

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133792/JO/2022

Date registered valid: 25 May 2022

Proposal: Variation of conditions 2 (Approved plans), 6 (Permitted development rights), 10 (EV charging points), 13 (Waste management strategy), 14 (Bin store materials), 24 (Car parking details) and 25 (Cycle storage) attached to planning permission ref: 128698/FO/2020 to facilitate changes to the height, elevational design and internal and external layout of the authorised development

Address: Vacant Land Bounded By Stockport Road, Swallow Street, Siddall Street And Pennington Street, Manchester

Ward(s): Longsight Ward

Applicant: Mr Patrick Sheridan Views (Holding) Limited

Agent (if any): Miss Rachel May Avison Young

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

Recommendation: Approve

Date of recommendation: 10 March 2023

Application details

Type of application: Variation or Removal of Condition

Development type: Smallscale Major Dwellings

Date of site visit: 16 June 2022

Standard consultations:

Printed: 31 May 2022 Expired: 21 June 2022

Neighbour notifications

Printed: 15 November 2022 Expired: 22 November 2022

Site notice

Posted: 16 June 2022 Expired: 7 July 2022



Fig.1 – Site notices in displayed positions

Press advert

Published: 7 June 2022 Expired: 28 June 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

This planning application relates to a cleared area of vacant, largely grassed land bounded by Swallow Street (north), Stockport Road (east), Pennington Street (south) and Siddall Street (west). Notwithstanding, the location of the site within Longsight ward, it is located within Levenshulme District Centre. The eastern boundary to Stockport Road would relate to neighbouring retail and commercial uses that characterise Stockport Road.

A three storey building used for the supply of building materials is located to the north of the site at the junction of Swallow Street and Siddall Street. Residential uses predominantly comprising of back of pavement, 2-storey housing is located to the north, west and south of the application site. A building with a maximum height of 3 storeys is located to the south of the site and at the junction of Stockport Road and comprises of ground floor retail and a commercial use with apartments above.

The site is enclosed with fencing and double yellow lines (TROs) are located adjacent to the boundaries with Stockport Road returning at the respective junctions with Swallow Street and Pennington Street.



Fig.2 – Views of the application site from surrounding streets.

Site history

The principle of a mixed use residential and retail development was established on 21 November 2021 by planning permission ref: 117411/FO/2017 relating to the erection of a four

storey building to form 10 retail units on the ground floor with 24 apartments above with associated 25 space car parking area and new vehicular access from Siddall Street.

This planning application seeks to amend the following planning permission that was approved on 4 February 2022 and referenced:

128698/FO/2020 - Erection of a detached building with a ground floor and four floors above (maximum height of 5 storeys) comprising 39 residential units (Class C3), 8 retail/commercial units (Class E) to the ground floor, formation of a 22-space car park and servicing area accessed via Siddall Street, boundary treatments, waste storage enclosures and landscaping

The above planning permission was related to a s.106 agreement to facilitate a reconciliation appraisal based on its actual performance, i.e., to determine whether the development has accrued added value that would facilitate a contribution towards affordable housing. The revised application has been subject to a deed of variation to ensure that agreement has been suitably amended and continues to the delivery of the development.

Description of development

The authorised proposed development related to the erection of a 5-storey building with an L-shaped configuration presented to Stockport Road and its returning junction with Pennington Street. The ground floor would comprise of 8 retail / commercial units (Class E). The upper floors would consist of: 13 one bedroom apartments, 24, two bedroom apartments and 2, three bedroom duplexes (39 units in total). The Stockport Road (eastern) and Pennington Street (western) wings of the building would enclose two sides of a courtyard comprising car parking and servicing area. The rear external area would incorporate 22 residents' car parking spaces, including 2 accessible spaces.

The proposed amendments are required to secure the viable delivery of the development with the changes involving:

- i. Internal layout and external configuration of the building of the building would be amended but would continue to comprise of 39 residential units (Class C3) and 8 retail units (Class E). Car parking would be retained in its approved location with access and egress from Siddall Street. Car parking capacity would be maintained at 22 spaces (including 2 accessible spaces). The number of residents cycle spaces would be reduced from 43 to 40. Class cycle storage would be maintained at 2 spaces.
- ii. The proposed floorspace would be reconfigured over 4 floors (including ground floor) following the removal of the fifth floor, contraction of the building from the Swallow Street boundary and reconfiguration of the circulation core within the building. The reconfiguration of the internal space and need to maintain appropriate corridor widths have necessitated the omission of fourth floor balconies to Stockport Road and Pennington Street and the formation windows to habitable rooms in the sloping roof plane. These changes have been accompanied with amendments to the configuration of apartments, a marginal increase in Class E gross floorspace (from 514 sq. metres to 560 sq. metres) and the re-arrangement of internal bin and cycle storage.
- iii. The previous elevational treatment involving the formation recessed articulation to the Stockport Road frontage (as shown at Fig.3) would be replace by the grouped arrangement of windows positioned between vertical columns rising to eaves of the respective 3 and 4 storey elements of the building. Glazed shopfronts would be positioned at ground floor level to Stockport Road and returning to Pennington Street and Swallow Street. A fourth floor element would be positioned above the 3-storey northerly element of the building and would incorporate

a mansard style roof (a detail that would also be replicated in the 3-storey element presented to Pennington Street). The configuration of the eastern elevation (overlooking the car park) would also be grouped to add verticality to its configuration. The proposed elevational amendments are shown in Fig.4.

iv. The building would maintain its 'L-shaped' configuration providing a semi-enclosed setting to the car park access from Siddall Street. Amendments have been made to the position of the boundary treatment to Siddall Street to ensure the enclosure of landscaping strips behind proposed walls and railings. Changes to the footprint of the building have facilitated the widening of the footpath to Swallow Street.

v. The mix of one, two and duplex apartments would be retained, i.e., 13 one bedroom, 24 two bedroom and 2 duplex apartments albeit with amendments to the achieved internal space.

vi. Amendments to conditions that reference drawing numbers that are superseded by revisions to the development.



Fig.3 – Approved elevations to Stockport Road and Pennington Street



Fig.4 – Proposed elevations to Stockport Road and Pennington Street

Consultations & Notification Responses

Local residents – No comments have been received.

Environmental Health – No objection to the proposed revised description and variation of conditions. The conclusions of the submitted Lighthouse Acoustics letter report, Ref: 0741/le/02 dated 5 May 2022 stating that ‘the proposed minor design revisions are not expected to affect the acoustic specifications for glazing/ventilation elements detailed in the Acoustic Planning Report 0741/APR1 dated 5 November 2020’ are accepted.

Flood Risk Management Team – No objection subject to the reattachment of the previously applied drainage conditions.

Highway Services – No objection based on the following comments:

- i. The development maintains the provision of 22 car parking spaces and 4 EV charging points, which is acceptable;
- ii. It is noted that the number of cycle storage spaces has been reduced from 43 to 40. This level of provision is considered to be appropriate;
- iii. Appropriate waste management arrangements have been maintained;
- iv. The provision of loading bay on South Street should continue to be delivered through condition (No 26);
- v. The revised boundary treatment to Siddall Street is acceptable.

Greater Manchester Ecology Unit – No objection to the revised development.

Greater Manchester Police Design for Security – No objection but recommend that the previous condition relating to secured by design accreditation be applied.

United Utilities Water PLC – No comments received.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'. The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 10 states that 'at the heart of the Framework is a presumption in favour of sustainable development.' In 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The revised development would continue to be appropriately related the following chapters of the NPPF:

- i. Chapter 5 Delivering a sufficient supply of homes
- ii. Chapter 7: Ensuring the vitality of town centres
- iii. Chapter 8: Promoting healthy and safe communities
- iv. Chapter 9: Promoting sustainable transport
- v. Chapter 11: Making effective use of land
- vi. Chapter 12: Achieving well-designed places
- vii. Chapter 14: Meeting the challenge of climate change, flooding and coastal change

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

- i. Consultation and pre-decision matters
- ii. Design
- iii. Flood Risk Planning and Flood Risk
- iv. Health and well-being
- v. Air quality
- vi. Land affected by contamination
- vii. Noise
- viii. Travel plans and traffic / transport assessments

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

accordance with the Core Strategy, saved UDP policies and other Local Development Documents.' The following policies have been previously related to the assessment of the development and would continue to be complied with through the implementation of the revised proposal:

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

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

It is considered that the proposed development would continue to be appropriately related to policy SP1 through its positive contribution to the formation of a sustainable community, which would be beneficial to the quality of the living environment experienced by existing and future residents. The development would improve the local retail offer and provide employment opportunities at the construction phase (through a local labour agreement) and through the on-going operation of the ground floor units.

Policy C 1 (Centre Hierarchy) – States that district centres, including Levenshulme, have an essential role in providing key services to the City's neighbourhoods and ensuring that residents can access services easily. District centres are also a focus for the City's residential neighbourhoods and should primarily respond to the needs of the catchment area and support the vitality and viability of other centres.

Policy C2 (District Centres) - States that development will support thriving district centres, with distinctive local character and a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services.

Policy C6 (South Manchester District Centres - Chorlton, Didsbury, Fallowfield, Levenshulme and Withington) - States that across the area there is capacity for both further convenience and comparison retailing floorspace. policy C6.

The development, in its revised form, would therefore be appropriately related to policies C1, C2 and C6 by:

- i. Positively contributing to the character, vitality and viability of Levenshulme District Centre;
- ii. Bringing a vacant site with limited amenity value back into active use with an associated positive contribution to the local economy, particularly in relation to local employment provision;
- iii. Promoting diversity in the range of unit sizes, provision for convenience development and environmental improvements within Levenshulme District Centre.

Policy EN1 (Design Principles and Strategic Character Areas) - States that opportunities for good design to enhance the overall image of the City should be fully realised to reinforce and enhance the local character and context of the development site. In this case, it is considered

that the composition of the development would continue to be appropriately related to Stockport Road with a satisfactory transition in height and interface with neighbouring 2-storey housing. The development would also continue to be defined by a coherent use of materials reflecting the character of surrounding context. It is therefore considered that policy EN1 would be accorded with.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) - Has been related to the assessment of the submitted statement detailing measures to reduce CO2 emissions and to secure energy efficiency. The development would continue to be related to the detail of the previously assessed environmental standards statement, which identified a 'fabric-led' design approach that would accord with the principles of the energy hierarchy in line within policy EN 4. On this basis, policy EN4 would be accorded with.

Policy EN 8 (Adaptation to Climate Change) - States that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. Policy EN8 would continue to be accorded with through its sustainable design of the proposed apartments and appropriate drainage management. Opportunities for landscaping and biodiversity enhancement would continue to be realised as part of the development.

Policy EN9 (Green Infrastructure) - States that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function

Policy EN 10 (Safeguarding Open Space, Sport and Recreation Facilities) - states that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to appropriate standards and provide a network of diverse, multi-functional open spaces.

The development has been previously assessed with regard to the character, use and quality of the existing green space and the local provision of open and formalised recreational space. It has been previously established that the site does not contribute to localised open space provision and there is no evidence of its use for recreation or play. The site is supported by open space within the nearby Crowcroft Park and Rushford Park playing pitches, which are located beyond the railway line to the west of the site. It is considered that policy EN9 and EN10 would continue to be accorded with.

Policy EN 14 (Flood Risk) - EN 14 states that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding. Site drainage proposals have been previously assessed and previously conditions have been re-applied to secure compliance with policy EN14 can be complied with.

Policy EN15 (Biodiversity and Geological Conservation) – Previous measures to improve biodiversity have again been related to the development by condition to ensure compliance with policy EN15.

Policy EN 16 (Air Quality) – Issues relating to air quality have been previously assessed. Impacts have been identified at the construction stage and would be managed through the CMP. Impacts during the operational stage would be limited to residential and service vehicle movement without significant impact on local air quality. A pre-occupation condition remains in place relating to the installation of electric vehicle charging points. These measures would help to maintain and / or improve future localised air quality pursuant to policy EN16.

Policy EN18 (Contaminated Land and Ground Stability) – States that any proposal for development of contaminated land must be accompanied by a health risk assessment. Appropriate assessment of related issues has been undertaken and related mitigation of land contamination would be addressed by condition to secure compliance with policy EN18.

Policy EN19 (Waste) – The development would replicate previously waste and recycling arrangement that accord with policy EN19.

Policy H1 (Overall Housing Provision) - Relates to the City Council strategy for the delivery of new housing between March 2009 and March 2027. The development would continue to be positively related to the quality and supply of the housing stock in the local area and would thereby accord with policy H1.

Policy H 5 (Central Manchester) - States that Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. It states that high density housing will be permitted within Longsight District Centre as part of mixed-use schemes.

Policy H 6 (South Manchester) - States that South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres including Levenshulme, as part of mixed-use schemes.

Policies H5 and H6 have been referenced given the proximity of the site to Longsight and Levenshulme District Centres. It is considered that the development would continue to improve the delivery and quality of local housing and thereby responding positively to both policies

Policy H 8 (Affordable Housing) - Sets the requirements for affordable housing or an equivalent financial contribution. It remains relevant in this case as development would exceed the 15 or more threshold for affordable housing provision. It has been established that a direct affordable housing contribution would not be viable in his case. The previously attached s.106 Agreement (that sought to deliver a future contribute toward affordable housing should the performance of the development achieve sufficient added value following its implementation) has been reattached following its amendment through a deed of variation. This approach would secure compliance with policy H8.

Policy H11 (Houses in Multiple Occupation) – Relates to a condition that would continue to ensure that the proposed duplex apartments are maintained as single occupancy accommodation and to prevent future occupation as small-scale houses in multiple occupation (Class C4) proposed housing is retained as Class C3 accommodation. This accords with the requirement of policy H11, which aims to secure a sustainable supply of family housing and maintaining an appropriate mix housing type and tenure.

Policy T1 (Sustainable transport) - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case, the development would be supported 22 car parking spaces and storage for 40 cycles for use by residents. This provision is acceptable in such a sustainable location. This provision would continue to be supplemented with residential and Class E use travel plans that would be delivered by conditions. The development would thereby respond positively to policy T1.

Policy T2 (Accessible areas of opportunity and need) - States that the Council will actively manage the pattern of development to ensure that new development is: located to ensure good

access to the City's main economic drivers and easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. The sustainable location of the application site, in terms of access to public transport and proximity to services within local centres would ensure that the development would be suitably related to the specified objectives of policy T2.

Policy DM1 (Development Management) - SDM1 states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Relevant considerations in this case are:

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development to ensure that development has regard to the character of the surrounding area;
- c. Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- d. Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

It is considered that the assessment of the development demonstrates its accordance policy DM1 points a - h (inclusively).

Unitary Development Plan (Saved UDP) Policies -The following Unitary Development Plan saved policies are relevant to the assessment of the development:

Part 1

E3.3 (Environmental Improvement and Protection) - States that all development in Manchester should meet high standards of urban design and opportunities for good design, which enhance the overall image of the City should be fully realised, particularly along major radial roads, such as Stockport Road. It is considered that the proposed design would continue to positively respond to the requirements of policy E3.3 through the quality of its contemporary design and contribution the streetscene and Stockport Road as a major route to and from the city centre and through Levenshulme District Centre.

Policy S1.2 (Shopping) – The revised development would accord with the policy objective of delivering the appropriate improvement and re-development of existing district centres to ensure that they remain the focus for both shopping and a full range of community facilities.

Part 2

Policy DC7 (New Housing Development) - States that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. The development would maintain inclusive access arrangements to secure compliance with policy DC7.

Policy DC26 (Development and noise)

The development has been previously assessed with regard to following elements of policy DC26 are considered to be relevant:

Policy DC26.1 has been related to the proposals contribution to the local noise environment and how existing noise sources, including noise from neighbouring industrial / commercial uses, may impact on the proposed housing.

Policy DC26.4 requires that where an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, consideration is given to measures to deal with it satisfactorily.

Policy DC26.5 has been related to the assessment of the development, in terms of measures to minimise the impact of noise on future residents, including the incorporation of noise insulation.

The development has been accompanied with a revised acoustic assessment that indicates that, through detailed design, appropriate attenuation from noise from the surrounding environment, traffic and between the proposed uses could be achieved. Conditions would be reattached to ensure that ground floor Class E uses are delivered with appropriate noise attenuation. Policy DC26 would thereby continue to be accorded with.

Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance - The Guide aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester. The development has been previously assessed with regard to the following paragraphs, which continue to be accorded with:

- i. Section 2 Design.
- ii. Section 3 Accessibility
- iii. Section 4 Environmental Standards
- iv. Section 7 Housing Density and Mix.
- v. Section 8 Community Safety and Crime Prevention

Providing for Housing Choice Supplementary Planning Document (SPD) and Planning Guidance (adopted 2nd September 2008) - This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision. It has been previously established that the development would be appropriately related to the above document. This would continue to be the case following the implementation of the revised development.

Manchester Residential Quality Guidance (MRQG) - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live. It also seeks to raise the quality of life across Manchester. The development would continue to accord with the relevant sections of MRQG and maintain the previous mix of bedroom within proposed apartment types.

Manchester's Great Outdoors - A Green and Blue Infrastructure Strategy for Manchester (GI) (2015 -25) adopted July 2015 - The strategy sets out a framework to guide the maintenance of and access to green space and blue space, i.e. waterways, canals and rivers etc., within the city. The strategy builds on the investment to date in the city's green infrastructure (GI) and the understanding of its importance in helping to create a successful city. The development would continue to accord with the relevant sections of the strategy.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

The principle of the development have been previously established assessed and considered to be acceptable. Sufficient information has been provided as part of the submitted s.73 application to demonstrate the proposed amendments are consistent with the principle of the development. Sufficient information has also been provided to facilities the appropriate consideration of the revised proposal.

Principle of the development – Has been established by the extant planning permission and the amendments would not significantly depart from the accepted characteristics and composition of the development. The development would maintain an appropriate mix of residential and Class E uses, with appropriate arrangements to support the operation of the development.

Affordable housing and s.106 Agreement to secure future reconciliation re-appraisal – It has been previously established that the development would not support a contribution towards affordable housing and these circumstances would not change as a result of the development. The development would continue to be related to the detail of a s106 agreement through a deed of variation to facilitate a reconciliation appraisal based on its actual performance and to facilitate a potential future contribution towards and affordable housing.

Magnitude of development – Although the height of the proposed building would be reduced the proposed number of appartements and Class E units would be maintained. This magnitude of development has been previously assessed and considered necessary to deliver a viable and sustainable development. The proposed magnitude of development continues to be acceptable.

Residential space standards –Whilst the development would continue to provide 13 x 1 bedroom apartments. The configuration of the apartments has changed in response to the omission of the fifth floor, which has resulted the loss of five, 1 bedroom, 2 person apartments. In order to maintain the viability of the development, it has been necessary to reconfigure the internal space to secure the delivery of a total of 39 residential units. However, the following apartment would be related to the MRQG space criteria for 1 bedroom, 1 person occupation, i.e.,

- i. Five apartments would meet or exceed the criteria for 1 bed, 1 person occupation; accommodation.
- ii. Five apartments would be marginally below the criteria.

Three apartments would exceed the criteria for 1 bed, 2 person occupation. The two duplex appartement would exceed the space criteria for 3 bed, 4 person occupation. The remaining [24] apartments would meet the criteria for 2 bed, 3 person occupation. It is considered that the development would continue to achieve a satisfactory quality of accommodation and the reduction in the apartment size is justified on the basis that the amendments would secure to deliver of a development that would be beneficial to the locality and its housing supply.

Siting – The siting of the development has been informed by the existing planning permission with regard to its configuration, balance of built form and open space and relationship to neighbouring buildings (including housing) and streets. Appropriate interfaces would be

maintained between proposed and existing windows, including views within the development. The inclusion of roof lights to the third floor of the Pennington Street elevation would secure appropriate relationships to neighbouring houses. A previous condition relating the design of other windows in the southern elevation have been reattached. The inclusion of windows in the northern elevation was established through planning permission reference 128698/FO/2020. Appropriate relationship to neighbouring site the north of site would be addressed through future development proposals. Indicative screening details have been submitted in relation to the roof terraces to Pennington Street and Siddall Street. A condition has been included to ensure approval of the appearance and specification of screening to avoid undue overlooking. The building would continue to be sited satisfactorily.

Height, scale and massing – The impact of the development would be lessened by the proposed reduction to the building height. The impact of height would be further reduced through the formation of a mansard style roof to the Stockport Road elevation. The focus of higher parts of the building towards Stockport Road and the formation of a corner feature at the junction with Pennington Street would secure an appropriate relationship to the streetscene. The graduation of the height from four to three storeys would secure appropriate relationships to Pennington Street and Siddall Street. The massing of the building would be reduced by the configuration column feature, recessed windows and contrasting roof detailing. It is considered that the development would be a proportionate addition to the streetscape and its proposed height would be suitability related to the context of the site.

Permitted Upward extensions - A condition has been reattached that removes permitted development rights that would otherwise potentially allow the erection of additional rooftop extensions. This condition is considered to be necessary to maintain satisfactory relationships to the neighbouring residential uses and the streetscene.

Daylight, sunlight and overshadowing assessment – The development has been assessed with regard to a submitted and conditioned daylight and overshadowing report that concluded that any impact from overshadowing would be negligible in relation to neighbouring houses. Any potential impact would be related to the surface car park area forming part of the development. An addendum to the previously submitted assessment concludes that as the development would reduce the height of the proposed building any potential impact would also be reduced correspondingly. These findings are accepted and addendum to the assessment is related to the development by condition.

Design – The elevational design has been simplified but given greater coherence through the insertion of recessed windows set within vertical columns contrasting with the horizontal emphasis of the building presented to Stockport Road. The solidity of the upper floors to Stockport Road would be received by glazing to the ground floor shopfronts. The formation of floor to ceiling in the ground floor windows would relieve the solidity of the upper floor elevations and give a sense of coherence across the ground floor Class E units. The composition of the building to Pennington Street, including the formation of a mansard roof would suitably acknowledge the surrounding setting of terraced housing. A condition has been included to ensure the approval of materials. The proposed design would continue to be acceptable.

Accessibility – Appropriate inclusive access would be maintained to all doorways, corridors and manoeuvring spaces. A lift to upper floors would also be maintained.

Future use of the development - A condition is re-attached to ensure that the proposed duplex apartments are maintained as single occupancy accommodation and to prevent future occupation as small-scale houses in multiple occupation (Class C4) proposed housing is

retained as Class C3 accommodation. This approach would ensure that the development contributes to a sustainable supply of family housing and appropriate mix housing type and tenure. Class E comprises of a multitude of uses, including restaurant uses. Given the proximity of upper floor apartments and the configuration of related windows, it is not considered that restaurant uses and related external plant and equipment would be appropriate. A condition has again been included limiting the permissible issues within Class E to retail and financial and professional services.

Residential amenity - The proposed development would provide a high quality residential accommodation that would incorporate the formation of amenity space through the formation of rooftop garden areas at the third floor level. In response to the reconfiguration of these external spaces, and additional condition has been included to ensure the provision of screens to the perimeter of these garden areas to avoid potential overlooking of neighbouring houses to Pennington Street and Siddall Street. A previously included glazing design and specification condition relating to the Pennington Street elevations have been included to avoid potential overlooking. In common with the previous planning permission habitable room windows are included in the northern elevation. These windows would face toward semi-derelict buildings at 784 - 786 Stockport Road. Any future development at the neighbouring site would need to be address any potential relationship to these windows. It is not considered that the revised propose would depart from the extant planning permission with regard to impact on residential amenity.

Impact on local open space provision - The impact of the development on open and recreational spaces has been previously assessed and considered to be acceptable.

Crime and Security - It is considered that revised development is capable of incorporating the previously approved crime reduction and security measures that are related to the development by condition.

Boundary treatment - The boundary treatment would involve to the fomentation of low walls and railings and would be applied to the site perimeter securing the residential and courtyard boundaries to Pennington Street, Siddall Street and Swallow street. Previously approved railings to the Stockport Road and Pennington Street elevations would be omitted due to the reconfiguration of the respective fourth and third floors. The boundary position to Siddall Street has been amended to avoid the formation of pockets of incidental open space, The detail of the proposed boundary treatments would replicate the previously approved details comprising of 1700 mm railings above a 300 mm brick wall. The formation of shallow gardens area to Pennington Street and satisfactory demarcation of the public and private realm. The details of boundary treatments have been conditioned.

Reducing carbon emissions and sustainable design - The applicant has submitted an environmental standards and energy statement that has been previously accepted and condition. The related condition has been re-attached.

Car parking and highways issues – The development has been previously related to a transport assessment that would continue to be relevant to the revised proposal. The development would maintain the previously approved car parking layout, residents parking provision and vehicular access arrangements from Siddall Street. Site management conditions would be re-attached in relation to the operation of the car parking area and waste storage and collection. A separate condition has been re-attached relating to the undertaking of off-site highways works, including the provision of a loading bay on Swallow Street. It is considered that traffic generated by the development would continue to be predictable, manageable and reflective of the characteristics of Levenshulme District Centre. The resulting impact would thereby be acceptable.

Travel Plan – Issues relating to the delivery of travel plan relating to the respective apartments and Class E units have been previously assessed. The related conditions have been reattached.

Off-site highways works - A condition has again been included to ensure that all necessary works to the adjacent highways related to the development are undertaken prior to its occupation.

Electric vehicle (EV) charging points - The development would continue to be supported with 4 EV charging points and a continued has been included to ensure that these charging points are installed before the occupation of the apartments, achieve an output of 7kw/H and are subsequently maintained in situ.

Cycle storage – A reduction in cycle storage from 43 to 40 spaces would not be significant as more than 100 % would be maintained. The residents cycle storage arrangements are considered to be acceptable and have been conditioned. A previous assessment of the development established that the narrowness of the forecourts would prevent the provisions of cycle storage for staff and customers.

Construction Management Plan (CMP) – Potential issues have been previously assessed and the related CMP condition has been reattached.

Waste management – The previously approved arrangements for segregated waste and recycling would be replicated and conditioned to the development. This would included details of bin capacities and segregated waste and recycling arrangements relating to the Class C3 and Class E uses. A separate condition would ensure the approval of the appearance and specification of bin storage enclosures.

Noise - The development has been previously related to an acoustic assessment that has been reference in an addendum letter detailing the potential implications for the amended development on ambient background noise levels. The assessment maintains that glazing specifications would not be affected by the proposed changes. The proposed increase to the size of the external roof terrace would be offset by the omission of individual balconies to apartments. These findings have been accepted by Environmental Health and the approved and supplementary details have been related to the development by condition.

Ground floor opening and servicing hours – As a continued safeguard the amenities of existing neighbouring residents and the future occupants of apartments within the development, conditions have been again included the restrict operating hours associated with the ground floor Class E uses to the following:

- i. Opening hours (as conditioned to planning permission 117411/FO/2017:
Monday to Sunday (including Bank Holidays) - 8.00 am and 10.00 pm.
- ii. Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:
Monday to Saturday: 7.30 am to 8.00 pm
Sunday and Bank Holidays - No deliveries/waste collections.

External equipment – A condition has been included to address requirements for externally mounted equipment in support of authorised Class E uses, including the provision of noise attenuation.

Air quality – The amendments would not affect the previous assessment that concluded potential and indirect impacts arising from the construction phase would be mitigated through the CMP. During the operational phase, it has been accepted that there would be minimal increases in pollutant concentrations associated with additional traffic movement. Previous conditions to reduce air quality impacts would be re-applied, including measures to ensure the provision of electric vehicle charging points, travel plans and 40 cycle storage spaces.

Land conditions - The applicant has previously submitted a ground condition survey that has been assessed and gives assurance that, subject to further information, issues relating to historic land contamination are capable of being addressed. A condition has been reattached to ensure that submission of additional details pertaining to the report and to ensure the implementation of an appropriate remediation strategy and all necessary mitigation works.

Flood risk and site drainage - The application site is located within Flood Zone 1 and has low risk of flooding. Drainage issues have been previously assessed and related conditions have been reattached as requested by the FRMT.

Ecology - The site has been previously related to an assessment that found little ecological value within the site. Measures to improve bio-diversity have been previously brought forward within the ecological assessment, which have been accepted by the GM Ecology Unit, including recommendations for the provision of the following:

- i. Bat and bird boxes;
- ii. Replacement tree planting;
- iii. Incorporation of native planting species within the landscaping scheme.

A condition has been included to ensure that the delivery of the above measures as part of the development.

Tree removal and landscaping – The removal of trees and shrubs within the application site have been previously assessed and considered to be acceptable. A detailed landscaping scheme, including native tree and shrub planting, has been reattached conditioned as part of the revised development. A separate condition has been included that relates the development to the submitted age and condition survey and prevents removal of the trees and shrubs during bird nesting season.

Local labour agreement - A condition to ensure the delivery of the local labour agreement as part of the development has been reattached.

TV Reception - A TV reception assessment has been previously submitted and concluded that the proposed development would not cause disruption to the existing quality of television or radio reception. A condition has been recommended to ensure that the pre-existing level and quality of signal reception is maintained.

Broadband connectivity - A broadband connectivity assessment has been previously submitted and the quality and availability of existing infrastructure and connectivity has been established. A previous condition to ensure the delivery appropriate broadband connectivity has been included.

Conclusion - The amended development would be consistent with the character of the previously approved development. It would secure the delivery of new housing and a contribution to the local retail and commercial offer. It would be appropriately related to the streetscene and Levenshulme District Centre. The satisfactory implementation of the development and subsequent operation of the site would be managed by the attached conditions. On this basis, the development would be acceptable and appropriately related to and satisfactorily accords with Core Strategy and Unitary Development Plan saved policies and the National Planning Policy Framework.

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. The principle of the development have been previously established assessed and considered to be acceptable. Sufficient information has been provided as part of the submitted s.73 application to demonstrate the proposed amendments are consistent with the principle of the development. Sufficient information has also been provided to facilities the appropriate consideration of the revised proposal.

Condition(s) to be attached to decision for approval

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 stamped as received by the City Council as local planning authority on 24 November 2020, 30 November 2020, 10 February 2021, 16 May 2022, 25 May 2022 and 1 September 2022:

Application forms relating to the removal or variation of conditions following the granting of planning permission

Covering letter from Avison Young Ref: NL/RM/04C001034 dated 13 May 2022

Proposed Ground Floor Plan Ref: 8048_L00_01 Rev. N

Proposed First Floor Plan Ref: 8048_L00_02 Rev. L

Proposed Second Floor Plan Ref: 8048_L00_03 Rev. L

Proposed Third Floor Plan Ref: 8048_L00_04 Rev. L

Proposed Fourth Floor Plan Ref: 8048_L00_05 Rev. F

Building Elevations - Sheet 1 Ref: 8048_L00_18 Rev. F

Building Elevations - Sheet 2 Ref: 8048_L00_19 Rev. G

Proposed Roof Plan Ref: 8048_L00_23 Rev. F

Site Location Plan Ref: 8048_L00_25 Rev. B

CGI View 4 Ref: 8048_L00_26 Rev. A

Boundary Treatment Plan Ref: 8048_L00_28 Rev. A (as amended by the boundary treatment details on drawing referenced Proposed ground floor plan Ref: 8048_L00_01 Rev N)

Topographical Survey Ref: SSL: 20176:200:1:1

Supporting Planning Statement Avison Young November 2020

Design and Access Statement Leach Rhodes Walker LRW_8048_L (00)22 Rev. B

Viability Assessment Grasscroft September 2020

Noise Impact Assessment Lighthouse Acoustics Ref: 0741/APR1 Rev 1

Stockport Road Manchester Environmental Standards and Energy Statement Element Sustainability Ref: 2020.178

Preliminary Risk Assessment (Land Contamination)

Broadband Connectivity Assessment GTech Surveys Limited Issue 0.1

Television Baseline Survey Report GTech Surveys Limited Issue 0.1

Flood Risk Assessment and Drainage Strategy Curtins Ref:077340-CUR-00-XX-RP-C-92001 Rev. V02

Air Quality Assessment BWB Ref: MCP2360-001

Transport Statement Curtins Ref: 075364-CUR-00-XX-RP-TP-001-V01 Rev.01

Interim Travel Plan Curtins Ref: 075364-CUR-00-XX-RP-TP-001-V01

Crime Impact Statement GM Police Design for Security Ref: 2020/0448/CIS/01Version A

Local Labour Agreement Avison Young

Avison Young Letter Ref: NL/RM/04C001034 dated 6 April 2021 - Response to consultation

Daylight, sunlight and overshadowing commentary letter from Avison Young Ref: NLK/04C001034/ajr dated 5 February 2021 and

Avison Young Letter Ref: NLK/ajR/02C001034 dated 21 May 2021, including

Transient Shadow Studies drawings
Urban Green Ref: UG856 dated January 2021
786 Stockport Road Preliminary Ecological Assessment Ref: BEK-20757-2 by BEK
dated September 2020

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 for the City of Manchester.

3) Before the commencement of above ground construction works, 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 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.

4) The authorised development relates to the erection of a four storey building comprising eight ground floor Commercial, Business and Service units with maximum floorspace of 511 sq. metres (Class E) and 39 residential apartments (Class C3) above.

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

5) 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 ground floor of the premises shall be used for any other purpose (including any other purpose in Class E 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 (as amended), The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than for the operation of the authorised units as retail shops, cafes and restaurants and / or the provision of financial and professional services.

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

6) 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 duplex apartments referenced as Apt.G/1.01 and Apt.G1.02 on drawings ref: Proposed Ground Floor Plan Ref: L(00)01 Rev N and Proposed First Floor Plan Ref: L(00)01 Rev L 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 (as amended), The Town and

Country Planning (Use Classes) (Amendment) (England) Order 2020 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose 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.

7) 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 (2012).

8) Notwithstanding the details of document referenced Supporting Planning Statement, Section 9 Construction Environmental Management Plan (CEMP) Framework and prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:

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

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

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

9) The construction and operational phases of the development shall be fully implemented in accordance with document referenced: Air Quality Assessment BWB Ref: MCP2360-001. The details relating to the operational phases shall commence before the first occupation of the development and maintained in situ at all times thereafter.

Reason - In the interests of residential amenity and to contribute to the reduction of carbon emissions and improve air quality, pursuant to policies SP1, EN16 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

10) Before the occupation of the authorised apartments and notwithstanding the detail of document ref: Air Quality Assessment BWB Ref: MCP2360 and drawing ref: Proposed Ground Floor Plan Ref: 8048_L00_01 Rev. N, a drawing shall be submitted to and approved in writing by the City Council as local planning authority confirming the position of four electrical vehicle (EV) charging points as confirmed in Avison Young letter dated 6 April 2021. The EV charging points shall achieve a charging specification of 7kw/H, installed in accordance with the approved drawing before occupation of the apartments and maintained in situ at all times thereafter.

Reason - In the interests of residential amenity and to contribute to the reduction of carbon emissions and improve air quality, pursuant to policies SP1, EN16 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

11) The ground floor ground floor Commercial, Business and Service use (Class E) units shall not be open outside the following hours:
Monday to Sunday (including Bank Holidays) - 8.00 am and 10.00 pm.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

12) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:
Monday to Saturday: 7.30 am to 8.00 pm
Sunday and Bank Holidays - No deliveries / waste collections.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

13) The authorised development shall be undertaken in accordance with the waste management strategy comprising document and drawing referenced:
Proposed Ground Floor Plan Ref: 8048_L00_01 Rev. N and Design and Access Statement Leach Rhodes Walker LRW_8048_L (00)22 Rev. A -Section 13: Servicing and Refuse
Avison Young Letter Ref: NL/RM/04C001034 dated 6 April 2021 - Response to consultation confirming dimensions of waste storage enclosures and collection arrangements.

The agreed arrangements shall be implemented in full prior to the first occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

14) Before the first occupation of the retail / commercial units (Class E) details of the elevational appearance of the bin storage enclosure details as shown on drawing ref:

Proposed Ground Floor Plan Ref: 8048_L00_01 Rev. N shall be submitted to and approved in writing 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 maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

15) Before the first occupation of the development, a scheme for the management and servicing of the external areas of the site shall be submitted to and approved in writing by the City Council as local planning authority. This scheme shall include details of arrangements for: the use and operation of the car park for residential parking, presentation of bins to collection points and their return to the respective waste management enclosures and a strategy for undertaking of servicing and deliveries from Swallow Street, including times and frequency. The details of the approved scheme shall be implemented upon the first occupation of the authorised extension and shall remain in situ whilst the use or development is in operation.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1, C2, DM1, T1 and T2 of the Core Strategy for the City of Manchester.

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

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

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

any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy for the City of Manchester.

17) a) Before the occupation of the development the details and specification of document ref: Noise Impact Assessment Lighthouse Acoustics Ref: 0741/APR1 Rev 1 as amended by letter from Lighthouse Acoustics Ref 0741/le/02 dated 5 May 2022 shall be fully implemented.

b) Prior to first occupation of the residential units, a verification report shall be submitted to and approved in writing by the City Council as local planning authority in order 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 development shall be undertaken in accordance with the agreed details at all times thereafter.

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 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

18) Before its installation any externally mounted equipment required to facilitate the ground floor operation of the Class E uses shall be related to a scheme to 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 from any such ancillary plant, equipment and servicing, including details of acoustic attenuation. Any externally mounted equipment installed as part of the authorised development shall be installed in accordance with the specifications of the agreed and subsequently maintained in situ.

Reason - To safeguard residential amenity by minimising the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester and saved Unitary Development Plan policy DC26.

19) a) Before the first occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority detailing the design and installation of external lighting including measures to control glare and overspill onto nearby residential properties.

b) Prior to occupation of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light 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 criteria.

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

20) Before the commencement of above ground construction a drawing shall be submitted to and approved in writing by the City Council as local planning authority relating to the design and glazing specification to the upper floor apartment windows to the southern elevation adjacent to Pennington Street. Development shall only take place in accordance with the approved details and shall be retained as such at all times thereafter.

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 Core Strategy for the City of Manchester.

21) All windows identified as being obscurely glazed shall achieved a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent, which shall be implemented prior to the first occupation of the development and maintained in situ thereafter.

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 Core Strategy for the City of Manchester.

22) No development shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the Local Planning Authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework.

23) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- o Verification report providing photographic evidence of construction as per design drawings;
- o As built construction drawings if different from design construction drawings;
- o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To manage flooding and pollution and 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 EN8 and EN14 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework.

24) Before the occupation of the building, the car parking area shall be surfaced and demarcated and with the details of drawing referenced: Proposed Ground Floor Plan Ref: L(00)01 Rev N. Upon occupation of the building, the car parking area shall be made available for use in accordance with the authorised use only and maintained in situ thereafter.

Reason - In the interest of pedestrian and highways safety and to ensure the provision of appropriate car parking pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

25) Cycle storage related to authorised apartments (Class C3) and retail /commercial units Class E as shown on drawing referenced: Proposed Ground Floor Plan Ref: L(00)01 Rev N shall be made available for such purposes upon occupation of the building and maintained in situ thereafter.

Reason - To ensure that adequate provision is made for cycle 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 Core Strategy for the City of Manchester.

26) No development shall take place until details of highways works to Stockport Road, Pennington Street, Siddall Street and Swallow Street that are required as part of the implementation of the development have been approved in writing by the City Council as local planning authority. These details shall include details of the siting and specification of a delivery / servicing bay to Swallow Street. The development shall not be occupied until the works have been constructed in accordance with the approved details, which shall be maintained in situ at all times thereafter.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, EN19, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework.

27) The development hereby approved shall be implemented in full accordance with the measures as set out in document referenced: Stockport Road Manchester - Environmental Standards and Energy Statement dated November 2020 Ref: 2020.178, including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance.

Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

28) Before the commencement of above ground construction work, a scheme shall be

submitted to and approved in writing by the City council as local planning authority, detailing the design, specification and appearance of the ground floor shop frontages, including: the composition of display windows and doors; any provision of internal security shutters or grilles and arrangements for their opening in the day-time period (Monday to Sunday) and the alignment of shop advertisement displays to be incorporated into the shopfront. The development shall be implemented in accordance with the approved scheme prior to the occupation of the authorised Class E units and maintained in situ thereafter.

Reason - In the interests of residential and visual amenity of the area and in order to safeguard the character of the street scene pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester and saved policy E3.3 of the Unitary Development Plan.

29) The authorised development shall be designed and constructed in accordance with the recommendations contained within section 3.3 of document referenced: Crime Impact Statement: URN:2020/0448/CIS/1 Version A dated 14 August 2020 by GM Police Design for Security. The development shall only be carried out in accordance with these approved details and occupation or use shall not commence until the City Council as local planning authority has acknowledged, in writing, that it has received written confirmation of 'Secured by Design' accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1, EN1 and DM1 of the Core Strategy for Manchester and to reflect the guidance contained in the National Planning Policy Framework.

30) Before the first occupation of the authorised ground floor Class E units, a 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:

- i. The measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development.
- ii. A commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time.
- iii. Mechanisms for the implementation of the measures to reduce dependency on the private car.
- iv. Measures for the delivery of specified travel plan services.
- v. 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 (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. 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 assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and the Guide to Development in Manchester SPD (2007).

31) Before the first occupation of the authorised apartments (Class C3), a 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:

- i. The measures proposed to be taken to reduce dependency on the private car by those residing the development
- ii. A commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii. Mechanisms for the implementation of the measures to reduce dependency on the private car
- iv. Measures for the delivery of specified travel plan services
- v. 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 (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. 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 assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and the Guide to Development in Manchester SPD (2007).

32) The development shall be implemented in accordance with document referenced: Television and Radio Reception Impact Assessment - Land South of 786 Stockport Road Issue 0.1 dated 28 August 2020 dated by GTech Surveys Limited. An assessment of the impact of the development on television signal reception within the potential impact area identified in the above report shall be undertaken within one month of the practical completion of the development or before the development its first occupation (whichever is the sooner) or at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the submitted survey. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception. In the interest of residential amenity, as specified in policy DM1 of Core Strategy for the City of Manchester.

33) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development. In this condition a Local Benefit Proposal means a document which includes:

- i. The measures proposed to recruit local people including apprenticeships;
- ii. Mechanisms for the implementation and delivery of the Local Benefit Proposal;
- iii. Measures to monitor and review the effectiveness of the Local Benefit Proposal

in achieving the objective of recruiting and supporting local labour objectives.

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Core Strategy for the City of Manchester.

34) The development shall be fully implemented in accordance with document reference: Arboricultural Impact Assessment by Urban Green Ref: UG856 dated January 2021 and received 10 February 2021. The removal or other work to trees and or shrubs identified in the authorised document shall not be undertaken in the main bird breeding season (March to July inclusive), unless nesting birds are found to be absent, by a suitably qualified person.

Reason - To safeguard local biodiversity and nature conservation, pursuant to policy EN15 of the Core Strategy for the City of Manchester.

35) Before the occupation of any part of the development the details of document referenced: 786 Stockport Road Preliminary Ecological Assessment Ref: BEK-20757-2 by BEK dated September 2020 shall be supplemented by additional details relating to the provision of bat boxes, which shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be undertaken in accordance with the approved details, including the installation of bat and bird boxes, before the occupation of the apartments and maintained in situ thereafter.

Reason - In order to enhance local biodiversity through the provision of wildlife habitats, pursuant to policy EN15 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

36) Before the occupation of the authorised development and notwithstanding the details of drawing referenced: Planting proposals plan Ref: UG_856_LAN_SL_DRW Rev. P01, a scheme shall be submitted to and approved in writing by the City Council as local planning authority, detailing the inclusion of native tree and shrub planting and arrangements for the future maintenance of hard and soft landscaping and external communal areas. The approved landscaping scheme shall be fully implemented during the first full planting scheme following the occupation of the development and maintained in situ thereafter in accordance with the approved landscape maintenance scheme. 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 for the City of Manchester.

37) Before the first occupation of the development the details of document referenced: Broadband Connectivity Assessment Land South of 786 Stockport Road Issue 0.1 dated September 2020, shall be fully implemented and maintained in situ thereafter.

Reason - In the interests of residential and amenity pursuant to policy SP1 and DM1 of

the Core Strategy for the City of Manchester and the guidance with the National Planning Policy Framework.

38) The development shall be implemented in accordance with the daylight, sunlight and overshadowing survey comprising: Daylight, sunlight and overshadowing commentary letter from Avison Young Ref: NLK/04C001034/ajr dated 05 February 2021 and Avison Young Letter Ref: NLK/ajr/02C001034 dated 21 May 2021, including Transient Shadow Studies drawings and amended by Gray Scanlan Hill letter Ref: [3194]NLK dated 9 May 2022.

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

39) Before the occupation of any of the authorised ground floor Class E uses for the operation of a cafe or restaurant, for the extraction of any fumes, vapours and odours from the premises and any required additional ventilation 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 commencement of the café or restaurant use and at all times thereafter whilst the use is in operation.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with for the City of Manchester and policies SP1 and DM1 of the Core Strategy of the City of Manchester and saved policy DC10 of the Unitary Development Plan.

40) Before the first occupation of the authorised apartments (Class C3) details of the siting, appearance and specification of screening to the perimeter of the external roof gardens as shown on drawings referenced: Building Elevations - Sheet 1 Ref: 8048_L00_18 Rev. F and Building Elevations - Sheet 2 Ref: 8048_L00_19 Rev. G shall be submitted to and approved in writing by the City Council as local planning authority. The agreed measures shall be implemented prior to the roof gardens are first brought into use and maintained in situ at all times thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with for the City of Manchester and policies SP1 and DM1 of the Core Strategy of the City of Manchester.

Informatives

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

2) The submitted ground condition report ref: BEK Enviro Phase 1 - Preliminary Risk Assessment Report, Ref BEK-20757-1 dated September 2020 recommends that an intrusive site investigation is required and, if a significant thickness of made ground or organic rich strata is encountered, further assessment for potential ground gas will be required. Please provide the above details before commencement of works.

3) The applicant should be advised that any continuing requirements for licensing and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via

Contact Manchester (Tel. 0161 234 5004).

4) It is advised that the following highways works should be undertaken at a cost to the applicant through a Section 278 agreement with Manchester City Council:

- i. New access to the car parking area from Siddall Street;
- ii. Redundant vehicle crossings to be restored as footway;
- iii. Footway resurfacing and tactile paving installed around the site;
- iv. Potential lighting column and sign relocation;
- v. Traffic Regulation Order refreshment around the site;
- vi. Final highway design to be related to a road safety audit.

Appendix 1 – List of consultees & neighbours notified

Environmental Health
MCC Flood Risk Management
Highway Services
Greater Manchester Ecology Unit
Greater Manchester Police
United Utilities Water PLC

814 Stockport Road, Manchester, M12 4QL
51 Siddall Street, Manchester, M12 4GE
Ground Floor Nursery, 703 Stockport Road, Manchester, M12 4QN
11 Linwood Grove, Manchester, M12 4QH
814 Stockport Road, Manchester, M12 4QL
Unit 3, 703 Stockport Road, Manchester, M12 4QN
Unit 2, 703 Stockport Road, Manchester, M12 4QN
784 Stockport Road, Manchester, M12 4GD
10 Swallow Street, Longsight, Manchester, M12 4GH
Unit 1A, 1 Pennington Street, Manchester, M12 4QJ
Flat 7, 1 Pennington Street, Manchester, M12 4QJ
Flat 4, 1 Pennington Street, Manchester, M12 4QJ
55 Siddall Street, Manchester, M12 4GE
Flat 3, 1 Pennington Street, Manchester, M12 4QJ
33 Swallow Street, Longsight, Manchester, M12 4GH
35 Pennington Street, Manchester, M12 4QJ
39 Pennington Street, Manchester, M12 4QJ
26 Pennington Street, Manchester, M12 4QJ
47 Siddall Street, Manchester, M12 4GE
43 Siddall Street, Manchester, M12 4GE
707 Stockport Road, Manchester, M19 3AG
23 Linwood Grove, Manchester, M12 4QH
35 Swallow Street, Longsight, Manchester, M12 4GH
27 Swallow Street, Longsight, Manchester, M12 4GH
15 Swallow Street, Longsight, Manchester, M12 4GH
19B Swallow Street, Longsight, Manchester, M12 4GH
Flat B, 13 Swallow Street, Longsight, Manchester, M12 4GH
701 Stockport Road, Manchester, M12 4QN
31 Swallow Street, Longsight, Manchester, M12 4GH
20 Siddall Street, Manchester, M12 4GE
37 Pennington Street, Manchester, M12 4QJ
25 Pennington Street, Manchester, M12 4QJ

31 Pennington Street, Manchester, M12 4QJ
 29 Pennington Street, Manchester, M12 4QJ
 41 Pennington Street, Manchester, M12 4QJ
 20 Pennington Street, Manchester, M12 4QJ
 First Floor Office, 703 Stockport Road, Manchester, M12 4QN
 Flat At, 812 Stockport Road, Manchester, M12 4QL
 19A Swallow Street, Longsight, Manchester, M12 4GH
 North West Community Services Ltd, 20 Swallow Street, Longsight, Manchester, M12 4GH
 11 Swallow Street, Longsight, Manchester, M12 4GH
 812 Stockport Road, Manchester, M12 4QL
 2 Swallow Street, Longsight, Manchester, M12 4GH
 53 Siddall Street, Manchester, M12 4GE
 764 - 772 Stockport Road, Manchester, M12 4GD
 EASY HOMES (MCR) LTD, 776 Stockport Road, Manchester, M12 4GD
 Unit 1, 703 Stockport Road, Manchester, M12 4QN
 Second Floor, 703 Stockport Road, Manchester, M12 4QN
 34 Pennington Street, Manchester, M12 4QJ
 36 Pennington Street, Manchester, M12 4QJ
 44 Pennington Street, Manchester, M12 4QJ
 42 Pennington Street, Manchester, M12 4QJ
 40 Pennington Street, Manchester, M12 4QJ
 24 Pennington Street, Manchester, M12 4QJ
 14 Pennington Street, Manchester, M12 4QJ
 9 Linwood Grove, Manchester, M12 4QH
 7 Linwood Grove, Manchester, M12 4QH
 17 Linwood Grove, Manchester, M12 4QH
 3 Linwood Grove, Manchester, M12 4QH
 27 Linwood Grove, Manchester, M12 4QH
 25 Linwood Grove, Manchester, M12 4QH
 13 Linwood Grove, Manchester, M12 4QH
 810 Stockport Road, Manchester, M12 4QJ
 806 Stockport Road, Manchester, M12 4QJ
 808 Stockport Road, Manchester, M12 4QL
 Top Flat, 705 Stockport Road, Manchester, M19 3AG
 689 Stockport Road, Manchester, M12 4QN
 Flat 1, 1 Pennington Street, Manchester, M12 4QJ
 Flat 2, 1 Pennington Street, Manchester, M12 4QJ
 Flat 6, 1 Pennington Street, Manchester, M12 4QJ
 Flat 8, 1 Pennington Street, Manchester, M12 4QJ
 Flat 5, 1 Pennington Street, Manchester, M12 4QJ
 15 Pennington Street, Manchester, M12 4QJ
 15 Linwood Grove, Manchester, M12 4QH
 1 Linwood Grove, Manchester, M12 4QH
 49 Siddall Street, Manchester, M12 4GE
 41 Siddall Street, Manchester, M12 4GE
 16 Pennington Street, Manchester, M12 4QJ
 5 Linwood Grove, Manchester, M12 4QH
 816 Stockport Road, Manchester, M19 3AW
 705 Stockport Road, Manchester, M19 3AG
 709 Stockport Road, Manchester, M19 3AG
 22 Pennington Street, Manchester, M12 4QJ
 21 Linwood Grove, Manchester, M12 4QH

12 Pennington Street, Manchester, M12 4QJ
10 Pennington Street, Manchester, M12 4QJ
Bottom Flat, 25 Swallow Street, Longsight, Manchester, M12 4GH
37 Swallow Street, Longsight, Manchester, M12 4GH
23 Swallow Street, Longsight, Manchester, M12 4GH
43 Pennington Street, Manchester, M12 4QJ
814 Stockport Road, Manchester, M12 4QL
18 Pennington Street, Manchester, M12 4QJ
19 Linwood Grove, Manchester, M12 4QH
22 Siddall Street, Manchester, M12 4GE
23 Pennington Street, Manchester, M12 4QJ
Top Flat, 25 Swallow Street, Longsight, Manchester, M12 4GH
19 Pennington Street, Manchester, M12 4QJ
45 Siddall Street, Manchester, M12 4GE
21 Pennington Street, Manchester, M12 4QJ
32 Pennington Street, Manchester, M12 4QJ
28 Pennington Street, Manchester, M12 4QJ
38 Pennington Street, Manchester, M12 4QJ
21 Swallow Street, Longsight, Manchester, M12 4GH
30 Pennington Street, Manchester, M12 4QJ
17 Swallow Street, Longsight, Manchester, M12 4GH
9 Swallow Street, Longsight, Manchester, M12 4GH
Flat A, 13 Swallow Street, Longsight, Manchester, M12 4GH
13 Swallow Street, Longsight, Manchester, M12 4GH
691 Stockport Road, Manchester, M12 4QN
27 Pennington Street, Manchester, M12 4QJ
1 Pennington Street, Manchester, M12 4QJ
29 Swallow Street, Longsight, Manchester, M12 4GH
7 Swallow Street, Longsight, Manchester, M12 4GH
24 Siddall Street, Manchester, M12 4GE
33 Pennington Street, Manchester, M12 4QJ
17 Pennington Street, Manchester, M12 4QJ
42 Pennington Street, Manchester, M12 4QJ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Area Team Boundary - Name: NORTH