

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135454/JO/2022

Date registered valid: 24 November 2022

Proposal: Variation of conditions 2 (specified plans), 6 (drainage), 10 (boundary treatment), 16a (acoustic), 18 (opening hours), 24 (car parking provision), 25 (cycle storage), 33 (landscaping and 34 (sub-division) attached to planning permission referenced 129444/FO/2021 to allow the development in 2 phases and provide future access to the adjoining Stone House site by allowing minor changes to the location of the site access road ramp and gates together with adjusting the location of the access gates and fencing to the service yard of Unit 1.

Address: Former Mather & Platt Foundry, Grimshaw Lane, Manchester, M40 2BA

Ward(s): Miles Platting & Newton Heath Ward

Applicant: Mr Ian Murray Canmoor (Manchester) Ltd

Agent (if any): Mr Roland Lee Hale Architecture Limited

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 8 February 2023

Application details

Type of application: Variation or Removal of Condition

Development type: Largescale Major Industry

Date of site visit: 8 December 2022

Standard consultations:

Printed: 11 January 2023 Expired: 25 January 2023

Neighbour notifications

Printed: 11 January 2023 Expired: 25 January 2023

Site notice

Posted: 8 December 2022 Expired: 29 December 2022

Press advert

Published: 6 December 2022 Expired: 27 December 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site relates to a large area of previously developed vacant land accessed from Grimshaw Lane, Newton Heath and bounded by Ten Acres Lane to the north. The site is a long-standing employment site having previously been used for industrial purposes. The former Mather and Platt foundry/engineering works once formed the site in a $\frac{3}{4}$ storey building. The foundry closed in 2017 and there are remnants of the building at the site but the majority has been demolished.

The site contains a large number of mature trees and vegetation and is relatively flat. The site is bounded by Grimshaw Lane, the Rochdale Canal and towpath and Ten Acres Lane.

To the rear of the site is Ten Acres Lane which has a small residential development and a sports complex. To the south-east along Ten Acres Lane is the larger residential area of Newton Heath comprising of largely semi-detached properties.

The site is highly accessible by a range of means of transport. Bus stops are located on Briscoe Lane, 400m to the south of the site entrance providing services to Manchester City centre, Hollinwood, Moston and Oldham. The main arterial bus corridor along the A62 is located c800m to the north whilst the bus corridor along Alan Turing Way is also c800m to the south west.

To the north across the A62 Oldham Road is the Central Park Metrolink station which gives excellent access to Manchester City Centre and surrounding area.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The surrounding area comprises largely industrial uses and vacant former industrial land, beyond which is the residential area of Newton Heath to the east. To the south of the site is a large bakery and distribution unit which obtained planning approval in 2009 and was completed in 2010. To the south-east of Briscoe Lane are established industrial uses in buildings of varying heights and materials, all accessed from Briscoe Lane.

Grimshaw Lane to the north-west is a mixed industrial area, the main occupier comprising the Princes soft drinks manufacturing and distribution complex. Grimshaw Lane continues in a north-west direction to join the A62 Oldham Road main arterial route which then continues on to the M60 motorway to the north-east.

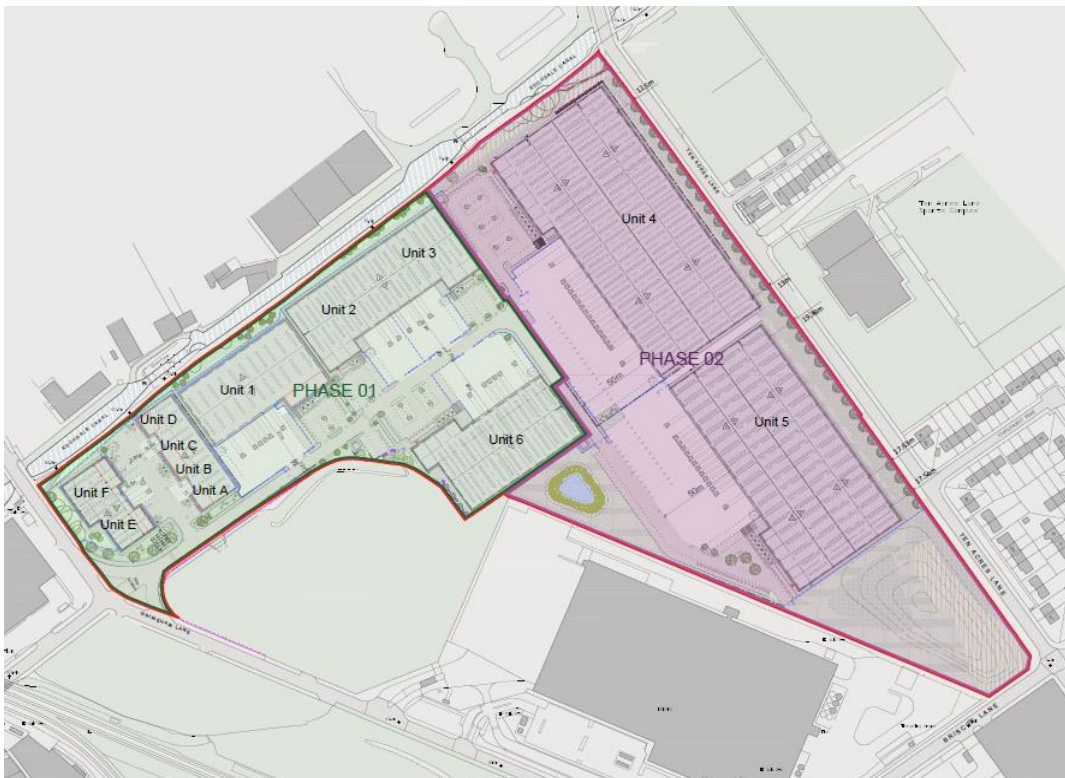
Description of development

Variation of conditions 2 (specified plans), 6 (drainage), 10 (boundary treatment), 16a (acoustic), 18 (opening hours), 24 (car parking provision), 25 (cycle storage), 33 (landscaping) attached to planning permission referenced 129444/FO/2021 to allow the development in 2 phases and provide future access to the adjoining Stone House site by allowing minor changes to the location of the site access road ramp and gates together with adjusting the location of the access gates and fencing to the service yard of Unit 1.

The variation seeks minor changes to the layout including the provision for future access to the adjoining site and substitution of drawings number which reference drawings to be substituted as a consequence of the proposed changes.

In summary the proposed changes include:

-To allow the development to be developed in 2 phases (as set out on the drawing below). This has necessitated changes to the wording of the conditions attached to the original consent.



- The main site entrance gates and adjoining access ramp to site access road relocated to the north-east along the site access road to ensure that the ramp is located beyond a future new bellmouth to the adjoining Stone House site. The site access gates have been moved to enable an HGV to stand still outside the gates on a flat section of road at the top of the ramp, should the site access gates be closed at some point.

- The access gates to the service yard area to Unit 1 have been moved so they are located to the inside of the re-positioned site access gates.

- The service yard area to Unit 1 has been extended in the bottom lefthand corner alongside the site access road to enable the manoeuvring of an articulated HGV to the lefthand side loading door. This is required because the access gates to the service yard have had to be moved as a knock-on effect from future the introduction of the bellmouth entrance to the Stone House site. This will be subject to a separate planning application.

- Two car spaces are to be relocated (adjoining the offices) and one car space is proposed to be removed.

The application as originally submitted relating solely to the phasing, with a separate application submitted for the other changes. However, due to contractual obligations, the applicant has chosen to amend the application to amalgamate all changes within a single S.73 application which led to the withdrawal of the other application.

The other application originally also proposed changes to the bellmouth junction which would have involved an alteration to the site edged red location boundary and the removal of trees along the boundary. However, as it was not procedurally possible to amend the site edged red location plan through a S.73 application, this element was omitted from the proposal and is to be applied for separately.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Canal and River Trust – Have observed that the proposed changes do not significantly affect the outlook of the approved scheme from the canal, with the landscaping and boundary treatment details remaining very similar. The amendments to the drainage scheme and proposals to phase the development should not significantly impact the Trust.

The Coal Authority - As the original application falls within the Development Low Risk Area and there was no requirement for the LPA to consult us as part of the planning application process, they have no specific comments to make in respect of any associated variation and / or discharge of condition applications.

Environment Agency – No objection.

Flood Risk Management – No objection. The drainage has been agreed by discharge of condition application CDN/21/0850.

Highway Services - The variation reflects the proposed phasing of the development, and the total number of car parking and cycle parking spaces remains unchanged.

The fencing, car parking, cycle storage and landscaping amendments as set out within revised drawings for conditions 10, 24, 25 and 33 are acceptable from a highway perspective.

The further proposed changes including internal gate repositioning are acceptable.

TfGM – No further comments to make.

Arboriculture - Whilst it is agreed that the Poplar trees along this road are degenerating and have significant crown dieback and weak branch unions, the removal of the old poplars and self-set mixed specimens along this stretch would have a negative impact on the visual amenity.

It is expected that all the trees proposed along Ten Acres Lane to be planted as heavy - extra heavy standards in order to establish a new green screen as quickly as possible.

Greater Manchester Archaeological Advisory Service (GMAAS) -

Relevant Planning History

129444/FO/2021

Erection of 12 No. industrial units with Use Class E(g), B2 and B8 uses with ancillary offices (42782 sqm) together with service areas, car parking, landscaping and boundary treatment following demolition of existing building. *Approved 24 September 2021.*

099637/FO/2012/N1

Retrospective consent for extraction plant in association with existing foundry. *Approved 13 August 2012.*

Policy

The following policy and guidance is considered relevant to the consideration of this application:

- Policies SO1, SO2, SO6, EC1, EC3, SP1, T1, T2, EC6, EN4, EN5, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19 and DM1 of the Manchester Core Strategy;
- Saved policies DC26, DC20 and E3.3 of the UDP;
- The Guide to Development in Manchester (SPD);
- Manchester Green and Blue Infrastructure Strategy 2015;
- National Planning Policy Framework (2021)

Issues

Principle

The principle of the development has already been established by the host permission.

The applicant has indicated that due to market conditions, it would not be viable to develop the site out as a single phase. As such, a key element of the application is for the scheme to be built out in two phases.

In the interests of facilitating redevelopment of the site, the phasing of the development is considered acceptable, subject to ensuring that each phase of the proposed development is comprehensively developed so that element of the scheme such as landscaping, car parking and lighting etc. are fully implemented and left unfinished.

Through the alterations to the wording of relevant conditions, comprehensive phasing of the development can be achieved.

The remaining elements of the proposal including the alterations to the service yard, access, gates and car parking are considered minor in comparison to the overall scheme and would have a negligible impact to the design intent or any impact to amenity and the operation of the highway.

On this basis, the proposed development is considered to comply with overarching planning policy and guidance and maintains the principle agreed as part of the host planning permission.

Car parking

Highway Service have assessed the proposed access, landscaping and parking changes and considered that any impact can be readily sustained and would have no harmful impact to the operation of the highway.

The proposed changes including the internal gate repositioning are considered acceptable from a highway perspective.

Residential and Visual Amenity

The proposed layout changes would, considering the scale of the proposal appear negligible and would not give rise to any material amenity issues beyond that originally considered as part of the host permission.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is

in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

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

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

- 1) The development must be begun not later than 24 September 2024.

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

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

Drawings referenced PL1001A, PL1003O, PL1004F, PL1005H, PL1218A, 205229/AT/N01/D and 205229/AT/N02/D received by the City Council as Local Planning Authority on 12 December 2022;

Drawing 20-93-05H stamped as received by the City Council, as Local Planning Authority on 25 August 2021;

Drawings referenced PL1081C, PL1083A, PL1084B, PL1085B, PL1101C, PL1103A, PL1104B, PL1105B, PL1111C, PL1113A, PL1114A, PL1115B, PL1122C -A1, PL1123A, PL1124C and PL1125C D stamped as received by the City Council, as Local Planning Authority on 13 August 2021;

Drawings referenced PL1202, PL1203, PL1011B, PL1012A, PL1013, PL1051B, PL1052A, PL1071C, PL1073, PL1075A, PL1201, PL1205, PL1206, PL1207 and PL1053 stamped as received by the City Council, as Local Planning Authority, on the 17 February 2021;

Drawings referenced PL1014A, PL1054A and PL1074B stamped as received by the City Council, as Local Planning Authority on 7 June 2021;

Drawings referenced PL1250, PL1251A, PL1254A, PL1255A related to the proposed phasing, received by the City Council on 14 November 2022 and 11 January 2023;

Drawings referenced 205229-AT-N01 RevD and 205229-AT-N02 RevD received by the City Council on 11 January 2023.

Supporting information

Design and Access statement

- Geo Env Assessment by Curtins, ref 070588-CUR-00-XX-RP-GE-001, dated 03/02/20
- Plot 2 Ground Investigation Report by Wyg Environment, dated May 2014

- Plot 3 Ground Investigation Report by Wvg Environment, dated January 2014
- Demolition Method Statement by Kings Heath Demolition, dated 06/11/20
- Notice of Consent for Demolition by Manchester City Council, ref DM/20/00398 dated 19/11/20
- Flood Risk Assessment & Drainage Strategy by PTA ref. 9762-PTA-XX-XX-RP-C-9071 Rev03 dated 12/02/21
- (Parts 1 to 4)
- Ecology Assessment by TEP, ref 8035.01.002 v2, dated 12/02/21
- BNG calculations by TEP, ref 8035_01_001 v2, dated 12/02/21
- Soft Landscape proposals by BEA Landscape drawing ref 20-93-05C
- Soft Landscape proposals Phase 1 by BEA Landscape drawing ref 20-93-07
- Soft Landscape proposals Phase 2 by BEA Landscape drawing ref 20-93-10
- Tree Survey Report By BEA Landscape RevA ref 2093/EH/TR001A dated 06/02/21
- Tree survey plan by BEA Landscape ref 20-93-01C
- Tree Constraints Plan 20-93-02B
- Tree retention plan by BEA Landscape ref 20-93-03C
- Tree retention plan Phase 1 by BEA Landscape ref 20-93-08
- Tree retention plan Phase 2 by BEA Landscape ref 20-93-11
- Tree protection plan by BEA Landscape ref 20-93-04A
- Tree protection plan Phase 1 by BEA Landscape ref 20-93-09
- Tree protection plan Phase 2 by BEA Landscape ref 20-93-12
- Arboricultural Impact Assessment by BEA Landscape RevA ref 2093/EH/AIA001A dated 11/02/21
- Arboricultural Method Statement by BEA Landscape RevA ref 2093/EH/1MS001A dated 11/02/21
- Acoustic Assessment by Hoare Lea, rev 02, dated 04/02/21
- Transport Statement by Vectos ref. R01-ES, dated 12.02.21
- Travel Plan by Vectos, ref R02-ES, dated 12.02.21
- - Passive Design Analysis by Hive, ref R.002 RevB
- Archaeology Statement By BSA Heritage, ref BSA 203-2a , dated 08/02/21
- BREEAM Pre-Assessment 2018 by ESC, RevD dated February 2021

The above documents were stamped as received by the City Council, as Local Planning Authority, on the 17 February 2021.

TEP's attached email of 20/08/21;

Waste management collection, Waste management plan and waste management proforma stamped as received by the City Council, as Local Planning Authority, on the 8 March 2021;

Junction modelling results stamped as received by the City Council, as Local Planning Authority, on the 13 July 2021;

Response to TfGM comments stamped as received by the City Council, as Local Planning Authority, on the 13 August 2021;

Phase 1 Geo-Environmental Site Assessment - Grimshaw Lane Plots 1&2, Manchester. Prepared by TRC Companies Ltd on the behalf of Canmoor (Manchester) Limited. Report Ref: 423207.0000.0000. Issue Date; April 2021 and Phase II Geo-Environmental Site Assessment - Grimshaw Lane Plots 1&2, Manchester. Prepared by TRC Companies Ltd on the behalf of Canmoor (Manchester) Limited. Report Ref: 423207.0000.0001. Issue Date: April 2021 stamped as received by the City Council, as Local Planning Authority, on the 22 April 2021;

Air Quality Assessment by Hoare Lea, ref. 10/11979 Rev02 stamped as received by the City Council, as Local Planning Authority, on the 27 July 2021;

Energy Strategy by Hive, ref 20006.R.001 RevD stamped as received by the City Council as Local Planning Authority on 28 June 2021;

Crime Impact Statement prepared by The Greater Manchester Police stamped as received by the City Council as Local Planning Authority, 5 May 2021;

Note from Hoare Lea and Response to flood risk comments stamped as received by the City Council as Local Planning Authority on 30 April 2021;

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

3) The development hereby approved shall be implemented in accordance with the Written Scheme of Investigation received by the City Council as Local Planning Authority, on the 19 November 2021 (as approved under condition discharge application referenced CDN/21/0875) and the Archaeology Evaluation report received by the City Council, as Local Planning Authority on 14 April 2022 (as approved under condition discharge application referenced CDN/22/0258).

Reason - To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence (and any archive generated) publicly accessible pursuant to policy EN3 of the Manchester Core Strategy and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

4) No vegetation clearance or demolition shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent by a suitably qualified ecologist, or a method statement for the demolition and vegetation clearance works including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition and vegetation clearance works.

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

5) a) The development shall not commence until, 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 Manchester Core Strategy (2012).

6) The development hereby approved shall only be implemented in accordance with the surface water drainage strategy received by the City Council, as Local Planning Authority on 11 November 2021, 13 April 2022 and 7 June 2022 (as approved under condition discharge application referenced CDN/21/0850).

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

7) The development hereby approved shall only be implemented in accordance with the details received by the City Council as Local Planning Authority on 3 December 2021, 14 February 2022, 18 March 2022, 21 April 2022, 24 May 2022 and 8 July 2022, as approved under condition discharge application referenced CDN/21/0908 which allowed for part a of the host condition to be discharged.

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 before the first use of the site.

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 Manchester Core Strategy.

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

- Display of an emergency contact number;
- Details of Wheel Washing;
- Compound locations where relevant;
- Consultation with local residents and businesses including ensuring that operations of existing businesses remain unaffected by construction activities;
- Measures to minimise the impact on the Rochdale Canal include spillages, seepage, dust and debris;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

Each phase of the development hereby approved shall be carried out in accordance with the approved construction management plan for that phase.

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

9) The development hereby approved shall only be implemented in accordance with the external materials details received by the City Council as Local Planning Authority on 18 February 2022 (as approved under condition discharge application referenced CDN/22/0089).

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 Manchester Core Strategy.

10) The boundary treatment shall be implemented in accordance with drawing PL-1005 Rev H received by the City Council, as Local Planning Authority, on 11 January 2023 and drawing PL1254A, related to the proposed phasing, received by the City Council on 11 January 2023

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

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

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

11) The development hereby approved shall be carried out in accordance with the Energy Strategy by Hive, ref 20006.R.001 RevD stamped as received by the City Council, as Local Planning Authority, on the 28 June 2021 and Breeam pre-assessment 2018. The development shall achieve an overall a site wide reduction in CO2 equivalent to Part L (2010) of the Building Regulations of a minimum of 31.49% and a 'Very Good' BREEAM target.

A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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 and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

12) Prior to the first use of the development details of the solar panels to units 4 and 5 as outlined in the Energy Strategy by Hive, ref 20006.R.001 RevD stamped as received by the City Council, as Local Planning Authority, on the 28 June 2021 shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the siting and appearance of the panels including sections. The approved details shall be implemented prior to the first use of the development and thereafter retained and maintained in situ.

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 and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

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

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

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

Reason - To manage flooding and pollution 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 SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

14) (a) Notwithstanding drawing 20-93-05H stamped as received by the City Council, as Local Planning Authority, on the 25 August 2021, prior to the first use of this development, details of hard and soft landscaping treatments (including appropriate samples of materials and specification and number and size of trees) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first use of the development for each phase. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

15) (a) Prior to the first use of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

(b) Prior to the first use of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

16) a) The buildings hereby approved, as indicated on drawings PL-1003 Rev O and PL-1004 Rev F received by the City Council, as Local Planning Authority, on the 11 January 2023 and drawing PL1251A, related to the phasing plan referenced PL1255A, received by the City Council on 11 January 2023, shall be acoustically insulated in accordance with the Noise Impact report prepared by Hoare Lea (Rev 2) received by the City Council, as Local Planning Authority 17 February 2021 and note from Hoare Lea received by the City Council, as Local Planning Authority on 30 April 2021.

The approved scheme for each phase shall be implemented prior to the first use of the buildings hereby approved within that phase.

(b) Prior to the first use of development within each phase of development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition for that phase. The verification report shall include post completion testing to confirm the noise criteria has been met for that phase. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria for that phase. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition for that phase.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ for that phase.

Reason - To ensure that there is no unacceptable noise outbreak from the development pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

17) The development hereby approved shall only be implemented in accordance with the Noise Management Plan received by the City Council as Local Planning Authority on 11 November 2021, 12 January 2022 and 11 May 2022 (as approved under condition discharge application referenced CDN/21/0850).

The measures shall be implemented prior to the first use of the development and thereafter retained and maintained for as long as the development is in use.

Reason - To minimise the impact of the deliveries on nearby residential properties pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

18) Prior to the first use of the development hereby approved, details of the opening and delivery hours for each building hereby approved, as indicated on drawings PL-1003 Rev O and PL-1004 Rev F stamped as received by the City Council, as Local Planning Authority on 11 January 2023, related to the phasing plan referenced PL1255A, received by the City Council on 11 January 2023 shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved opening and delivery hours for each building shall thereafter be implemented and maintained for as long as the buildings remain in use.

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 Manchester Core Strategy.

19) The development shall only be implemented in accordance with the waste management strategy details received by the City Council as Local Planning Authority on 18 February 2022 (as approved under condition discharge application referenced CDN/22/0089).

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

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

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

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

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

22) The development hereby approved shall be carried out in accordance with the Crime Impact Statement (version A) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 5 May 2021. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

23) The development hereby approved shall be carried out in accordance with the Travel Plan prepared by Vectos stamped as received by the City Council, as Local Planning Authority, on the 17 February 2021.

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 working and visiting the development;

- ii) a commitment to surveying the travel patterns of staff during the first three months of the first use of the building 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 occupation of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval 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 for staff and visitors, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

24) Prior to the first occupation of each phase of the development hereby approved, the car parking layout as indicated on drawings PL-1003 Rev O and PL-1004 Rev F received by the City Council, as Local Planning Authority on 11 January 2023, and plan ref: PL1255A, related to the proposed phasing, received by the City Council on 11 January 2023 shall be surfaced, demarcated and made available. The approved car parking layout shall be implemented and thereafter retained and maintained.

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

25) Prior to the first occupation of each phase of the development hereby approved, details of the cycle spaces for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the location and specification of stands including provision of locker and wash facilities.

Prior to the first use of each phase of the development, the approved cycle spaces for that phase shall be implemented and made available for as long as that phase of the development remains in use.

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

26) Prior to the first use of the development hereby approved, a scheme of highway works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Tactile paving and junction road markings to be installed;
- The Grimshaw Lane footway adjacent to the development is re-kerbed and re-paved;
- Re-validation of the SCTOO at the junctions of Monsall Road/Oldham Road and The Gateway/Oldham Road; and
- Improvements to street lighting along Grimshaw Lane.

The approved scheme shall be implemented and be in place prior to the first use of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

27) The development hereby approved shall be occupied as Use Class E (g), B2 and B8 uses with ancillary offices (42782 sqm) only and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification). The first use of each building to be implemented shall thereafter be the permitted use of that unit

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant to policy DM1 of the Manchester Core Strategy.

28) Prior to the first occupation of the development a signage strategy development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for the development and used to inform any future advertisement applications for the building.

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

29) Prior to the first occupation of the development hereby approved, details of the number, siting and appearance bird and bat boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of each phase the development hereby approved and shall thereafter be retained and maintained in situ.

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

30) (a) Prior to the first use of the development, details, location and specification of 7 kw electric car charging points for 32% of the car parking spaces at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first use of the development and thereafter retained and maintained in situ.

(b) The number of fast charging electric car charging points for the development shall be reviewed annually as part of the travel plan requirements of condition 23 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional charging points identified as part of this review shall be implemented within two months of approval of the annual agreement.

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

31) (a) The development hereby approved shall be carried out in accordance with the Air Quality report Rev 2 prepared by Hoare Lea stamped as received by the City Council, as Local

Planning Authority, on the 27 July 2021. Prior to the first use of the development hereby approved, details of measure to ensure that vehicle fleet associated with the development is compliant with the latest emissions standards together with details of the proportion of the vehicle fleet which are electric vehicle vehicles shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented as part of the development and thereafter retained and maintained as part of the development.

(b) The measures agreed in part (a) of this planning condition shall be reviewed annually as part of the travel plan requirements of condition 23 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional measures identified as part of this review shall be implemented within two months of approval of the annual agreement.

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

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

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

33) In this condition "retained tree" means an existing tree, shrub or hedge which is to be retained within the Tree Survey Report By BEA Landscape RevA ref 2093/EH/TR001A dated 06/02/21, Tree survey plan by BEA Landscape ref 20-93- 01C, Tree Constraints Plan 20-93-02B, Tree retention plan by BEA Landscape ref 20-93-03C and Tree retention & removal plan Phase 1, ref 20-93-08, & Tree retention and removal plan Phase 2, ref 20-93-11, received by the City Council on 14 November 2022, Tree protection plan by BEA Landscape ref 20-93-04A and Tree protection plan Phase 1, ref 20-93-09, & Tree protection plan Phase 2, ref 20-93-12, received by the City Council on 14 November 2022, Arboricultural Impact Assessment by BEA Landscape RevA ref 2093/EH/AIA001A dated 11/02/21, Arboricultural Method Statement by BEA Landscape RevA ref 2093/EH/1MS001A dated 11/02/21 received by the City Council, as Local Planning Authority on 17 February 2021, and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

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

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

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the

site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the City Council as Local Planning Authority.

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

34) The building units as shown on drawings PL-1003 Rev O and PL-1004 Rev F received by the City Council, as Local Planning Authority, on the 12 December 2022, shall each remain as one unit and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and air quality pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, EN14 and SP1 of the Manchester Core Strategy.

35) (a) Three months prior to the first occupation of the development, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s), 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 occupation 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 6 months of the first occupation of the development, a Local Benefit Proposal 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. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is operation.

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

36) Prior to the commencement of development (including demolition, ground works, vegetation clearance), an invasive non-native species protocol shall be submitted for approval by the City Council, as Local Planning Authority. This shall detail the containment, control and removal of Japanese Knotweed and Montbretia at the site. The development shall be carried out in accordance with the approved protocol.

Reason - In order to deal with the invasive non-native species at the application site pursuant to policy EN15 of the Manchester Core Strategy.

37) Prior to the development hereby approved first becoming operational, the interpretation board shown on drawings referenced PL-1213 B and PL-1214 B received by the City Council, as Local Planning Authority on 23 May 2022 (as approved under condition discharge application referenced CDN/22/0326), shall be implemented in full and thereafter retained and maintained in situ.

Reason - In the interest of providing a information about the historical use of the site and the connecting to the canal network pursuant to policies SP1, EN3 and DM1 of the Manchester Core Strategy and saved policy DC20 of the Unitary Development Plan for the City of Manchester.

38) The development hereby approved shall only be implemented in accordance with the details of earthworks, foundation construction and new retaining structures details shown on drawings referenced 9762 - 8350 Proposed Sections Overview, 9762 - 8351 Proposed Sections Sheet 1 and 9762 - 8352 Proposed Sections Sheet 2, received by the City Council as Local Planning Authority on 19 November 2021 (as approved under condition discharge application referenced CDN/21/0875).

Reason: In the interests of minimising the risk of creating land instability pursuant to policies SP1 and DM1 of the Manchester Core Strategy and the NPPF.

39) In relation to the phased development conditions, the phases of the proposed development are defined as set out below .

Phase 1 - shall mean units 1, 2, 3 and 6 and units A-F, as indicated by the red line on the submitted proposed drawing referenced PL1255A received by the City Council as Local Planning Authority on 11 January 2023.

Phase 2 - shall mean units 4 and 5, as indicated by the red line on the submitted proposed drawing referenced PL1255A received by the City Council as Local Planning Authority on 11 January 2023.

Informatives

1) Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

As the proposal involves development over 11m in height (or alterations to increase the height of a building above 11m), developers are required to notify the Greater Manchester Fire & Rescue Service of the commencement of development via email to construction-started@manchesterfire.gov.uk

A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 team. The minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required; this may necessitate design changes with all costs attributable to the Developer. The S278 will include, but is not limited to: TROs, relocation of the pedestrian refuge and bus stop, footway works etc.

Note: A 'Stage 1' Road Safety Audit should be completed and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

If adoption is required the highway will need to be carried out under a S38 Agreement (Highways Act 1980) to ensure that all elements of new highway infrastructure are constructed to acceptable and adoptable standards. This includes; materials, layout, drainage, street-lighting, surfacing, stats etc.

It should be noted that any non-standard materials, street trees will attract commuted sums for on-going maintenance.

A small population of slow worms has been recorded within 1km of the application site, and the site has some potential to support hedgehogs. initial site clearance works are overseen by a suitably qualified person to ensure that no harm is caused to reptiles or hedgehogs. Contractors should be briefed about the possible presence of slow worms on the site and of the need to stop work if slow worms are encountered at any time and seek advice.

Appendix 1 – List of consultees & neighbours notified

Environmental Health
MCC Flood Risk Management
Highway Services
Neighbourhood Team Leader (Arboriculture)
The Coal Authority
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Transport For Greater Manchester
United Utilities Water PLC
Canal & River Trust
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
The Coal Authority
United Utilities Water PLC
Canal & River Trust
Environmental Health
MCC Flood Risk Management
Neighbourhood Team Leader (Arboriculture)
The Coal Authority
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Transport For Greater Manchester
United Utilities Water PLC
Canal & River Trust

229 Briscoe Lane, Manchester, M40 2st
Drainage Systems (northern)ltd, Bower Street, Manchester, M40 2AF
229 Briscoe Lane, Manchester, M40 2ST
Park Works (weir Pumps), Grimshaw Lane, Manchester, M40 2AX
Flat Above, 2 Bower Street, Manchester, M40 2AF
11 Norland Walk, Manchester, M40 2DS
Grimshaw Lane Depot, Grimshaw Lane, Manchester, M40 2AX
11 Staplehurst Road, Manchester, M40 2SG
17 Padbury Walk, Manchester, M40 2DL
11 Padbury Walk, Manchester, M40 2DL
7 Norland Walk, Manchester, M40 2DS
Rajan Imports Main Building, Briscoe Lane, Manchester, M40 2ST
231 Briscoe Lane, Manchester, M40 2ST
235 Briscoe Lane, Manchester, M40 2ST
225 Briscoe Lane, Manchester, M40 2ST
1 Makkah Close, Manchester, M40 2SW
19 Padbury Walk, Manchester, M40 2DL
15 Padbury Walk, Manchester, M40 2DL
14 Staplehurst Road, Manchester, M40 2SG

6 Edenbridge Road, Manchester, M40 2UP
8 Edenbridge Road, Manchester, M40 2UP
Recon Packaging Ltd Navigation Trading Estate, Bower Street, Manchester, M40 2AF
4 Edenbridge Road, Manchester, M40 2UP
Flat B, 42 Ten Acres Lane, Manchester, M40 2DN
Milemaster Engine Centre, 2 Bower Street, Manchester, M40 2AF
Recon Tanks And Drums Ltd, Navigation Trading Estate, Bower Street, Manchester, M40 2AF
Enza Motors Ltd, Briscoe Lane, Manchester, M40 2NL
Flat A, 42 Ten Acres Lane, Manchester, M40 2DN
Flat B, 40 Ten Acres Lane, Manchester, M40 2DN
Drummer Boy Trading Co, Navigation Trading Estate, Bower Street, Manchester, M40 2AF
Units 7 And 8, Navigation Trading Estate, Bower Street, Manchester, M40 2AF
37 Douro Street, Manchester, M40 2AU
28 Partington Street, Manchester, M40 2AQ
44 Ten Acres Lane, Manchester, M40 2DN
Top Floor Flat, 44 Ten Acres Lane, Manchester, M40 2DN
Ground Floor Flat, 44 Ten Acres Lane, Manchester, M40 2DN
1 Norland Walk, Manchester, M40 2DS
10 Partington Street, Manchester, M40 2AQ
44 Fletcher Street, Manchester, M40 2AN
32 Fletcher Street, Manchester, M40 2AN
13 Partington Street, Manchester, M40 2AQ
12 Thompson Street, Newton Heath, Manchester, M40 2GD
10 Thompson Street, Newton Heath, Manchester, M40 2GD
8 Thompson Street, Newton Heath, Manchester, M40 2GD
2 Thompson Street, Newton Heath, Manchester, M40 2GD
4 Thompson Street, Newton Heath, Manchester, M40 2GD
6 Thompson Street, Newton Heath, Manchester, M40 2GD
Prelude House, Chapter Street, Manchester, M40 2AY
S B Motorbodies Ltd, 2A Bower Street, Manchester, M40 2AF
5 Mantell Walk, Manchester, M40 2DY
30 Ten Acres Lane, Manchester, M40 2DN
36 Ten Acres Lane, Manchester, M40 2DN
5 Padbury Walk, Manchester, M40 2DL
3 Makkah Close, Manchester, M40 2SW
Navigation Trading Estate, Bower Street, Manchester, M40 2AF
MCC OPERATIONAL SERVICES, 71 Grimshaw Lane, Manchester, M40 2AX
65 Grimshaw Lane, Manchester, M40 2AX
1 Padbury Walk, Manchester, M40 2DL
3 Padbury Walk, Manchester, M40 2DL
7 Padbury Walk, Manchester, M40 2DL
3 Mantell Walk, Manchester, M40 2DY
1 Mantell Walk, Manchester, M40 2DY
38 Ten Acres Lane, Manchester, M40 2DN
34 Ten Acres Lane, Manchester, M40 2DN
11 Partington Street, Manchester, M40 2AQ
32 Ten Acres Lane, Manchester, M40 2DN
56 Fletcher Street, Manchester, M40 2AN
14 Partington Street, Manchester, M40 2AQ
38 Fletcher Street, Manchester, M40 2AN
52 Fletcher Street, Manchester, M40 2AN
50 Fletcher Street, Manchester, M40 2AN
46 Fletcher Street, Manchester, M40 2AN
34 Fletcher Street, Manchester, M40 2AN

13 Padbury Walk, Manchester, M40 2DL
131 Ten Acres Lane, Manchester, M40 2TU
147 Ten Acres Lane, Manchester, M40 2TU
178 Briscoe Lane, Manchester, M40 2SS
12 Staplehurst Road, Manchester, M40 2SG
6 Staplehurst Road, Manchester, M40 2SG
5 Staplehurst Road, Manchester, M40 2SG
10 Makkah Close, Manchester, M40 2SW
16 Makkah Close, Manchester, M40 2SW
14 Makkah Close, Manchester, M40 2SW
6 Makkah Close, Manchester, M40 2SW
4 Makkah Close, Manchester, M40 2SW
2 Makkah Close, Manchester, M40 2SW
8 Makkah Close, Manchester, M40 2SW
12 Makkah Close, Manchester, M40 2SW
85 Ten Acres Lane, Manchester, M40 2SP
89 Ten Acres Lane, Manchester, M40 2SP
87 Ten Acres Lane, Manchester, M40 2SP
239 Briscoe Lane, Manchester, M40 2ST
Princes Soft Drinks Ltd, Lord North Street, Manchester, M40 2HJ
241 Briscoe Lane, Manchester, M40 2ST
Recro Sports Centre, Ten Acres Lane, Manchester, M40 2SP
Flat A, 40 Ten Acres Lane, Manchester, M40 2DN
233 Briscoe Lane, Manchester, M40 2ST
227 Briscoe Lane, Manchester, M40 2ST
186 Briscoe Lane, Manchester, M40 2SS
7 Edmonton Road, Manchester, M40 2SR
11 Edmonton Road, Manchester, M40 2SR
9 Staplehurst Road, Manchester, M40 2SG
180 Briscoe Lane, Manchester, M40 2SS
First Floor, Former Cws Ltd, Briscoe Lane, Manchester, M40 2SX
Ground Floor, Former Cws Ltd, Briscoe Lane, Manchester, M40 2SX
40 Fletcher Street, Manchester, M40 2AN
30 Fletcher Street, Manchester, M40 2AN
1 Partington Street, Manchester, M40 2AQ
62 Douro Street, Manchester, M40 2AU
61 Grimshaw Lane, Manchester, M40 2AX
66 Douro Street, Manchester, M40 2AU
61 Douro Street, Manchester, M40 2AU
5 Partington Street, Manchester, M40 2AQ
25 Partington Street, Manchester, M40 2AQ
17 Partington Street, Manchester, M40 2AQ
15 Partington Street, Manchester, M40 2AQ
Units 2-4, Navigation Trading Estate, Bower Street, Manchester, M40 2AR
105 Ten Acres Lane, Manchester, M40 2SQ
48 Fletcher Street, Manchester, M40 2AN
176 Briscoe Lane, Manchester, M40 2SS
3 Edmonton Road, Manchester, M40 2SR
7 Staplehurst Road, Manchester, M40 2SG
4 Oban Avenue, Manchester, M40 2WG
115 Ten Acres Lane, Manchester, M40 2SQ
55 Douro Street, Manchester, M40 2AU
33 Douro Street, Manchester, M40 2AU
12 Partington Street, Manchester, M40 2AQ

32 Partington Street, Manchester, M40 2AQ
27 Partington Street, Manchester, M40 2AQ
116 Surbiton Road, Manchester, M40 2US
4 Southgate Avenue, Manchester, M40 2SH
111 Ten Acres Lane, Manchester, M40 2SQ
93 Ten Acres Lane, Manchester, M40 2SP
59 Surbiton Road, Manchester, M40 2US
114 Surbiton Road, Manchester, M40 2US
31 Staplehurst Road, Manchester, M40 2SG
16 Staplehurst Road, Manchester, M40 2SG
6 Oban Avenue, Manchester, M40 2WG
6 Southgate Avenue, Manchester, M40 2SH
7 Southgate Avenue, Manchester, M40 2SH
35 Douro Street, Manchester, M40 2AU
8 Partington Street, Manchester, M40 2AQ
57 Surbiton Road, Manchester, M40 2US
110 Surbiton Road, Manchester, M40 2US
12 Edenbridge Road, Manchester, M40 2UP
182 Briscoe Lane, Manchester, M40 2SS
8 Staplehurst Road, Manchester, M40 2SG
15 Staplehurst Road, Manchester, M40 2SG
1 Staplehurst Road, Manchester, M40 2SG
12 Oban Avenue, Manchester, M40 2WG
104 Surbiton Road, Manchester, M40 2US
23 Staplehurst Road, Manchester, M40 2SG
4 Staplehurst Road, Manchester, M40 2SG
Flat 2, 57 Grimshaw Lane, Manchester, M40 2AX
1 Edmonton Road, Manchester, M40 2SR
5 Edmonton Road, Manchester, M40 2SR
31 Partington Street, Manchester, M40 2AQ
26 Partington Street, Manchester, M40 2AQ
9 Edmonton Road, Manchester, M40 2SR
30 Partington Street, Manchester, M40 2AQ
34 Partington Street, Manchester, M40 2AQ
55 Surbiton Road, Manchester, M40 2US
53 Surbiton Road, Manchester, M40 2US
106 Surbiton Road, Manchester, M40 2US
63 Grimshaw Lane, Manchester, M40 2AX
9 Padbury Walk, Manchester, M40 2DL
53 Douro Street, Manchester, M40 2AU
19 Partington Street, Manchester, M40 2AQ
21 Partington Street, Manchester, M40 2AQ
20 Partington Street, Manchester, M40 2AQ
18 Partington Street, Manchester, M40 2AQ
133 Ten Acres Lane, Manchester, M40 2TU
139 Ten Acres Lane, Manchester, M40 2TU
145 Ten Acres Lane, Manchester, M40 2TU
127 Ten Acres Lane, Manchester, M40 2TU
99 Ten Acres Lane, Manchester, M40 2SQ
117 Ten Acres Lane, Manchester, M40 2SQ
188 Briscoe Lane, Manchester, M40 2SS
190 Briscoe Lane, Manchester, M40 2SS
184 Briscoe Lane, Manchester, M40 2SS
149 Ten Acres Lane, Manchester, M40 2TU

143 Ten Acres Lane, Manchester, M40 2TU
141 Ten Acres Lane, Manchester, M40 2TU
123 Ten Acres Lane, Manchester, M40 2TU
129 Ten Acres Lane, Manchester, M40 2TU
137 Ten Acres Lane, Manchester, M40 2TU
135 Ten Acres Lane, Manchester, M40 2TU
97 Ten Acres Lane, Manchester, M40 2SQ
125 Ten Acres Lane, Manchester, M40 2TU
57 Douro Street, Manchester, M40 2AU
43 Douro Street, Manchester, M40 2AU
6 Partington Street, Manchester, M40 2AQ
49 Douro Street, Manchester, M40 2AU
9 Partington Street, Manchester, M40 2AQ
60 Douro Street, Manchester, M40 2AU
39 Douro Street, Manchester, M40 2AU
22 Partington Street, Manchester, M40 2AQ
3 Partington Street, Manchester, M40 2AQ
29 Partington Street, Manchester, M40 2AQ
24 Partington Street, Manchester, M40 2AQ
23 Partington Street, Manchester, M40 2AQ
Hub Le Bas, Bower Street, Manchester, M40 2AF
Flat 1, 57 Grimshaw Lane, Manchester, M40 2AX
19 Staplehurst Road, Manchester, M40 2SG
10 Edenbridge Road, Manchester, M40 2UP
16 Edenbridge Road, Manchester, M40 2UP
10 Southgate Avenue, Manchester, M40 2SH
9 Southgate Avenue, Manchester, M40 2SH
9 Norland Walk, Manchester, M40 2DS
19 Norland Walk, Manchester, M40 2DS
3 Norland Walk, Manchester, M40 2DS
4 Partington Street, Manchester, M40 2AQ
54 Fletcher Street, Manchester, M40 2AN
36 Fletcher Street, Manchester, M40 2AN
7 Partington Street, Manchester, M40 2AQ
29 Douro Street, Manchester, M40 2AU
42 Fletcher Street, Manchester, M40 2AN
21 Staplehurst Road, Manchester, M40 2SG
17 Staplehurst Road, Manchester, M40 2SG
112 Surbiton Road, Manchester, M40 2US
108 Surbiton Road, Manchester, M40 2US
14 Edenbridge Road, Manchester, M40 2UP
2 Edenbridge Road, Manchester, M40 2UP
25 Staplehurst Road, Manchester, M40 2SG
29 Staplehurst Road, Manchester, M40 2SG
3 Staplehurst Road, Manchester, M40 2SG
13 Staplehurst Road, Manchester, M40 2SG
2 Staplehurst Road, Manchester, M40 2SG
10 Staplehurst Road, Manchester, M40 2SG
27 Staplehurst Road, Manchester, M40 2SG
8 Oban Avenue, Manchester, M40 2WG
2 Oban Avenue, Manchester, M40 2WG
8 Southgate Avenue, Manchester, M40 2SH
12 Southgate Avenue, Manchester, M40 2SH
2 Southgate Avenue, Manchester, M40 2SH

11 Southgate Avenue, Manchester, M40 2SH
3 Southgate Avenue, Manchester, M40 2SH
5 Southgate Avenue, Manchester, M40 2SH
1 Southgate Avenue, Manchester, M40 2SH
113 Ten Acres Lane, Manchester, M40 2SQ
107 Ten Acres Lane, Manchester, M40 2SQ
95 Ten Acres Lane, Manchester, M40 2SQ
103 Ten Acres Lane, Manchester, M40 2SQ
109 Ten Acres Lane, Manchester, M40 2SQ
101 Ten Acres Lane, Manchester, M40 2SQ
91 Ten Acres Lane, Manchester, M40 2SP
10 Oban Avenue, Manchester, M40 2WG
15 Norland Walk, Manchester, M40 2DS
16 Partington Street, Manchester, M40 2AQ
5 Norland Walk, Manchester, M40 2DS
23 Norland Walk, Manchester, M40 2DS
59 Grimshaw Lane, Manchester, M40 2AX
63 Douro Street, Manchester, M40 2AU
13 Norland Walk, Manchester, M40 2DS
41 Douro Street, Manchester, M40 2AU
45 Douro Street, Manchester, M40 2AU
31 Douro Street, Manchester, M40 2AU
21 Norland Walk, Manchester, M40 2DS
17 Norland Walk, Manchester, M40 2DS
64 Douro Street, Manchester, M40 2AU
59 Douro Street, Manchester, M40 2AU
51 Douro Street, Manchester, M40 2AU
47 Douro Street, Manchester, M40 2AU
2 Partington Street, Manchester, M40 2AQ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3

Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected

Site of Biological Interest - Name: Rochdale Canal, Stott's Lane - Ducie Street Basin

Coal Authority - Development High Risk - Name: DEVELOPMENT_HIGH_RISK_AREA

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface

Historic Landfill Site 250m Buffer -

Susceptible to Surf Water Flood (Less) -

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