition be added that all dwellings are built to Secured by Design standards.

United Utilities Water PLC - Advised that a condition be added concerning a drainage plan.

Greater Manchester Archaeological Advisory Service - Are satisfied that the proposed scheme will not impact on any below ground archaeological remains, and no further consideration needs to be afforded to archaeological matters.

Greater Manchester Ecology Unit - Had no concerns regarding protected species. Suggested conditions regarding transplanting spreading mouse-eared hawkweed and wild strawberry, regarding Nesting Birds, and regarding Sparrow terraces and bat bricks. Suggested an informative added regarding wild plants.

Work & Skills Team - Confirmed that no local labour condition was required.

MCC Strategic Housing - Confirmed that the affording housing statements align with their tracker and that the numbers mentioned in the statement have already been agreed with strategic housing via their Residential Growth process.

Publicity - Neighbouring properties were advised by letter of the proposed works, a site notice was displayed on site, and an advert was displayed in the Manchester Evening News. No responses were received as a result of this publicity.

Policy

The main policies that relate to this application are DM1 (Development Management) SP1 (Spatial Principles) H1 (Overall Housing Provision) H2 (Strategic Housing Location) H4 (East Manchester) H8 (Affordable Housing) T1 (Sustainable Transport) EN8 (Adaption to climate change) EN9 (Green Infrastructure) EN14 (Flood Risk) EN15 (Biodiversity and Ecological Conservation) EN16 (Air Quality) EN18 (Contaminated Land and Ground Stability) of the Manchester Core Strategy (2012) and saved policies DC22 (Footpath Protection) DC26 (Development and Noise) of the Unitary Development Plan for Manchester (1995).

Issues

Principle

The application seeks planning permission for the construction of 8 no Use Class C3a dwellinghouses with associated boundary treatment, parking provision and landscaping. The houses will all have a minimum of two bedrooms and conform to the City Council's space standards making them suitable for families and would all be available for affordable rent.

The development of the 0.22 hectares site would enhance the surrounding area through provision of well-designed, sustainable, affordable housing.

There is a need to support Manchester's growing population; the need for new homes of the right quality and tenure is crucial to support this increasing population. All of the new homes proposed would be affordable, social rent, thereby enhancing the housing stock for those with specific accommodation requirements. 100% of the new homes proposed would have two or more bedrooms which would be suitable and attractive to families. The space standards for the homes would be consistent with the City's adopted space standards.

This is considered acceptable pursuant to Policy H1 of the Manchester Core Strategy, which recognises the rapid population growth in Manchester and the contingent need to provide housing to support this growth. It stated the need to provide new homes of a mix of tenure and size across the city, with lower density family housing outside the city centre. Likewise, policy H2 emphasises the need to medium-density, affordable housing for families, whilst Policy H4 prioritises the construction of family housing in East Manchester, where the site is located. Given the above, the principle of the development is considered acceptable.

The new homes would be consistent with growth priorities and as part of meeting the objectives of policies C2, C4, H1 and H4 of the Core Strategy. These homes would meet the demands of a growing economy and population on a well-connected, highly sustainable brownfield site together with contributing towards carbon reduction objectives. It is now necessary to consider the impact of the proposal in detail below.

Affordable Housing

The application relates to the construction of 8 no. two storey, two-or-three-bedroom dwellinghouses which will be available for social rent. This is part of a wider construction programme undertaken by the applicant, The Guinness Trust, to construct 77 social rented homes on infill sites across the city.

There is no policy requirement under H8 of the Manchester Core Strategy to provide affordable housing for a development of this size. However, the development would be 100% affordable with all the proposed homes available for social rent. Therefore, the proposed development would contribute to an increase in affordable housing in the City. Policy H8 states that affordable housing should be inclusively designed to reflect the character of the wider site. Although the entire development will consist of affordable housing, the design of the houses is low-rise, medium density which reflects the character of the residences in the adjacent area.

Siting, scale and massing

As with the other residences on Queens Road to the North and South of the development, the proposed houses would have their primary frontage opening on to Queens Road. The frontages of the proposed houses would largely follow the line set by these existing houses, allowing for changes in the line of Queens Road itself.

The proposed houses would be two-storey, brick semi-detached and terraced houses, in keeping with the character other nearby properties, in particular the adjacent and opposite properties along Queens Road. The houses would all have rear gardens, with side gardens for the two end properties also proposed. These would abut Palgrave Avenue, as with the gardens of the properties to the north. The footpaths on either side of the development would be retained, which is acceptable pursuant to policy DC22 of the UDP (1995).

It is considered that the proposed houses are considered to relate appropriately to the surrounding area, reflecting the existing scale, massing and layout. Therefore, the development is considered acceptable pursuant to Policy DM1 of the Manchester Core Strategy which requires that development be appropriate siting, layout, scale, form, massing and have regard to the character of the local area.

Design

The proposed dwellings would be constructed from red brick, with some decorative brickwork detailing that would create articulation and interest. The choice of a red brick for use on all the elevations is reflective of the local vernacular, with all surrounding houses constructed primarily from brick in red, beige or grey. This creates a sense of aesthetic continuity with surrounding area.

The dwellings would have pitched, gabled roofs clad in thin leading edge grey concrete roof tiles which will give a lightweight appearance. Small canopies over the main entrance create an elevational feature that is both practical and adds aesthetic interest. Deep window reveals will add further articulation, whilst the brick soffits will provide a high-quality design to the dwellings. These window features have been conditioned to ensure their implementation.

Generous fenestration to the facades fronting on to Queens Road would create active frontages and natural street surveillance. Fenestration is generally arranged with a vertical emphasis to give order, rhythm and a 'domestic' feel to the street elevations.

The consistency in form and materials will aid place making, giving the proposed development a sense of distinct identity, despite the congruity with the surrounding residences. The high-quality

detailing, such as thin leading-edge slates, decorative brickwork and deep window reveals create a level of aesthetic interest which concurs with the movement of national policy direction towards building better and building beautiful.

Each of the residences is afforded its own garden, front and rear. The front gardens are relatively small in size, allowing for a small entrance area with low-level boundary treatment and some planting. The size, landscaping and permeability of the boundary treatment would create a sense of openness to the street which aid casual interaction with neighbours and other community members. The rear gardens are bigger in size, although they vary from house to house. Units One, Five and Seven also have side gardens, which create vistas and hence a sense of spaciousness. Access to green space can lead to better mental health outcomes.

Residential amenity

Policies SP1 and DM1 seek to ensure that new developments have a positive impact on existing residents as well as creating places that make a positive contribution to neighbourhoods of choice. The main considerations are as follows:

Overlooking:

The primary, front elevations face on to Queens Road, a wide, busy stretch of highway. As a result, the properties opposite will be separated from the front windows of the proposed dwellings by a width of busy highway as well as some amenity green space on the opposite side of the road. Therefore, the risk of an undue overlooking effect on the properties on the opposite side of Queens Road is considered negligible.

At the rear, each of the proposed dwellinghouses will have a garden of varying size, along with allotted parking provision. These gardens will abut Palgrave Avenue. Therefore, there will be considerable separation between the proposed houses and those in situ to the rear. The proposed boundary treatment would see the installation of a 1800mm-high fencing to the rear of these gardens, meaning views of the adjacent properties from the ground floor and garden will be totally obscured. It is therefore considered there will be no undue overlooking effect that would warrant a refusal.

The side elevations do not have any proposed windows. Furthermore, there is an area of garden space bookending the development, as well as a boundary treatment 1800mm in height which would obscure views from the ground floor and garden. Therefore, it is considered there will be no overlooking issues caused to the properties either side of the development. A condition attached to this approval has removed permitted development rights to ensure this remains the case.

Overbearing:

It is not considered that there would be any significant overbearing effects precipitated by the development. The two-storey design of the dwellings is in keeping with the scale and massing of the adjacent dwellings. As a result, the proposed development would not be significantly taller than any surrounding properties which will minimise any potential overbearing effects to a satisfactory degree.

Noise:

The introduction of the 8no. new homes at the site, would create some additional localised pedestrian and vehicular traffic. However, it is not considered that this level of activity would be

harmful given the largely residential context surrounding the application site and the location to adjacent to busy Queens Road.

Highways/ transport

The development is in an accessible and sustainable location with regard to public transport. Regular bus services are routed along Queens Road and provides access to Piccadilly Gardens, Pendleton, Higher Blackley, Whalley Range, Belle Vue, Cheetham Hill, Alkrington and Higher Crumpsall. The Monsall tram stop is also within walking distance.

There will be cycle storage provision for each unit, conditioned as part of this approval.

It is required, in line with MCC Residential Guidelines, that Electrical Vehicle charging points (minimum 7kW) are made available. The proposed plans shows that a minimum of 25% of the parking spaces will offer EV Charging. This is therefore considered acceptable pursuant to policy T1 of the Manchester Core Strategy.

Construction Management

The work would take place close to existing dwellings and comings and goings from the site are likely to be noticeable. However, these impacts should be short in duration and predictable.

A condition has been included which would require the submission of construction management plan, that details of use of machinery, site management and waste management.

With the inclusion of the construction management plan condition, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan.

Landscaping

New landscaping is proposed as part of the development. This would include hedgerows along the line of the boundary treatment at the front, with some shrubbery and tree planting to provide variation and colour. The back gardens will be turfed apart from Unit 7 which will house 3no. retained trees.

The Neighbourhood Tree team and GMEU both raised concerns regarding the loss of mature trees and biodiversity. A condition attached to this approval will require a full and final landscaping plan to be submitted so as to ensure sufficient mitigation is in place.

Trees

The proposed development site is an area of public realm adjacent to Queens Road. The ground cover is mainly grassland, with some pathways running through it. There are a number of trees in situ. Therefore, the development will necessarily involve the loss of green infrastructure.

9no. trees which have been identified in the arboricultural survey, of which six will be removed to allow for the development.

Although there are no TPOs in place at the site, the trees are of high amenity value both to nearby residents and passers-by. On balance, the loss of green public realm and mature trees is outweighed by the benefits of providing affordable housing in North Manchester.

A higher number of trees had to be removed than initially proposed due to the necessity to remove three additional trees in order to dig the culvert to carry out below ground culvert investigations. Whilst the loss of these trees is regrettable, it was considered necessary to remove these trees and to dig the culvert in order to alleviate Flood Risk concerns.

Some mitigation of this loss is proposed as part of the development, in line with Policy EN9 which requires mitigation of the loss of green infrastructure if the benefits of the development are considered to outweigh the loss. However, there have been concerns raised by the City Council arborist that the quality and quantity of the mitigation is not sufficient. Therefore, a condition has been attached to this approval that requires for a full and final mitigation planning scheme to be submitted for approval by the City Council.

Ecology

An ecological survey was submitted as part of the development which was reviewed by the Greater Manchester Ecology Unit. Matters relating to nesting birds and biodiversity mitigation and enhancement have been outlined.

A condition has been added regarding the relocation of some species.

As previously stated, a landscaping condition is attached to this approval for a full and final details of planting to be agreed in writing by the City Council, to ensure the loss of green infrastructure is satisfactorily mitigated including tree mitigation.

In relation to nesting birds, it was felt that as the majority of the existing trees and shrubs will be lost, potential bird nesting habitat would be destroyed. Therefore, a condition is attached to this approval to ensure a survey of nesting species is undertaken prior to any works to trees between 1st of March and 31st of August.

Given the above, it is therefore considered that the development presents opportunities for biodiversity enhancement subject to the relevant conditions in accordance with Core Strategy Policy EN15.

Flood risk

A condition has been attached relating to the provision of a scheme to be implemented in accordance with measures to secure sustainable drainage for the site and manage the risk of flooding and water pollution in accordance with Manchester Core Strategy policies EN8 and EN14.

A thorough culvert investigation was carried out and the attached report is included as a part of the submitted documents.

Ground conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments.

The initial phase 1 site investigation report has been considered by Environmental Health and found to be adequate. They have recommended that further consideration should be given, including a site investigation, final risk assessment and remediation strategy, for which a pre commencement condition has been attached to this approval.

Crime

The application was assessed by the Secure by Design Team at Greater Manchester Police. The 1800mm high proposed boundary treatments to the rear and side gardens and side alleys, both gates, fencing and mixed wall/fencing options, were considered sufficient in height to deter intruders.

The 1500mm high metal fencing to the parking spaces was also considered sufficiently secure. The permeability of this fencing was considered appropriate to prevent risk to pedestrians from vehicles entering and exiting the spaces.

It was recommended that the house should be built to Secured by Design standards and appropriate condition is attached to this approval to ensure Secured by Design accreditation is achieved by the development.

Waste/servicing

A waste proforma and site plan including bin stores was submitted by the applicant. This was assessed by the Environmental Health and Highways Services. The arrangements are considered acceptable to Highways and Environmental Health in principle. A condition is attached to this approval for the submission of further details. An appropriate condition has been attached to this approval.

Permitted development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is considered that it would be appropriate and reasonable to attach conditions to prevent the new homes becoming HMOs to ensure they remain in family use. In addition to ensure visual amenity is protected a condition is required to avoid additional extensions or outbuildings being erected without an assessment of their impact.

Noise

Environmental Health requested a residential acoustic (and overheating) condition be placed on any approval granted, as the proposal is sited off Queens Road and so could be negatively impacted by noise from Queens Road. Environmental Health reviewed the submitted report and raised concerns with the method used within the study and sought further clarification of the statements made. They stated how once this information had been obtained, they would be able to comment further.

As such, a pre-commencement condition is therefore recommended to address the above issues and provide a scheme for acoustically insulating the proposed residential accommodation from Queens Road and overheating. The proposal is therefore considered to be in accordance with saved UDP Policy DC26 subject to this condition.

Local labour

The Work and Skills Team did not request that a local labour agreement be placed on any approval granted.

As this project is in conjunction with the City Council, there is a corporate agreement on the social value outcomes of this under Project 500.

Air quality

No Air Quality information was submitted as part of the proposal. As such, Environmental Health requested a pre-commencement condition be attached to any approval granted, in relation to air quality. This would include information in relation to electric vehicle charging and any other considerations, for example boiler emissions. Although EV charging points are shown on proposed site plan, no further information was submitted in relation to specifications to be used. As such, a condition to this effect would be attached to any approval granted.

The applicant has confirmed by email the houses will have an all-electric system for the provision of services, with no gas being used. This negates the need to assess the impact of gas boilers as none will be installed on site.

In addition, the implementation of development in accordance with a construction management plan, as required by condition, is considered to be satisfactory with regards to air quality control during the construction period reducing potential harmful impacts to surrounding existing residents.

Conclusion

With the above conditions and measures in place, the proposed development is therefore considered to be in accordance with policies EN16, SP1 and DM1 of the Core Strategy.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussions have taken place with the applicant through the course of the application, particularly in respect of the appearance of the building along with other matters arising from the consultation and notification. An culvert investigation was required to be carried out on site in order to alleviate flood risk concerns. The proposal is now considered to be acceptable.

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

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

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

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

Drawings

Stamped as received by the City Council, as Local Planning Authority, on the 19 December 2022:

- Proposed Materials PL.004
- Location Plan

Stamped as received by the City Council, as Local Planning Authority, on the 22 March 2023:

- Proposed Bin Stores PL.015
- Proposed Typical Window Detail PL.014A
- Proposed Planting Plan

Stamped as received by the City Council, as Local Planning Authority, on the 05 June 2023:

- Proposed Unit Plans 2B4P-BLOCK 1 PL.005A
- Proposed Unit Plans 3B5P- BLOCK 2 PL.006A
- Proposed Unit Plans 2B4P- BLOCK 3 PL.007A
- Proposed Elevations 2B4P- BLOCK 1 PL.008A
- Proposed Elevations 3B5P- BLOCK 2 PL.009A
- Proposed Elevations 2B4P- BLOCK 3 PL.010A

Stamped as received by the City Council, as Local Planning Authority, on the 08 December 2023:

- Proposed Site Plan PL.003F
- Proposed Boundary Treatment PL.011C

Supporting information

Stamped as received by the City Council, as Local Planning Authority, on the 19 December 2022:

- Highspeed Broadband Connection Details
- Planning Statement
- Re Manchester Space Standards
- Topographical Survey
- Noise Impact Assessment
- Preliminary Ecological Appraisal Report
- Waste Proforma
- Transport Assessment
- Phase 1 Preliminary Risk Assessment

Stamped as received by the City Council, as Local Planning Authority, on the 26 January 2023:

- Environmental Standards Statement
- Arboricultural Constraints and Opportunities Report

Stamped as received by the City Council, as Local Planning Authority, on the 05 June 2023:

- Drainage Strategy

Stamped as received by the City Council, as Local Planning Authority, on the 05 June 2023:

- Affordable Housing Statement

Stamped as received by the City Council, as Local Planning Authority, on the 08 November 2023:

- Culvert Investigation Report

Stamped as received by the City Council, as Local Planning Authority, on the 08 December 2023:

- Design and Access Statement

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the City Council as local planning authority.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

4) Prior to the commencement of the development, a detailed construction management plan outlining working practices during construction shall be submitted for approval in writing by the City Council, as local planning authority, which for the avoidance of doubt should include;

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Consultation with local residents and businesses including ensuring that operations of existing businesses remain unaffected by construction activities
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and

- o Sheeting over of construction vehicles.
- o The phasing and quantification / classification of vehicular activity associated with planned construction, including commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality.
- o A dilapidation survey, which should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the sit

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

The development shall be carried out in accordance with the approved construction management plan and remain in place for the remainder of the construction period

Reason - To safeguard the amenities of nearby residents and businesses, highway safety and air quality, pursuant to policies SP1, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

5) Prior to the first occupation dwellinghouses hereby approved, the siting, scale and appearance of a suitable cycle store for each dwellinghouse shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the residential element of the development and thereafter retained and maintained in situ. The cycle store should be secure and sheltered, and be within the curtilage of the site.

Reason - To ensure there is sufficient cycles provision at the development and the residents in order to support modal shift measures pursuant to policies SP1,T1, T2 and DM1 of the Manchester Core Strategy (2012).

6) Prior to the first occupation of the residential element of the development, details and specification of 7kw fast charging electric car charging points for each dwellinghouse and 25% of the car parking available for the properties shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the residential element of the development.

Reason - In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

7) Prior to the first occupation of the residential element of the development hereby approved, details of the number, siting and appearance sparrow terraces and bat bricks at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of the development hereby approved and shall thereafter be retained and maintained in situ. It is recommended that each house should include a sparrow terrace and a bat brick.

Reason - In the interest of providing habitats for birds to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

8) Prior to the commencement of development, a surface water drainage scheme for the site, based on sustainable drainage principles

shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:

(i) Surface water drainage layout including all components, sizes, levels, connectivity and proposed overland flow routes for extreme events. Attenuation storage must be located within the site boundary.

surface water in accordance with BRE365;

(ii) Details of surface water attenuation that offers a reduction in surface water runoff rate up to 5 l/s. A blockage risk assessment must support proposed rates <5 l/s.

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

(iv) Hydraulic calculations to support the drainage proposal; and

(v) Details of how the scheme shall be maintained and managed after completion.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

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.

9) Prior to any above ground works, an off-site tree replacement strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of the location, species, size and number of trees to be replanted.

The approved scheme shall be implemented prior to the first occupation of the development.

Reason - To ensure appropriate quality and quantity of tree replacement is secured in mitigation of the high quality trees which would be lost as a result of this development pursuant to policies SP1, EN9 and DM1 of the Core Strategy.

10) a) The development hereby approved shall be carried out in accordance with the Sustainable Strategy (section 5.7) within the Design & Access Statement, received by the City Council as local planning authority on 19/12/2022.

b) Prior to the first occupation of the development, a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements of the Sustainability Strategy shall be submitted to and approved in writing by the City Council, as local planning authority. Any instances of non-conformity with the strategy shall be detailed along with any measures required to ensure compliance with the strategy.

The approved details shall be retained in accordance with the requirements of the statement at all times thereafter.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

11) Prior to first occupation of the development, details of the measures to be incorporated into the development to demonstrate how Secured by Design accreditation would be achieved shall be submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details and they shall remain in place for the duration of the development.

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

12) Before the commencement of above ground construction works, details of highways works to Sedgeford Road and Queens Road shall be submitted to and approved in writing by the City Council as local planning authority. This shall include:

- Footway reinstatement between Sedgeford Road and Queens Road and installation of dropped kerbs for driveway access from Palgrave Avenue.

The approved details shall be implemented as part of the development and will be in place prior to the first occupation of the development.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework.

13) Prior to the first occupation of the development hereby approved the car parking layout as indicated on drawing Site Plan PL.003 Rev E stamped as received by the City Council, as Local Planning Authority, on the 13 September 2023, shall be surfaced, demarcated, and made available. The approved car parking layout shall be implemented and thereafter retained and maintained.

Reason - To ensure sufficient car parking is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

14) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Queens Road and the nearby mainline railway shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

Gardens and terraces (daytime) 55 dB LAeq

Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition.

b) Prior to first occupation of the residential units, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

The assessment should consider potential noise impacts of noise the mainline railway to the south of the site. The Noise Measurement Position 1 (NMP1) located to the west of Palgrave Avenue does not appear to be an optimal location for assessing the application site.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

15) a) Notwithstanding the details as shown on 'Site Plan ref. PL.003E', received by the City Council as the local planning authority on 13 September 2023 and the 'Waste Management WASTE PROFORMA' received by the City Council, as the local planning authority, on 19th December 2023, prior to any above ground works of the development hereby approved, a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

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

Reason - In the interests of amenity and public health pursuant to policies SP1, DM1 and EN19 of the Manchester Core Strategy

16) a) Notwithstanding the EV charging points as shown on the drawing 'Proposed Site Plan PL.003E', stamped as received by the City Council as Local Planning Authority on 13 September 2023, prior to commencement of the development, a scheme for electric vehicle charging and any other considerations, for example boiler emissions, shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

17) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The

Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

18) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions, porches, roof alterations or outbuildings shall be erected other than those expressly authorised by this permission.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

19) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the residential units shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a) not precluding occupation by two unrelated people sharing a property.

Reason - In the exceptional circumstances of a proliferation of HMOs restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families pursuant to paragraph

7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

20) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) the dwelling houses hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

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

21) The development shall be fully implemented in accordance with the following document 'Supporting Information - Affordable Housing Statement', received by the City Council as Local Planning Authority on 06/06/2023.

The affordable housing shall be retained in perpetuity in accordance with the requirements of the statement at all times thereafter.

Reason - In order to provide affordable housing at the site in accordance with policy H8 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

22) The proposal shall be carried out in accordance with 'Supporting Information -Typical Window Detail ref. PL.012A', received by the City Council as Local Planning Authority on 23 March 2023, in relation to window reveals. For the avoidance of doubt, the window reveal should be minimum 195mm deep with a brick soffit.

Reason - In the interest of preserving the architectural quality of the development pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

23) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings referenced, received by the City Council, as local planning authority, on 05 June 2023:

- Proposed Unit Plans 2B4P-BLOCK 1 PL.005A
- Proposed Unit Plans 3B5P- BLOCK 2 PL.006A
- Proposed Unit Plans 2B4P- BLOCK 3 PL.007A
- Proposed Elevations 2B4P- BLOCK 1 PL.008A
- Proposed Elevations 3B5P- BLOCK 2 PL.009A
- Proposed Elevations 2B4P- BLOCK 3 PL.010A

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

24) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars (Tree survey or information ARBORICULTURAL CONSTRAINTS AND OPPORTUNITIES REPORT received by the City Council, as local planning authority, on 26 January 2023) ; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

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

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

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

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

25) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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.

26) Prior to any above ground works, a hard and soft landscaping treatment scheme shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented prior to the first occupation of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

27) Before the commencement of above ground construction works, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

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.

28) Prior to the first occupation of the development hereby approved, a scheme for the building and site lighting scheme, and a scheme for the illumination of external areas during the period between dusk and dawn, shall be submitted in writing for approval by the City Council as Local Planning Authority. The approved details shall be implemented in full prior to the first occupation of the development and shall remain in operation for as long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

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

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

30) The boundary treatments shall be carried out in accordance with Drawing - Proposed Boundary Treatments PL.011B, received by the City Council, as Local Planning Authority, on the 5 June 2023. The approved details shall be implemented as part of the development and be in place prior to the first occupation of development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

Reason - In the interest of visual amenity and security of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

31) Prior to the first occupation of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include:

- Verification reporting providing photographic evidence of construction;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
- Timescale for implementation

The implementation of the management and maintenance plan shall be implemented in accordance with the timescales agreed and retained for as long as the development remains in use.

Reason - To manage flooding and pollution, to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14, EN17, and DM1 of the Manchester Core Strategy (2012).

32) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the buildings shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

33) Two notable species were recorded in the sward, Spreading mouse-eared hawkweed and Wild Strawberry. As part of the ongoing development of this site, these species shall be transplanted into adjacent amenity grassland.

Reason - In the interest of preserving notable species to improve the biodiversity in the area pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

Informatives

1) It is an offence under the Wildlife & Countryside Act 1981, as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 part 2 of the Act. Species such as Japanese knotweed and Himalayan balsam are included within this schedule. If any such species will be disturbed as a result of this development a suitably experienced consultant should be employed to advise on how to avoid an offence.

2) For any works on the adopted highway, the applicant will be required to enter into a Section 278 agreement for the alterations to the existing highways. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

3) The applicant should liaise with MCC's Street Lighting Team regarding any potential requirement to relocate any of the existing street lighting columns located on the adopted highway.

4) The parking area will be accessed from Trimley Avenue in the south-east corner of the site. A new vehicular access will be provided that will form an extension to the existing carriageway on Trimley Avenue. It is understood that this will be part of the unadopted highway. If adoption is required the highway will need to be carried out under a S38 Agreement (Highways Act 1980) to ensure that all elements of new highway infrastructure are constructed to acceptable and adoptable standards.

5) Please refer to MCC's noise from building sites https://www.manchester.gov.uk/forms/form/687/application_for_noisy_working for further guidance and also the IAQM/EPUK Construction Guidance on controlling emissions - <http://iaqm.co.uk/guidance/>

6) 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

7) The submitted Design and Access Statement includes a proposal to include 25% 7kW EV charge points. If the parking is allocated, 1 EV chargepoint (minimum 7kW) for each dwelling is recommended. For unallocated parking the proposed percentage of chargepoints would be acceptable with the addition of cable routes for all other spaces. The developer should refer to MCC's AQ Guidance Note for EV charge point recommendations, and also IAQM Planning guidance for further information on boilers etc if relevant.

There should also be a commitment to monitoring usage and increasing the provision when necessary.

8) Construction works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Reason - To safeguard the amenities of nearby residents and businesses, highway safety and air quality, pursuant to policies SP1, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Work & Skills Team
Environmental Health
MCC Flood Risk Management
Highway Services
Work & Skills Team
Greater Manchester Ecology Unit
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Transport For Greater Manchester
United Utilities Water PLC

3 Pensby Walk, Manchester, M40 8GN
3 Tollard Avenue, Manchester, M40 8GZ
31 Trimley Avenue, Manchester, M40 8GW
1 Pelton Walk, Manchester, M40 8QY
5 Trimley Avenue, Manchester, M40 8GW
17 Trimley Avenue, Manchester, M40 8GW
1 Trimley Avenue, Manchester, M40 8GW
25 Trimley Avenue, Manchester, M40 8GW
11 Trimley Avenue, Manchester, M40 8GW
9 Pensby Walk, Manchester, M40 8GN
7 Pelton Walk, Manchester, M40 8QY
19 Burnett Close, Manchester, M40 8LN
13 Burnett Close, Manchester, M40 8LN
4 Pitsford Road, Manchester, M40 8QX
2 Pitsford Road, Manchester, M40 8QX
7 Trimley Avenue, Manchester, M40 8GW
3 Trimley Avenue, Manchester, M40 8GW
19 Trimley Avenue, Manchester, M40 8GW
15 Trimley Avenue, Manchester, M40 8GW
13 Trimley Avenue, Manchester, M40 8GW
9 Trimley Avenue, Manchester, M40 8GW
35 Trimley Avenue, Manchester, M40 8GW
33 Trimley Avenue, Manchester, M40 8GW
29 Trimley Avenue, Manchester, M40 8GW
27 Trimley Avenue, Manchester, M40 8GW
23 Trimley Avenue, Manchester, M40 8GW
21 Trimley Avenue, Manchester, M40 8GW
7 Pensby Walk, Manchester, M40 8GN
5 Pensby Walk, Manchester, M40 8GN
5 Sedgeford Road, Manchester, M40 8QS
3 Sedgeford Road, Manchester, M40 8QS
1 Sedgeford Road, Manchester, M40 8QS
2 Pelton Walk, Manchester, M40 8QY

591 Queens Road, Manchester, M40 8TQ
587 Queens Road, Manchester, M40 8TQ
585 Queens Road, Manchester, M40 8TQ
5 Pelton Walk, Manchester, M40 8QY
15 Burnett Close, Manchester, M40 8LN
3 Pelton Walk, Manchester, M40 8QY
21 Burnett Close, Manchester, M40 8LN
17 Burnett Close, Manchester, M40 8LN
11 Burnett Close, Manchester, M40 8LN
5 Tollard Avenue, Manchester, M40 8GZ
1 Tollard Avenue, Manchester, M40 8GZ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: CENTRAL