

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137273/FO/2023

Date registered valid: 13 June 2023

Proposal: Reconfiguration and extension of existing buildings to form 35 apartments in total (7 no. new apartments - Class C3) together with elevational alterations and amended car parking area, amenity space and landscaping

Address: 79-85 Hathersage Road, Manchester, M13 0EW

Ward(s): Ardwick Ward

Applicant: Tatton House Investment 2 Ltd

Agent (if any): Mr Steve Buckley, Peacock + Smith

Case officer: Steven McCoombe
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Recommendation: Approve

Date of recommendation: 21 July 2023

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 30 June 2023

Standard consultations:

Printed: 22 June 2023 Expired: 13 July 2023

Neighbour notifications

Printed: 22 June 2023 Expired: 13 July 2023

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site relates to two pairs of 4 storey (including basement and roof space/dormers), bay fronted, semi-detached properties, situated on the southern side of Hathersage Road.



View of application site looking southwards on Hathersage Rd

The red brick buildings date from the Victorian era and presently accommodate 28 apartments/bed-sits.

The two buildings incorporate stepped access, with small front yard areas enclosed by low level brick walls.

To the rear, 79-81 Hathersage Road incorporates a small lawned area and an area of hard standing for informal off-road parking. The rear is accessed via a shared driveway with neighbouring properties further to the rear.

83-85 Hathersage Road lies at the corner of Hathersage Road and Upper Brook Street and is almost entirely hard landscaped, with vehicular access off Upper Brook Street serving a small car park area.

The site is situated close to a busy junction at Hathersage Road/Upper Brook Street, with a pedestrian crossing immediately to the front of 85 Hathersage Road.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is situated within a prominent position, close to the busy Hathersage Road/Upper Brook Street junction. The intersection serves key routes east/west across the city and north to south into and out of the city centre.

The area can be described as mixed use in nature, comprising a combination of residential, small-scale retail/food and drink, office, education and medical institutions.

To the north, on the opposite side of Hathersage Road, is a 3 storey, red brick building providing student accommodation (Darbshire House). This is located adjacent to a small, two storey parade of shops, incorporating retail/food and drink uses at ground floor level and living accommodation above. Beyond this, a short distance to the north-east is Octagon House, a large, 4 storey, octagonal shaped building accommodation offices and an NHS kidney dialysis unit.

The east of the site lies a relatively recent, three storey student halls of residence (Coniston Hall), beyond which is a much more recent 7 storey (including lower ground) development (Tatton House) which provides a large number of studio apartments. This development is understood to also be owned by the applicant.

Further east, the area becomes more low-rise in nature and comprises Victorian, three storey terraced dwellinghouses/flats, as well as the Grade II* listed Victorian Baths.

To the west of the site on the opposite side of Upper Brook Street is a large vacant development site, formerly the Elizabeth Gaskell campus operated by Manchester Metropolitan University. The site which is now cleared has extant planning permission for a part two, three and four storey building to form a private hospital and wellbeing centre (Class C2).

To the north-west of the junction lies a large multi storey car park, operated by Central Manchester University Hospitals NHS Foundation Trust (CMFT) and forms part of the neighbouring hospital campus.

To the south of the site, the area becomes more domestic in scale and largely comprises three to four storey Victorian terraces and villas and more recent developments designed to reflect the local architecture.

Description of development

Planning permission is sought for the reconfiguration and extension of existing buildings to create 7 no. new apartments (35 in total - Class C3), together with elevational alterations and an amended car parking area, amenity space and landscaping.

At present, the two buildings on the site are currently in use as apartments. 11 apartments at 79-81 Hathersage Road and 17 apartments at 83-85 Hathersage Road (28 apartments in total).

The proposal seeks to reconfigure and extend the existing buildings to create a further 7 apartments to form 35 apartments in total. The mix of apartments would consist of 15 x 1-bed (43%), 15 x 2-bed (43%) and 5 x 3-bed (14%) units.

The proposal seeks to modernise the existing buildings and join them together via a new glazed link, incorporating a new, central main entrance, as well as a three-storey rear extension spanning the width of the properties following demolition of the existing outrigger, as well a small two storey, flat roof extension to the western side of the building, to replace the existing, single storey side extension.

Externally, the proposal includes a reconfigured car parking area to create 15 spaces, together with small areas of amenity space and landscaping. Vehicular access to the site would continue to be taken from the existing points on Hathersage Road and Upper Brook Street.

Works also involve:

- Existing lightwells to the front of the buildings to be filled in. The ground floor finished floor level would then be raised to allow for larger basement windows;
- Existing steps that are currently used to access the ground floor apartments removed. The existing entrance doors would be altered to form windows;
- Existing roof dormers to be repaired and new black UPVC windows to be installed;
- Pitched and tiled roofs to be replaced with new pitched and tiled cedar slate effect roof tile;
- Existing paintwork to be removed and cills returned to original colour;
- All windows replaced with sash effect casement windows in black UPVC;
- Basement lightwells removed and external levels changed to provide new UPVC windows to basement apartments;
- Black UPVC windows to be installed to basement apartments;
- New rooflights to provide natural light to third floor apartments;
- A pathway (internal to the site) would be formed around three sides of the building that would include planting and seating spaces;
- New soft landscaping in various parts of the site to the front, side and rear;

-New surface level and under-croft car parking and cycle parking.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Greater Manchester Police (Design for Security) - No objection. The redevelopment of the existing buildings will likely improve their security. It is recommended that the redevelopment is built to Secured by Design standards to ensure a high level of security.

It is recommended that entrances are recessed no more than 600mm to reduce the potential for concealment.

The vehicular gates to the rear of the building should be retained to restrict access to residents.

The proposed cycle store should be restricted to genuine users.

Environmental Health – The waste management strategy is considered acceptable. Conditions are requested in relation to construction hours, acoustic insulation, air quality and EV charging.

Flood Risk Management – A condition is advised with respect to surface water drainage.

Highway Services – The following comments are made:

Trip Generation

TRICS data has been used to derive multi-modal trip rates for the existing 28 apartments. The methodology and trip rates is acceptable to Highways.

Vehicle trips have been calculated based on the 15 proposed parking spaces, using TRICs data. As a robust assessment it has been assumed that all parking spaces would empty over the course of three morning peak hours and return within the three evening peak hours. This methodology is acceptable.

The assessment anticipates that the proposed development will generate up to 7 vehicles in the peak hour. The assessment assumes that the car park is fully occupied at the start and end of each day and that the car park empties entirely over 3 hours in the morning peak and fills over 3 hours in the evening peak. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

Site Accessibility

The site is well accessed by sustainable modes. Regular bus services are routed along Upper Brook Street and provide connections to East Didsbury, The Lowry and Albert Square. Further bus stops are in place along Plymouth Grove and provide connections to Stockport, Hazel Grove, Manchester City Centre and Piccadilly Gardens.

Parking and Access

Access is currently taken from Upper Brook Street and Hathersage Road. The access is currently shared with an access road and parking to the rear of properties 295 - 301 Upper Brook Street. There are 12 existing parking spaces that gives an existing parking provision of 43%. The existing gated access to the car park will be retained from Upper Brook Street. The

existing access onto Hathersage Road will be retained and continue to serve both the proposed development and the rear off properties 295 - 301 Upper Brook Street. Due to the building extension the access to the car park for properties 295 - 301 Upper Brook Street will move south by approximately 5m. The existing car park will be reconfigured to provide on car park for the 35 properties. The proposed car park will provide parking for 15 vehicles (14 will be standard spaces and 1 disabled). This provides a provision of 43% and is acceptable in principle. It is requested that the site monitors parking and provide welcome packs to new residents informing them of parking arrangements, local car parks, sustainable transport offers and local car clubs.

Further parking survey work was initially recommended, particularly in terms of the timing of survey works, along with details of how spaces will be managed.

In response details have been submitted which indicates that the earliest survey was recorded at 7am and the last at 7pm. The survey results show parking demand consistently low across all survey times, with a maximum occupancy of 7 cars parked equivalent to 26% of the occupied dwellings.

In terms of parking allocation, it is stated that parking is currently free for the tenants living in 79-85 Hathersage Road. The operator requests to see the proof of car ownership before they will provide them a car park permit and this is on a first come, first serve basis.

The additional information has been reviewed and the level of parking is considered satisfactory. It is requested that parking is monitored, and residents are provided with welcome packs informing them of parking arrangements, local car parks, sustainable transport offers and local car clubs. The management/allocation of parking spaces is also considered satisfactory.

EV charging

It is requested that parking spaces have the provision for Electrical Vehicle charging points (minimum 7kW). A minimum of 20% of the total number of spaces within apartment schemes should be fitted within EV charge points (min 7KW).

Cycle Parking

Secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit. The development will incorporate 37 cycle lockers (a provision of 106%) recessed at basement level. This provision is acceptable.

Boundary Treatment

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability.

All gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

Servicing

Designated refuse storage has been accommodated within the curtilage of the site. Servicing will continue as existing along Upper Brook Street. Bins will be taken out by a member of staff at relevant times. It should be ensured that the bins are returned to the bin store immediately after collection. Highways consider this to be acceptable.

Travel Plan

It is requested that this development has a Residential Travel Plan in place to monitor and encourage sustainable travel and monitor parking on-site.

Construction Management Plan

A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

Planning History

124262/00/2019 (79-85 Hathersage Road)

Outline application seeking approval for access, layout and scale with all other matters reserved for the erection of a seven-storey building to form a 133 room aparthotel (Class C1) following demolition of existing buildings. *Refused 29 November 2019. Appeal Dismissed (APP/B4215/W/20/3250307) 29 July 2020.*

074897/FO/2005/N2 (83-85 Hathersage Road)

Change of use of existing residential care home including three storey rear extension to form 11 apartments with associated parking. *Approved 21 June 2005.*

067972/FO/2003/N2 (81 Hathersage Road)

Conversion of house into 6 flats (4 x 2 bed and 2 x 1 bed). *Approved 12 June 2003.*

035653 (83-85 Hathersage Road)

Extending the height of existing rear additions providing new and altering existing window/door openings. *Approved 23 January 1990.*

F11614 (85 Hathersage Road)

Use of dwelling House as a residential hotel. *Approved 6 October 1988.*

032437 (79 Hathersage Road)

Conversion of dwellinghouse in 9 bed-sit flats into 9 studio flats. *Approved 23 February 1989.*

032237 (83-85 Hathersage Road)

Use of vacant premises as a nursing home. *Approved 6 October 1988.*

018816 (85 Hathersage Road)

Conversion of dwellinghouse into 3 self-contained flats. *Approved 4 February 1983.*

Policy

The below policy and guidance is considered relevant in the assessment of this application:

- Saved policies E3.3, DC5 and DC26 of the UDP;
- Policies DM1, SP1, EN1, EN3, H1, H2, H5 T2, EN14, EN16-EN19 of the Core Strategy;

- The Guide to Development in Manchester (SPD) (2007)
- Manchester Residential Quality Guidance (2016)
- National Planning Policy Framework (NPPF).

Issues

Principle

With reference to Development Plan policy and national planning guidance, the principle of the development is considered acceptable

The proposed use would upgrade the appearance and function of a building that is showing signs of degradation, whilst adding to the diversity of housing stock in the area.

The proposed development would facilitate a decent quality development which would create an improved environment for existing and prospective occupiers, in terms of energy efficiency, circulation and access, whilst allowing for an upgrade to the building fabric.

The proposal is considered to accord with policies H1, H2 and H5 of the Core Strategy which outline that central Manchester will accommodate new residential development, with priority being given to family housing and other high value, high quality development where this can be sustained. Policy H5 in particular, states that high density housing will be permitted within or adjacent to the Regional Centre, where the application is sited.

The proposed development would make best use of a brownfield site, contribute to the Council's housing supply and be of an appropriate density in a highly sustainable location, close to large employers in the form of the hospital and universities.

The proposed extension and upgrade to the building would also serve to improve the appearance of the site adjacent to a prominent junction and replace sub-standard accommodation with contemporary, accessible accommodation, more appropriate for modern living.

On this basis, the principle of development is considered satisfactory.

Specific planning issues are considered further below.

Standard of Accommodation

The apartments comply with the Council's internal space standards and comprise:

- 10 no. 1 bed, 1 person dwellings (37 sqm)
- 5 no. 1 bed, 2 person dwellings (50 sqm)
- 15 no. 2 bed, 3 person dwellings (61 sqm)
- 5 no. 3 bed, 4 person dwellings (74 sqm)

All properties would benefit from improved amenity space, upgraded accommodation, improved energy efficiency and a suitable level of natural light and ventilation with improved access. As such, the proposed standard of accommodation is considered acceptable.

Impact on the Highway

In terms of parking, 15 on-site parking spaces are proposed for the 35 apartments, equating to 43% provision. This represents the same ratio as the existing development, given the provision of 3 additional spaces for the uplift in the number of proposed apartments.

When balanced against the accessible nature of the site, anticipated levels of car ownership and travel opportunities afforded by non-car modes of transport, the level of off-road parking provision is considered acceptable.

Vehicular access to the proposed development will be maintained via the existing access off Hathersage Road and Upper Brook Street and therefore represents the same access arrangement afforded to the existing apartments.

The proposed use is considered unlikely to generate a significant increase in the level of vehicular trips beyond the existing authorised situation which would impact unduly on network capacity.

The application has been accompanied by a Transport Statement which includes the results of a parking survey which indicates the under occupancy of the car park and that coupled with the proposed parking ratio being the same as existing, the amount of car parking proposed is considered to be acceptable and would not result in any material harm to the operation of the highway.

The parking provision is supplemented by in excess of 100% cycle parking provision and together with the operation of a travel plan, which is a condition of planning permission, non-car modes can be encouraged to reduce dependency on the private car. In the event that visitors do require parking, there is a multi-storey car park diagonally opposite the site on the opposite side of Upper Brook Street.

On this basis, the impact to the operation of the highway is considered satisfactory.

Cycle Storage

The development would incorporate 37 cycle lockers (a provision of 106%) recessed at basement level in order to promote an alternative to travel than by private car. This level of provision is considered acceptable.

A condition has been included which requires the specification of the storage.

Design, Scale and Appearance

The proposed elevational alterations are considered to be in keeping with the design of the existing building and would significantly uplift the external appearance of the buildings, which are showing signs of degradation.

The glazed link between the two buildings has been sensitively designed, set back from the principal frontage and would create positive benefits in terms of natural light and internal circulation.

In terms of the extensions, it is believed that the size, design and scale are of a sympathetic nature, comparable in scale to the existing context and would result in the removal of unbalanced, mismatched extensions to the rear, to provide a coherent, uniform design that

responds effectively with host building in terms of architectural rhythm and features and also to neighbouring buildings and wider townscape.

In terms of appearance, the proposed building adopts a traditional approach referencing traditional architectural elements found in the area and through the use of brick and tiled pitched roofs, similar to that of a Victorian terrace style.

On this basis, it is considered that the development would complement the context of neighbouring buildings and satisfactorily assimilate into the immediate area.

Residential Amenity

Due to the modest increase in the number of apartments and given the context of the immediate area, it is not anticipated that the proposed change of use would have any adverse impact to neighbouring living conditions in terms of levels of activity and associated noise and disturbance. The proposed use would typify the relationship between neighbouring residential properties found in the area and the position of the car park would be maintained.

In terms of noise impact, the application has been accompanied by a noise assessment which recommends a whole dwelling ventilation system for all flats due to the impact of sound internally when windows are open for ventilation and to mitigate overheating. Higher specification glazing is also required for all facades.

Acoustic mitigation is also recommended in the south-west corner of the site to shield users of the amenity space from traffic noise to mitigate any potential harm.

With reference to the proposed rear extension and the impact to neighbouring occupiers it is not considered that any significant, undue impact would result in terms of over-dominance, overlooking or overshadowing.

Whilst introducing a slightly closer relationship between facing buildings, the rear elevation of the proposed rear extension and the side elevation of No. 295 Upper Brook Street to the south would have a separation distance of approximately 19 metres.

Given this separation distance and the orientation of the site which is to the north of No. 295 Upper Brook Street, any harm to the living conditions of neighbouring occupiers is not likely to be significant.

Whilst Coniston Hall, situated to the east of the site, is sited approximately 8 metres away from the proposed extension, there would be no habitable windows on the facing side elevation that would directly overlook the site. Although there are a series of bathroom windows, these are proposed to be obscured glazed. A condition to ensure this has been included. As such, given the separation gap which is not untypical of the area, coupled with the relationship and orientation of each building and through the use of obscure glazing, it is not considered that there would be any harmful impact upon existing privacy levels or over-dominance.

Landscaping

At present the site has limited vegetation and trees on site. The rear of the site is hard landscaped with the front and sides having some soft landscaping.

Whilst limited, due to the constraints of the site, the proposed development would improve existing green space, with the introduction of more soft landscaping to enhance the site perimeter and would allow the introduction of various native plant species to improve the quality

of green space available. New trees are proposed to be planted in the front and rear areas to increase to improve biodiversity and would create a more attractive setting for the buildings.

Waste Management

Space is shown adjacent to the rear car park area for the storage of the necessary quantity of bins, including recycling receptables. The bin storage area is easily accessible via the car park. Collection would be as existing from the roadside. Environmental Health and Highways consider the arrangement to be satisfactory. A condition has been included to ensure compliance with the submitted arrangement.

Ecology

The site largely comprises buildings and hardstanding and therefore given the characteristics of the site would be unlikely to result in any significant or undue harm to local ecology.

The site does not have any nature conservation designations and no invasive plant species have been identified.

The proposed development would provide the opportunity to enhance biodiversity, as well as the ecological functionality of the site for nesting birds and bat boxes. A condition is included which requires bio-diversity enhancement as part of the proposal.

Affordable Housing

Policy H8 of the Core Strategy states that an affordable housing requirement applies where 15 or more residential units are proposed. The proposal does not meet this threshold as the number of apartments at the site would rise from 28 to 35, representing a net increase of 7 units.

As the number of new units proposed falls below the relevant threshold, there is no requirement for affordable provision in this instance.

Drainage and Flood Risk

The application site is located wholly in flood zone 1 '*low probability of flooding*'.

In line with the Government guidance relating to the provision of sustainable drainage systems (SuDs) it is necessary for the development to incorporate a surface water drainage scheme. An appropriate condition has therefore been included.

If such measures are successfully implemented, it is considered that any flood risk can be satisfactorily sustained.

Climate Change

As the proposal would result in the addition of a modest number of residential units within the context of a residential environment, adjacent to busy, radial routes, it is not believed there would be any significant impact to air quality.

Each parking space is to incorporate an electric vehicle charging point which represents an improvement to the current situation, given that there are none at present.

A new green roof is proposed to the bin store to the rear of the building which will further contribute to a reduction in carbon dioxide emissions.

It is believed such measures will serve to limit the impact the upon climate change and contribute to air quality improvements.

Further, given the site is situated within a sustainable location and as only relatively minor construction work is involved, which would be temporary in duration, there is unlikely to be any significant or harmful contribution to air quality or climate change as a consequence of vehicular movements or ongoing activity. The impact upon climate change is therefore considered less than significant.

Environmental Standards

City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives. A condition has therefore been included which requires further details of what measures are to be incorporated within the proposal in terms of energy efficiency and carbon dioxide emission reduction targets.

Construction Management

To ensure demolition and construction is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part the city, a condition is included which requires the submission and approval of a construction management/demolition plan which details amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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

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

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

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

Drawings referenced 21-064-100A, 21-064-102G, 21-064-152C, 21-064-153B, 21-064-210J, 21-064-211E, 21-064-220D, 21-064-250A and 7061.01 Rev A, received by the City Council as Local Planning Authority on 13 June 2023.

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

3) Notwithstanding details submitted, no above ground development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be implemented in accordance with the agreed materials.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning authority, in the interests of the visual amenity, pursuant to policies SP1, EN3 and DM1 of the Manchester Core Strategy.

4) Prior to the commencement of development, a construction management/demolition plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

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

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

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

5) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing 7061.01 Rev A, received by the City Council as Local Planning Authority on 13 June 2023 shall be implemented not later than 12 months from the date of commencement of works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

6) The development hereby approved shall be implemented in accordance with the waste management details indicated on drawing referenced 21-064-102G and the accompanying waste management pro forma, received by the City Council, as Local Planning Authority on 13 June 2023. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. No bins shall be stored outside the curtilage of the application site, other than on the day of collection.

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

7) The car parking area indicated on drawing referenced 21-064-102G, received by the City Council as Local Planning Authority on 13 June 2023 shall be surfaced, demarcated and made available for use prior to any of the residential units hereby approved being occupied. The parking areas shall be for the sole use of residential occupants of the development and shall be available for use at all times whilst the apartments are occupied.

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

8) Prior to first occupation of the development hereby approved, a detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those residing at the development;
- (2) A commitment to surveying the travel patterns of residents and visitors during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. Any Travel Plan which has

been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

9) Notwithstanding details submitted, prior to the first occupation of the development hereby approved, full details of electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of the apartments and retained thereafter.

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

10) Notwithstanding details submitted, no part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority. Details shall include means of storage, access, security and shelter. The approved space and facilities shall then be retained and permanently reserved for bicycle parking, so long as the apartments hereby approved are occupied.

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

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

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

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

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

13) Prior to first occupation of the apartments hereby approved, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote bio-diversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

14) No development shall not begin until a surface water drainage layout for the site, based on sustainable drainage principles has been submitted to and approved in writing by the City Council as Local Planning authority. The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion. The proposed design must consider existing drainage structures on site which drain offsite areas, ensuring that these structures are not compromised by the proposed layout.

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

15) a) Any externally mounted ancillary plant, equipment and servicing to be installed shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to its installation, the scheme, including any necessary mitigation, shall be submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the site.

b) Prior to any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved verification report shall be submitted to and approved in writing by the City Council as Local Planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the 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 agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

16) The development hereby approved shall be acoustically insulated and treated to limit the break out of noise in accordance with the mitigation measures contained within the submitted Noise Impact Assessment produced by E3P (Ref: 50-741-R1-6) received by the City Council as Local Planning Authority on 13 June 2023. The scheme shall be implemented in full before the apartments are occupied.

b) Prior to occupation of the apartments hereby approved, a verification report will 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 acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenity of nearby residential properties, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and Policies DM1 and SP1 of the Manchester Core Strategy.

17) The apartments hereby approved shall not be occupied until details of the security measures to be incorporated into the development have been 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 which shall be retained thereafter.

Reason - To reduce the risk of crime, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

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

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

19) Before first occupation of the development hereby approved, the bathrooms windows to the eastern shown on drawing referenced 21-064-152C, received by the City Council as Local Planning Authority on 13 June 2023, shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

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

20) a) Prior to commencement of above ground development, details of a mechanical ventilation system shall be submitted to and approved in writing by the City Council as Local Planning Authority.

b) Prior to occupation of the development, the agreed mechanical ventilation system shall be implemented in accordance with the agreed details and shall remain in situ whilst the use or development is in operation.

Reason - To protect existing and future residents from noise pollution, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies EN16, SP1 and DM1 of the Manchester Core Strategy.

21) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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

22) The residential units hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning

(Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

Flat 7, 372 Upper Brook Street, Manchester, M13 0EP
Flat 1, 301 Upper Brook Street, Manchester, M13 0FW
Flat 2, 79 Hathersage Road, Manchester, M13 0EW
Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
374 Upper Brook Street, Manchester, M13 0EP
Room 5 Flat 5, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 2 Flat 5, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 4 Flat 3, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 5 Flat 7, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 4 Flat 4, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 1 Flat 9, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room S25, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Flat 3, 297 Upper Brook Street, Manchester, M13 0FW
Room SA5, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room S4, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room S17, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room S11, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F15, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F18, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room SA2, Coniston Hall, Hathersage Road, Manchester, M13 0EW
58 Hathersage Road, Manchester, M13 0FN
Flat 4, 374 Upper Brook Street, Manchester, M13 0EP
Flat 6, 374 Upper Brook Street, Manchester, M13 0EP
Flat 5, 295 Upper Brook Street, Manchester, M13 0FW
Flat 5, 79 Hathersage Road, Manchester, M13 0EW
Flat 8, 79 Hathersage Road, Manchester, M13 0EW
Flat 11, 83 - 85 Hathersage Road, Manchester, M13 0EW
Flat 5, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 3 Flat 6, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 6 Flat 6, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 1 Flat 8, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Flat 1, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 2 Flat 4, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room S9, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room S3, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room S2, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room S8, Coniston Hall, Hathersage Road, Manchester, M13 0EW

Room F26, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F3, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F20, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room SA7, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F22, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F10, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F12, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F17, Coniston Hall, Hathersage Road, Manchester, M13 0EW
62 Hathersage Road, Manchester, M13 0FN
Flat 4, 301 Upper Brook Street, Manchester, M13 0FW
Flat 7, 301 Upper Brook Street, Manchester, M13 0FW
Flat 3, 374 Upper Brook Street, Manchester, M13 0EP
Flat 5, 83 - 85 Hathersage Road, Manchester, M13 0EW
Flat 6, 83 - 85 Hathersage Road, Manchester, M13 0EW
Flat 8, 83 - 85 Hathersage Road, Manchester, M13 0EW
First Floor, 74 Hathersage Road, Manchester, M13 0FN
68 Hathersage Road, Manchester, M13 0FN
Room 3 Flat 8, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 5 Flat 6, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 2 Flat 9, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 4 Flat 9, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 4 Flat 8, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 5 Flat 9, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 4 Flat 2, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Flat 1, 297 Upper Brook Street, Manchester, M13 0FW
Room SA8, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room SA6, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F14, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F16, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room SA3, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room FA4, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room S6, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Flat Above, 60 Hathersage Road, Manchester, M13 0FN
Flat 7, 374 Upper Brook Street, Manchester, M13 0EP
Flat 3, 372 Upper Brook Street, Manchester, M13 0EP
Flat 5, 301 Upper Brook Street, Manchester, M13 0FW
79 Hathersage Road, Manchester, M13 0EW
74 Hathersage Road, Manchester, M13 0FN
Flat 7, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Flat 3, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 1 Flat 5, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 4 Flat 7, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 5 Flat 4, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 2 Flat 8, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Flat 10, 79 Hathersage Road, Manchester, M13 0EW
Room 2 Flat 2, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room F2, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room SA4, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F8, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Top Flat, 62 Hathersage Road, Manchester, M13 0FN
Top Flat, 64 Hathersage Road, Manchester, M13 0FN
64 - 66 Hathersage Road, Manchester, M13 0FN
66 Hathersage Road, Manchester, M13 0FN
Flat 8, 372 Upper Brook Street, Manchester, M13 0EP

Flat 1, 372 Upper Brook Street, Manchester, M13 0EP
Flat 2, 301 Upper Brook Street, Manchester, M13 0FW
Flat 1, 299 Upper Brook Street, Manchester, M13 0FW
Flat 1, 374 Upper Brook Street, Manchester, M13 0EP
Flat 6, 81 Hathersage Road, Manchester, M13 0EW
Flat 9, 79 Hathersage Road, Manchester, M13 0EW
Flat 4, 83 - 85 Hathersage Road, Manchester, M13 0EW
Flat 3, 83 - 85 Hathersage Road, Manchester, M13 0EW
Flat 9, 83 - 85 Hathersage Road, Manchester, M13 0EW
Flat 2, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
The Hathersage Centre, 280 Upper Brook Street, Manchester, M13 0FH
Flat Above, 70 Hathersage Road, Manchester, M13 0FN
70 Hathersage Road, Manchester, M13 0FN
Room 4 Flat 6, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 3 Flat 9, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 2 Flat 6, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 6 Flat 9, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 7 Flat 3, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room S19, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room S10, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room S13, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room FA3, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room SA1, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F25, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F21, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room FA5, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F9, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Flat 5, 372 Upper Brook Street, Manchester, M13 0EP
1 Anson Road, Manchester, M14 5BY
Flat 8, 301 Upper Brook Street, Manchester, M13 0FW
Flat 3, 301 Upper Brook Street, Manchester, M13 0FW
Flat 3, 81 Hathersage Road, Manchester, M13 0EW
Flat 5, 81 Hathersage Road, Manchester, M13 0EW
Flat 3, 79 Hathersage Road, Manchester, M13 0EW
Flat 10, 83 - 85 Hathersage Road, Manchester, M13 0EW
Flat 7, 83 - 85 Hathersage Road, Manchester, M13 0EW
Flat 9, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Flat 6, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Flat 8, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Flat 2, 295 Upper Brook Street, Manchester, M13 0FW
Flat 4, 295 Upper Brook Street, Manchester, M13 0FW
Room 3 Flat 3, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 6 Flat 3, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 3 Flat 7, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 3 Flat 5, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 3 Flat 2, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Flat 2, 297 Upper Brook Street, Manchester, M13 0FW
Room S12, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room S15, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F13, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F19, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room S7, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Flat 9, 372 Upper Brook Street, Manchester, M13 0EP
Flat 6, 301 Upper Brook Street, Manchester, M13 0FW

297 Upper Brook Street, Manchester, M13 0FW
Flat 3, 295 Upper Brook Street, Manchester, M13 0FW
Flat 4, 81 Hathersage Road, Manchester, M13 0EW
Flat 1, 81 Hathersage Road, Manchester, M13 0EW
Flat 2, 81 Hathersage Road, Manchester, M13 0EW
Flat 7, 79 Hathersage Road, Manchester, M13 0EW
Flat 6, 79 Hathersage Road, Manchester, M13 0EW
Flat 1, 79 Hathersage Road, Manchester, M13 0EW
Flat 4, 79 Hathersage Road, Manchester, M13 0EW
Flat 2, 83 - 85 Hathersage Road, Manchester, M13 0EW
Flat 1, 295 Upper Brook Street, Manchester, M13 0FW
Room 4 Flat 5, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
376 Upper Brook Street, Manchester, M13 0EP
Rear Of, 68 Hathersage Road, Manchester, M13 0FN
Room 5 Flat 3, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 1 Flat 7, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Flat 11, 79 Hathersage Road, Manchester, M13 0EW
Room 2 Flat 7, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 1 Flat 1, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room S27, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room FA1, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room S23, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F11, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F23, Coniston Hall, Hathersage Road, Manchester, M13 0EW
60 Hathersage Road, Manchester, M13 0FN
Flat 5, 374 Upper Brook Street, Manchester, M13 0EP
Flat 2, 374 Upper Brook Street, Manchester, M13 0EP
Flat 6, 372 Upper Brook Street, Manchester, M13 0EP
Flat 2, 372 Upper Brook Street, Manchester, M13 0EP
Flat 4, 372 Upper Brook Street, Manchester, M13 0EP
Coniston Hall, 67 - 77 Hathersage Road, Manchester, M13 0EW
Flat 2, 299 Upper Brook Street, Manchester, M13 0FW
Flat 3, 299 Upper Brook Street, Manchester, M13 0FW
Flat 4, 299 Upper Brook Street, Manchester, M13 0FW
Flat 1, 83 - 85 Hathersage Road, Manchester, M13 0EW
72 Hathersage Road, Manchester, M13 0FN
Flat 4, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Flat 6, 295 Upper Brook Street, Manchester, M13 0FW
Room 1 Flat 6, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 1 Flat 3, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 1 Flat 2, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 5 Flat 2, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 1 Flat 4, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 3 Flat 4, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room 2 Flat 3, Darbshire House, 293A Upper Brook Street, Manchester, M13 0FW
Room S21, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room S22, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room FA6, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room FA2, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room S5, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F5, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F6, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room F4, Coniston Hall, Hathersage Road, Manchester, M13 0EW
Room FA8, Coniston Hall, Hathersage Road, Manchester, M13 0EW

Room F24, Coniston Hall, Hathersage Road, Manchester, M13 0EW

Appendix 2 – Planning constraints

Article 4 Direction - Removal of PD Rights Change of Use from Class C3 to Class C4

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: NORTH AREA