

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134207/FO/2022

Date registered valid: 8 July 2022

Proposal: Erection of a part two, part three storey 59 bed care home facility including basement, access, landscaping and associated infrastructure following demolition of existing building

Address: Yew Tree Manor, Yewtree Lane, Manchester, Manchester, M23 0EA

Ward(s): Northenden Ward

Applicant: Liberty Care Development Limited C/o Agent

Agent (if any): Rhian Smith Avison Young Norfolk House, Norfolk Street, Manchester, M2 1DW

Case officer: Robert Griffin
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Recommendation: APPROVE

Date of recommendation: 07.10.2022

Application details

Type of application: Full Application Consent

Development type: Smallscale Major Other

Date of site visit: 26 July 2022

Standard consultations:

Printed: 13 July 2022 Expired: 3 August 2022

Neighbour notifications

Printed: 13 July 2022 Expired: 3 August 2022

Site notice

Posted: 26 July 2022 Expired: 16 August 2022

Press advert

Published: 19 July 2022 Expired: 9 August 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The application site is located within a residential area to the south of the M60 Ring Road and to the west of Princess Road/M56. The former Manchester College site on Sale Road is located approximately 150m to the south. Residential accommodation in the area is predominantly 2 storeys in height and constructed post war as part of the southern expansion of the city in Wythenshawe. A recent redevelopment of the former MCC Yard and Cringlewood Social Club car park for 14 no. two storey dwellinghouses bounds the site to the west, whilst to the east on the opposite side of Willenhall Road is an incidental open space with residential properties set around. To the rear (both of the site) are further two storey residential properties on Barry Road which have rear gardens that bound the application site.

The application site consists of an existing nursing and residential care home. The original core of Yew Tree House is a double-fronted, three bay, two storey house. The central bay contains a doorway with a fanlight and a window above at first floor. It is flanked on either side by double height canted bays. The building is brick and has been painted white, with lintel and cill details picked out in black paint. The later extensions sit to the east, west and north of the property. The Yew Tree Lane elevations are also white with black details. The original core building on the site appears to be shown on historic mapping from at least 1882.

Description of development

The proposals are for the demolition of the existing buildings on the site and its redevelopment for the erection of a part two, part three storey 59 bed care home facility including basement, access, landscaping and associated infrastructure. The proposed care home would provide high quality, 24 hour care for elderly people with a range of complex needs. The home would meet a demand in the area for a high quality, specialist facility. The car park would be open to give 24hr access to staff and emergency vehicles only.

The building has been split between three residential floors, accommodating 59 resident bedrooms with en-suites; 17 bedrooms on ground floor, 22 bedrooms on First Floor and 20 bedrooms on second floor with ancillary spaces located in a basement level situated under approximately half of the building.

Planning History

030512 - Two storey extension to existing home to form additional bedrooms, toilets, bathrooms and lift - Approved 12/02/1988

035588 - Two storey extension to residential home to form nursing unit for 18 residents - Refused 10/05/1990

039016 - 2 storey extension to nursing home - Approved 24/10/1991

Consultations & Notification Responses

Neighbouring properties were notified of the proposals a site notice was posted at the site and an advertisement was placed in the Manchester Evening News. No response were received.

MCC Environmental Health – Recommend conditions relating to: land contamination; fumes and odour extraction scheme; demolition and construction management plan; delivery and servicing hours; verification of the submitted lighting scheme; acoustic insulation; external plant and equipment; waste management receptacles for internal storage; and electric vehicle charging points.

MCC Flood Risk Management Team – Recommend conditions relating to the submission and approval of a surface water drainage scheme and maintenance and management of any approved SuDs scheme subsequently approved.

Greater Manchester Ecology Unit – Following the submission of a bat emergence survey raise no objections to the proposals on ecology grounds. GMEU note the indication of the applicant to enter into a s106 for off site biodiversity net gain to accord with future national policy relating to this.

Greater Manchester Police – The scheme in accordance with the CIS would only considered acceptable if the issues discussed in more detail within Section 3.3 of the Crime Impact Statement are addressed, namely Boundary treatment & landscaping; and Access control.

MCC Highways – Raise no objection to the application on highway or pedestrian safety grounds. In terms of the amount of parking provided, the car parking accumulation data indicates that there will be sufficient parking for staff with spare spaces available for visitors, and we consider the overall provision to be sufficient.

The applicant as requested has prepared a stage 1 road safety audit which has been assessed and is satisfactory. Given the amendments to the site access and redundant access a condition is recommended for these works to the highway together with a construction management plan

condition and a full travel plan (the submitted framework travel plan is considered acceptable for the consideration of the proposals).

Policy

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 provides a mechanism through 'which locally-prepared plans for housing and other development can be produced.' It states that 'at the heart of the Framework is a presumption in favour of sustainable development.' However, 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.

Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 92). The development would be beneficial to the well-being of potential residents accessing the provided residential care and support.

Chapter 16: 'Conserving and enhancing the historic environment' sets out how local planning authority's should consider designated and non-designated heritage assets. The following paragraphs are of importance in considering the current proposals.

Para 130 – Developments should function well and add to the overall quality of the area, be visually attractive as a result of good architecture, sympathetic to local character and history and establish or maintain a strong sense of place.

Para 134 - Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

Para 152 - The planning system should encourage the reuse of existing resources, including the conversion of existing buildings.

Para 189 - Heritage assets should be conserved in a manner appropriate to their significance.

Para 196 - Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state should not be taken into account in any decision.

Para 197 - In determining applications, LPA's should take account of, the desirability of sustaining and enhancing the significance of heritage assets.

Para 203 - The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application.

Para 206 - LPA's should look for new development to preserve or enhance significance of heritage assets.

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 Core Strategy policies are relevant to the development:

Policy SP 1 (Spatial Principles)

Policy EN1 – Design Principles

Policy EN3 - Heritage

Policy EN 14 (Flood Risk)

Policy EN19 (Waste)

Policy H 10 (Housing for people with additional support needs)

The SHNG has confirmed its support for the development. It is therefore considered that the development would comply with policy H10.

Policy T1 (Sustainable transport)

Policy T2 (Accessible areas of opportunity and need)

Policy DM1 (Development Management) -

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

Policy DC2 (Rest Homes and Nursing Homes)

Policy DC26 (Development and noise)

Issues

Principle – The continued use of the site for the provision of care home provision within the City is accepted. The care home (use class C2) is to be designed to provide specialist dementia care and the 24 hour elderly nursing care required for many of the residents. The residents in the care home will have reached a stage where they can not safely live in their own homes or unable to acquire the correct type of care in hospital.

Further consideration of the demolition of the existing buildings on site together with visual and residential amenity impacts are considered together with consideration of any highway impacts. These issues and others are considered in the remainder of this report.

Need – The applicant has submitted information outlining the need for the additional accommodation. This identifies that the typical catchment area for these types of facility is 3 miles. An analysis of existing provision has been undertaken which suggests that the majority of care homes in the area are either first generation or conversions of existing buildings. Of the 39 homes within the catchment, 5 have recently ceased trading, and only 8 are deemed to be of 'modern standard' to meet the requirements of the CQC; being minimum bedroom sizes, wet room facilities and communal space. The applicants research indicates a level of under supply of care home beds in the catchment and Council area and an undersupply of modern standard beds.

The Council's Support Housing Needs Group have expressed their support for the proposals.

Heritage – The application has been supported by a statement on the significance of the building, mapping within the statement shows a property known as Beech House as having been on site since at least 1882.

The significance statement sets out that the original core of Yew Tree House is a double-fronted, three bay, two storey house. The central bay contains a doorway with a fanlight and a window above at first floor. It is flanked on either side by double height canted bays. The building is brick and has been painted white, with lintel and cill details picked out in black paint.

The interior of the original core of Yew Tree House is largely altered, with some elements of detail remaining in the entrance hall, principally a moulded arched entrance and some joinery details around the doors. The interior layout has been extensively altered, in part to create the required rooms for the function of the building as a care home, but also where the later extensions meet the original building.

The later extensions sit to the east, west and north of the property. The Yew Tree Lane elevations are also white with black details, and contain double height canted bays to mimic the original building. The rear of the property is principally natural brick. There are white UPVC windows throughout.



Image identifying original extent of Beech House and subsequent additions

During the WWI the building appears to have been used as an auxiliary hospital, known as Northenden Auxiliary Military Hospital. In the post-war period it was converted into a maternity and child welfare centre, prior to becoming a care home.

It is considered that the external alterations and modern additions have compromised the architectural interest of the building, however it remains a local asset of historic, social and architectural interest. The Council's opinion is that the heritage interest of the property is such that it can be classified as a non-designated heritage asset. As such the relevant paragraphs of NPFF, in particular 189, 197, 203 and 206 apply.

The current building has been significantly modified both internally and externally as a result of its use over a long period of time as a care home. The submitted significance statement states that the building is lacking in almost all original historic features, and has been substantially altered and extended over time; The later additions to the building have no historic interest, value or significance; The remaining original features of the building, such as the door frame details, are pleasant, but unremarkable. In this instance and as set out in the recommendations of the applicant's information a level 2 Historic England building record survey be completed and deposited with the HER.

As indicated within the submitted information the alterations to the property have eroded the significance of the building and its ability to be redeveloped in a manner that would allow the provision of modern and high standard of care accommodation. The provision of a modern care facility to meet identified needs for such accommodation is a substantial public benefit that would arise from the redevelopment of the site. The applicant's information sets out that the building would not qualify or be eligible for any statutory designation. It should also be noted that the internal and some external aspects of the building could continue to be altered and adapted without any requirement for any permissions given the lack of statutory designation. It is considered that whilst the proposals would result in the loss of a non-designated heritage asset the public benefit that would be derived from an increase in modern care facilities for the elderly would outweigh this identified loss in this instance.

Design and Visual Amenity – The proposed building is of a greater height than the existing building on the site but those elements of greater height are located towards the road side

elevation with reduced heights adjacent existing residential properties with the depth of the building being less across the majority of the rear than the existing Care home. Sections of the second floor have been treated as a pitched roof with dormers, and the building has been set back from the street's building line.

The building mass is focused on the corner of Yewtree Lane and Willenhall Road, furthest away from the neighbouring houses. The proposed building mass is taller towards this corner though it steps down to meet the neighbours. The proposed building mass reduces toward the northwest of the site, where the building steps back to provide the resident gardens.



South west corner view - front elevation (red existing built form blue as proposed)



North west corner view – rear elevation (red existing built form blue as proposed)

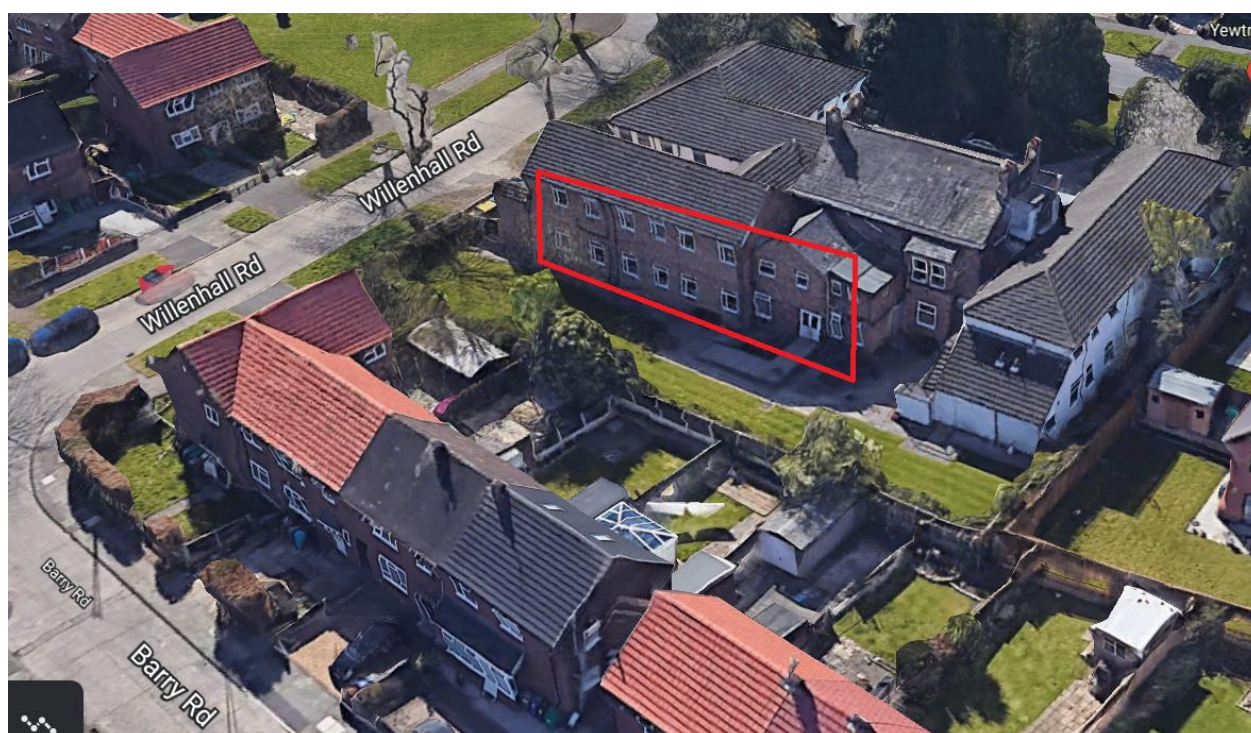
The elevational treatment has been amended since first submission to incorporate a fully brick finished treatment to the building in lieu of previously proposed elements of render. It is considered that the use of bricks would reflect the prevailing character and finishes to residential properties in the area and assist in the built form successfully assimilating into the street scene.



Proposed front elevation

Residential Amenity – The proposed building is located 9 metres from the gable wall of the closest property at 15 Willenhall Road, this part of the proposed building is two storey's in height and the residential property at number 15 has a small gable window which appears to serve a landing area. The gable of the proposed building has a two windows one on each floor to serve internal corridors, it is proposed to add an obscure glazing condition to these windows to remove the perception of overlooking onto adjacent garden areas. The separation distance between two storey elements is similar to other relationships between residential properties within the area and is considered acceptable. This element of the proposal is not considered to give rise to unacceptable impacts in terms of being overbearing or give rise to a loss of privacy to existing residential properties.

It is noted that existing buildings on the site include windows in closer proximity overlooking garden areas than is proposed. The proposals do include for a first and second floor rear balcony, however this element is set back from the rear gable wall to the proposals, sitting approximately 15 m from the rear boundary and 25m from the rear windows of properties on Barry Road. It is considered that there would be an overall improvement to the outlook of existing properties as a result of the proposals.



Existing relationship between the existing care home and rear gardens of properties on Willenhall and Barry Road



Proposed rear elevation to properties on Barry Road

The western elevation of the proposed building is of a lesser depth than the existing building which also contains a number of windows looking towards the recent residential development on Cherry Blossom Close. This proposed elevation contains two windows at ground and first floor and two rooflights. As with the consideration of windows on the rear elevation it is proposed that these windows are subject of the same obscure glazing condition to ensure that internal 'seating areas' do not give rise to unacceptable overlooking of neighbouring gardens and properties.



Existing Care Home relationship with properties on Cherry Blossom Drive

The relationship of built form is considered to be an improvement over the existing situation where the existing building extends to a greater depth on the boundary with Cherry Blossom Close and with a greater number of overlooking windows that currently proposed, it is not considered that this would give rise to the building being overbearing on existing residential properties.



Proposed west elevation to Cherry Blossom Close – the windows to the left and right are approximately 30m from the boundary with Cherry Blossom Close

The application is supported by a Daylight and Sunlight Assessment undertaken to the methodologies within BRE Guidelines. This concludes that there would not be unacceptable impacts on adjacent residential properties and all of the properties surrounding the site will fully accord with the BRE target criteria for daylight and sunlight with the proposed development in place. The impact to daylight and sunlight is negligible and therefore acceptable. In terms of overshadowing of closest rear gardens the assessment indicates that all amenity areas would continue to receive at least two hours of sunlight to 50% of their areas on 21st March with the proposed development in place – one property at 64 Barry Road is identified as having a reduction in area receiving 2 hours of sunlight on 21st March falling from 72.86% to 69.74% but would still be within acceptable guideline of 50%.

The application is supported by a noise impact assessment which has been assessed by MCC Environmental Health. Conditions are recommended to ensure the predicted noise levels within the development meet the respective guideline levels. Whilst the proposals would increase the number of bedspaces and potential staff and visitor movements it is not considered that this increase would be significant and that the proposals could not be successfully assimilated into the residential area. The main traffic movements would be focus to the front of the property as is currently the case whilst external space would be retained to the rear adjacent other rear gardens. This arrangement is considered acceptable and not give rise to unacceptable impacts in terms of comings and goings or noise.

Inclusive Access - The site and the building is designed to provide safe and convenient access for everyone. This approach is in line with the Equality Act and Part M of the Building Regulations. Level access is provided to the main entrance from the site boundary, from the accessible parking bays, and also from the drop off area / ambulance bay. The access routes will be surfaced so that people can travel over them easily, without excessive effort, and without the risk of tripping. They will be well lit, to create a safe route for people with impaired sight.

The reception desk is positioned to have good views of the main entrance and access route, as well as the lifts. The reception area is well lit and spacious, with seating available. The reception area will be provided with a hearing enhancement system, such as an induction loop. The floor surfaces in the reception area and throughout the care home will be level, non-slip, and without trip hazards.

Landscaping and Biodiversity – The proposals would result in the loss of a number of trees to the front of the site and along the western boundary, the site is not in a conservation area and

non of the trees are subject to Tree Preservation Order. The majority of the trees to be lost are categorised as C class trees with 2 no. Category B trees proposed to be removed. The loss of the trees is regretted. To mitigate the applicant has submitted a detailed landscape scheme that has been designed to increase the biodiversity of the site together with mitigation for the loss of trees. Following a request for the landscaping scheme to be improved particularly to the Yew Tree Lane frontage a revised scheme has been prepared which includes the planting of 27no. trees, together with shrub and hedge planting. The landscaping scheme is considered acceptable and an appropriately worded condition is proposed for this to be implemented together with the other identified biodiversity enhancements on site in relation to bat and bird boxes. There is currently no mechanism to implement biodiversity enhancements off site and in this instance the measures to increase on site biodiversity are considered acceptable.

Transport and Highways - The proposed site plan provides 20 parking spaces, including 2 motorcycle space, 2 accessible spaces, 4 Electric Car Charging bays and a designated drop-off / ambulance bay adjacent to the main entrance. In addition to the car parking spaces, 2 bike hoops are provided adjacent to the main entrance, with space for four bikes, secure cycle store for employees together with staff showers and changing rooms is to be provided in the basement level, accessible via the service entrance lift providing space for at least 5 cycles.

The care home will operate a shift system, with day and night shifts providing round the clock care for residents.

A transport statement has been prepared to accompany the application and this has been reviewed and assessed by MCC Highway Services. No objections have been raised in terms of impacts on pedestrian or highway safety from the proposals and no concerns have been raised in regards of highway capacity. The applicant has undertaken a stage 1 Road Safety Audit following comments from MCC Highway Services, this has been reviewed and is considered satisfactory. The proposals would require a revised access into the site and making good of redundant accesses and this is to be subject of a specific highways condition.

Construction and Demolition works – The applicant has submitted a framework construction environmental management plan alongside the application. This confirms that a full plan would be prepared prior to construction works taking place. Given the demolition works required and the proximity to other residential properties it is considered necessary in this instance to attach a condition to any approval for the submission and approval of a construction and demolition management plan. An appropriately worded pre-commencement condition is proposed.

It is considered that suitable mitigation can be controlled via a condition to minimise impacts on nearby sensitive receptors. Demolition and construction works whilst disruptive to existing residents whilst works take place would be temporary in nature and are not considered to be significant following the approval of a suitable construction management plan.

Sustainability - The proposals would adopt the use of an energy hierarchy and a holistic approach to sustainability to meet the Council's objectives for energy consumption reduction, carbon dioxide emissions [CO₂] reduction and sustainable design and construction. The energy hierarchy aims to reduce energy demand and CO₂ emissions through passive design measures and a 'fabric first' approach (Be Lean) before seeking to reduce the remaining demand by the cleanest means possible. This includes exploiting local energy resources/supplying energy efficiently and cleanly (Be Clean), and finally exploring the opportunities for producing, storing, and using renewable energy on-site (Be Green).

The proposed development envelope and services would be specified to exceed the minimum standards set in Building Regulations Part L to ensure energy consumption via space heating/cooling is reduced. The feasibility of renewable energy generation concluded that the

most appropriate and cost-effective renewable energy technologies for the proposed development is Air Source Heat Pump (ASHP) for space heating and domestic hot water. The submitted Environmental Standards Statement proposes to reduce the CO2 emissions of the Proposed Development by a total of 19.83 % when compared with Building Regulations. The BREEAM pre-assessment has demonstrated how the proposal could achieve a BREEAM 'Very Good' rating. In addition, the applicant has confirmed that the development would provide 4 no. electric vehicle charging points within its car park.

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

The application has been determined in a positive and proactive manner. Issues that have arisen during the course of the application have been discussed with the applicant's agent and amended drawings have been provided.

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

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

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

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

Landscape Layout reference 101 Rev D

Landscape Layout reference 201 Rev C

As received by the City Council as local planning authority on the 11th October 2022

Boundary Treatment Plan reference L0206-106 Rev B

Proposed Site sections reference L0206-130 Rev B

Proposed site plan reference L0206-105 Rev C

As received by the City Council as local planning authority on the 7th October 2022

Ground floor plan reference L0206-111 Rev A
First floor plan reference L0206-112 Rev A
Second floor plan reference L0206-113 Rev A
Proposed elevations Sheet 1 reference L0206-120 Rev A
Proposed elevations Sheet 2 reference L0206-121 Rev A
Proposed elevations Sheet 3 reference L0206-122 Rev A
Recycle Store reference L0206-114 Rev A
All as received by the City Council as local planning authority on the 7th September 2022

Bat Emergence Survey prepared by Rachel Hacking Ecology September 2022
As received by the City Council as local planning authority on the 20th September 2022

Road Safety Audit Stage 1 reference Highway Associates 2022/CR/1667
As received by the City Council as local planning authority on the 23rd September 2022

Environmental Standards Statement prepared by BWB
Lighting Impact Assessment prepared by BWB
Crime Impact Statement prepared by GMP design for security reference 2022/0268/CIS/01 Rev A
As received by the City Council as local planning authority on the 8th July 2022

Television and Radio Reception Impact Assessment prepared by GTech Surveys Limited
Local Labour Agreement Undertaking dated 23/06/2022
Site Waste Management Proforma ref PP-11332213 prepared by Cameron Rose Associates
Geo Environmental Investigation prepared by Earth Environmental and Geotechnical Report Ref: A4701/22/SI/V2 June 2022
Noise Impact Assessment ref 220454 prepared by BWB
Arboricultural Survey prepared by ACS Consulting dated June 2022
Extended Phase1 Habitat Survey and Daytime Bat Survey prepared by Rachel Hacking Ecology April 2022
Proposed basement plan L0206-110 As received by the City Council as local planning authority on the 29th June 2022
Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) Prior to the commencement of development (which includes any demolition work) a Demolition and Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The Demolition and Construction Management Plan shall include:

- Confirmation of construction and demolition working hours for the site;
- Measures to control noise and vibration;
- Dust suppression measures and measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- Compound locations where relevant;
- Details of an emergency contact telephone number to be displayed in a publicly accessible location;
- A community consultation plan;
- The routing of construction traffic;
- Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- Details of the location and arrangements for contractor parking;

- The identification of the vehicular access points into the site;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

The development shall be carried out in accordance with the agreed measures contained within the Demolition and Construction Management Plan.

Reason - In the interests of residential amenity and highway and pedestrian safety pursuant to policy DM1 of the Core Strategy.

4) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (b) and (c) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

a) Prior to the commencement of development, which shall include for the purposes of this condition any demolition or site clearance works, details of tree protection measures of the trees to be retained on the site together with a method statement for any works in the vicinity of any retained tree as identified within the approved Arboricultural Report and supporting plans shall be submitted to and approved in writing by the City Council as local planning authority. The approved tree protection measures shall be subsequently installed before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

(b) 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)

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

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

5) Prior to the commencement of development (excluding demolition, site clearance works and site investigation works), a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority.

The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination). In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if

any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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

6) Prior to the commencement of the development hereby approved (excluding demolition and site clearance works) a surface water drainage scheme shall be submitted to and agreed in writing by the City Council as local planning authority. The submitted scheme shall be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and shall include the following:

- Evidence of the consideration of alternative green SuDS solution (that is either utilising infiltration or attenuation) if practicable;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- Hydraulic calculation of the proposed drainage system.
- Construction details of flow control and SuDS elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to national policies within the NPPF and NPPG and Core Strategy policies EN08, EN14 and EN17.

7) Prior to development proceeding above damp proof course level, a scheme for acoustically insulating the proposed residential accommodation against noise from Yew Tree Lane, Willenhall Road and the M60 shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating pursuant to saved Unitary Development Plan policy DC26 and Core Strategy policy DM1.

8) The landscaping scheme as set out on drawing references 101 Rev D and 201 Rev C shall be implemented not later than 12 months from the date the buildings are first occupied. 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.

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.

9) Prior to the development proceeding above damp proof course level, details of all materials to be used on the external surfaces of the development including boundary walls, together with window details, and hard landscaping materials shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - In the interests of the amenity and character of the area where the development is located pursuant to policies SP1 and DM1 of the Core Strategy.

10) Prior to construction works proceeding above damp course level, details of the biodiversity enhancement measures to be incorporated into the development as recommended within paragraph 5.5 of the approved Extended Phase 1 Habitat Survey and Daytime bat survey shall be submitted to and agreed in writing by the City Council as local planning authority. The agreed details shall be subsequently incorporated into the development within a timescale previous agreed in writing by the City Council. For the avoidance of doubt the enhancement measures should include:

- Soft landscaping to include the provision of native and non-native flowering perennial species,
- Bird boxes and bat boxes to be erected/incorporated onto the new building
- Native trees and/or fruit trees .

Reason - In the interests of ecology and biodiversity enhancement of the site following its redevelopment pursuant to policy EN15 of the Core Strategy.

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

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

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

12) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Prior to commencement of the use hereby approved, confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - In the interests of the amenities of occupiers of nearby properties pursuant to policy DM1 of the Core Strategy.

13) Externally mounted ancillary 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 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site prior to the first occupation of the development and shall be implemented in full before the use commences.

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

14) Prior to the first occupation of the residential units, a verification report shall be required to validate that the work undertaken throughout the development to acoustically insulate it conforms to the recommendations and requirements in the approved acoustic consultant's report agreed under condition 7 of this planning permission. 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.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating pursuant to saved Unitary Development Plan policy DC26 and Core Strategy policy DM1.

15) Prior to the first occupation of the development a verification report will be required to validate that the work undertaken for the installation of the approved external lighting scheme throughout the development conforms to the recommendations and requirements in the Lighting Impact Assessment prepared by BWB. 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 policy DM1 of the Core Strategy.

16) Prior to the first operation of the approved scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development in relation to externally mounted plant, equipment and servicing conforms to the recommendations and requirements in the approved acoustic report approved under condition 13 of this planning permission. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of nonconformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

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

17) Prior to the first use of the development hereby approved, details of internal bin storage areas to be provided within the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall incorporate the agreed details together with the waste management strategy as received by the City Council as local planning authority on the 29th June 2022 together with drawing reference L0206-114 Rev A 'Recycle Store'; L0206-105 Rev B 'Proposed Site Plan', which shall remain in situ thereafter whilst the development is in use.

Reason - In the interests of amenity and public health pursuant to policy DM1 of the Core Strategy.

18) Prior to the first use of the development hereby approved, full details of the amendments to the highway required to install the repositioned vehicle access on Yew Tree Lane including: details of tactile paving, closure of redundant vehicle accesses to Yew Tree Lane and Willenhall Road and making good to form footway, together with a timetable for the installation of the proposed works shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be subsequently carried out in accordance with the agreed details.

Reason - In the interests of pedestrian and highway safety pursuant to policy DM1 of the Core Strategy.

19) Prior to the first occupation of the development hereby approved, details of the implementation, maintenance and management of any sustainable drainage scheme agreed under condition 6 of this approval 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:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- 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 EN17 and EN18 of the Core Strategy

20) Prior to the first occupation of the development hereby approved 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 to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

21) The cycle store indicated on the approved basement plan shall be installed prior to the first use of the development hereby approved and shall remain in situ whilst the development is in use.

Reason - To ensure adequate access to secure cycle parking facilities by occupiers of the development pursuant to policy T1 and DM1 of the adopted Core Strategy.

22) Prior to the first use of the development hereby approved, details of 4 no. electric vehicle charging points to be installed within the car park hereby approved shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details which shall be retained on site thereafter.

Reason - To promote sustainable development and in the interests of local air quality pursuant to policy EN16 of the Manchester Core Strategy (2012).

23) The car parking as indicated on the approved site layout drawing, shall be laid out and demarcated prior to the first occupation of the development hereby approved and shall be retained thereafter for sole use by the occupiers of the development.

Reason - To ensure that adequate car parking provision is available for the occupiers of the development pursuant to Core Strategy policy DM1.

24) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy DM1 of the Core Strategy.

25) The planning permission hereby granted relates to the use of the development as a residential care home (Class C2) only and for no other purpose.

Reason - For the avoidance of doubt and in the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

26) Before first occupation a scheme for obscurely glazing the ground and first floor windows in the north and west elevations serving areas identified as 'seating areas' on the approved plans shall be submitted to and approved in writing by the City Council as local planning authority. The agreed details shall be subsequently installed prior occupation and shall remain so whilst the use is in operation.

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.

27) Prior to first occupation of the development hereby approved, details of the deposition to the Greater Manchester Historic Environment Record of a Level 2 Historic England Building record survey of the building(s) to be demolished on site undertaken by a suitably qualified specialist, shall be submitted to and agreed in writing by the City Council as local planning authority.

Reason – In the interests of the historic interest of the buildings on site pursuant to policy EN3 of the Core Strategy and section 16 ‘Conserving and enhancing the historic environment’ of the NPPF.

Informatives

1) The applicant is advised that bats can be mobile and cryptic in their habits and can turn up in unexpected places. If bats are encountered at any time during the course of any approved works, work must cease and advice sought about how best to proceed from a suitably qualified person. All UK bats and their resting places are legally protected.

2) In order to discharge the fumes and odours condition from this approval mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

3) The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance 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) In order to discharge the acoustic insulation condition from this approval it should be noted that, whilst the BWB noise report 220454 dated June 2022 has provided suitable mitigation measures which can be implemented for noise, as windows need to be close to meet the MCC noise criteria and trickle vents have been recommended, the applicant will need to ensure that property will not be subject to overheating. Mechanical ventilation may be required during the warmer weather particularly as the future occupiers will be elderly and vulnerable.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved:

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

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq
Gardens and terraces (daytime) 55 dB LAeq

5) Alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC which would include any required technical approval. The following link can be used:
https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to any planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

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.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit
Urban Design & Conservation
MCC Supported Housing Monitoring Group

Flat At, Beech House, Yewtree Lane, Manchester, M23 0EA
Flat At, Cringlewood Social Club, Yewtree Lane, Manchester, M23 0EA
99 Yewtree Lane, Manchester, M23 0DY
66 Rackhouse Road, Manchester, M23 0DG
Piperhill Farm, Yewtree Lane, Manchester, M23 0DR
5 Blyth Avenue, Manchester, M23 0DQ
95 Yewtree Lane, Manchester, M23 0DY
41 Barry Road, Manchester, M23 0EB
39 Barry Road, Manchester, M23 0EB
52 Hollyhey Drive, Manchester, M23 0DZ
47 Hollyhey Drive, Manchester, M23 0DX
58 Hollyhey Drive, Manchester, M23 0DZ
30 Barry Road, Manchester, M23 0FA
Cringlewood Social Club, Yewtree Lane, Manchester, M23 0EA
6 Fairmead Road, Manchester, M23 0DS
12 Cherry Blossom Close, Manchester, M23 0GW
9 Milburn Avenue, Manchester, M23 0FB
5 Kemble Avenue, Manchester, M23 0DL
1 Verrill Avenue, Manchester, M23 0DP
3 Verrill Avenue, Manchester, M23 0DP
7 Kemble Avenue, Manchester, M23 0DL
3 Kemble Avenue, Manchester, M23 0DL
69 Yewtree Lane, Manchester, M23 0DU
77 Yewtree Lane, Manchester, M23 0DY
3 Milburn Avenue, Manchester, M23 0FB
47 Yewtree Lane, Manchester, M23 0DU
12 Blyth Avenue, Manchester, M23 0DQ
12 Hollyhey Drive, Manchester, M23 0DZ
2 Verrill Avenue, Manchester, M23 0DP
41 Yewtree Lane, Manchester, M23 0DN
63 Yewtree Lane, Manchester, M23 0DU
51 Yewtree Lane, Manchester, M23 0DU
82 Yewtree Lane, Manchester, M23 0DR
76 Yewtree Lane, Manchester, M23 0DR
62 Yewtree Lane, Manchester, M23 0DR
56 Yewtree Lane, Manchester, M23 0DR
64 Barry Road, Manchester, M23 0FA
58 Barry Road, Manchester, M23 0FA
43 Barry Road, Manchester, M23 0EB
35 Hollyhey Drive, Manchester, M23 0DX
29 Hollyhey Drive, Manchester, M23 0DX
23 Hollyhey Drive, Manchester, M23 0DX
174 Yewtree Lane, Manchester, M23 0EA

172 Yewtree Lane, Manchester, M23 0EA
11 Barry Road, Manchester, M23 0FH
7 Barry Road, Manchester, M23 0FH
12 Barry Road, Manchester, M23 0FA
142 Yewtree Lane, Manchester, M23 0EA
11 Cherry Blossom Close, Manchester, M23 0GW
6 Cherry Blossom Close, Manchester, M23 0GW
43 Yewtree Lane, Manchester, M23 0DN
38 Barry Road, Manchester, M23 0FA
2 Willenhall Road, Manchester, M23 0DT
2 Raymond Road, Manchester, M23 0ED
42 Hollyhey Drive, Manchester, M23 0DZ
37 Yewtree Lane, Manchester, M23 0DN
85 Yewtree Lane, Manchester, M23 0DY
79 Yewtree Lane, Manchester, M23 0DY
57 Yewtree Lane, Manchester, M23 0DU
70 Yewtree Lane, Manchester, M23 0DR
66 Barry Road, Manchester, M23 0FA
23 Barry Road, Manchester, M23 0EB
19 Barry Road, Manchester, M23 0EB
46 Hollyhey Drive, Manchester, M23 0DZ
5 Hollyhey Drive, Manchester, M23 0DX
41 Hollyhey Drive, Manchester, M23 0DX
17 Willenhall Road, Manchester, M23 0DT
166 Yewtree Lane, Manchester, M23 0EA
1 Barry Road, Manchester, M23 0FH
4 Barry Road, Manchester, M23 0FA
28 Barry Road, Manchester, M23 0FA
18 Barry Road, Manchester, M23 0FA
58 Yewtree Lane, Manchester, M23 0DR
50 Barry Road, Manchester, M23 0FA
14 Raymond Road, Manchester, M23 0ED
164 Yewtree Lane, Manchester, M23 0EA
7 Blyth Avenue, Manchester, M23 0DQ
83 Yewtree Lane, Manchester, M23 0DY
61 Yewtree Lane, Manchester, M23 0DU
59 Yewtree Lane, Manchester, M23 0DU
68 Yewtree Lane, Manchester, M23 0DR
52 Barry Road, Manchester, M23 0FA
31 Barry Road, Manchester, M23 0EB
21 Barry Road, Manchester, M23 0EB
60 Hollyhey Drive, Manchester, M23 0DZ
4 Hollyhey Drive, Manchester, M23 0DZ
24 Hollyhey Drive, Manchester, M23 0DZ
10 Hollyhey Drive, Manchester, M23 0DZ
39 Hollyhey Drive, Manchester, M23 0DX
14 Willenhall Road, Manchester, M23 0DT
8 Purley Avenue, Manchester, M23 0DA
5 Purley Avenue, Manchester, M23 0DA
3 Purley Avenue, Manchester, M23 0DA
13 Barry Road, Manchester, M23 0FH
5 Cherry Blossom Close, Manchester, M23 0GW
7 Cherry Blossom Close, Manchester, M23 0GW
15 Barry Road, Manchester, M23 0FH

20 Barry Road, Manchester, M23 0FA
6 Barry Road, Manchester, M23 0FA
26 Barry Road, Manchester, M23 0FA
9 Barry Road, Manchester, M23 0FH
14 Barry Road, Manchester, M23 0FA
3 Barry Road, Manchester, M23 0FH
15 Willenhall Road, Manchester, M23 0DT
12 Willenhall Road, Manchester, M23 0DT
1 Milburn Avenue, Manchester, M23 0FB
8 Milburn Avenue, Manchester, M23 0FB
54 Barry Road, Manchester, M23 0FA
64 Yewtree Lane, Manchester, M23 0DR
10 Willenhall Road, Manchester, M23 0DT
4 Fairmead Road, Manchester, M23 0DS
10 Cherry Blossom Close, Manchester, M23 0GW
9 Cherry Blossom Close, Manchester, M23 0GW
1 Cherry Blossom Close, Manchester, M23 0GW
8 Cherry Blossom Close, Manchester, M23 0GW
11 Milburn Avenue, Manchester, M23 0FB
5 Milburn Avenue, Manchester, M23 0FB
2 Milburn Avenue, Manchester, M23 0FB
68 Rackhouse Road, Manchester, M23 0DG
64 Rackhouse Road, Manchester, M23 0DG
2 Cherry Blossom Close, Manchester, M23 0GW
62 Rackhouse Road, Manchester, M23 0DG
140 Yewtree Lane, Manchester, M23 0EA
13 Hollyhey Drive, Manchester, M23 0DX
3 Cherry Blossom Close, Manchester, M23 0GW
4 Cherry Blossom Close, Manchester, M23 0GW
60 Rackhouse Road, Manchester, M23 0DG
84 Yewtree Lane, Manchester, M23 0DR
72 Yewtree Lane, Manchester, M23 0DR
62 Barry Road, Manchester, M23 0FA
56 Hollyhey Drive, Manchester, M23 0DZ
4 Willenhall Road, Manchester, M23 0DT
97 Yewtree Lane, Manchester, M23 0DY
107 Yewtree Lane, Manchester, M23 0DY
6 Blyth Avenue, Manchester, M23 0DQ
75 Yewtree Lane, Manchester, M23 0DY
60 Yewtree Lane, Manchester, M23 0DR
48 Barry Road, Manchester, M23 0FA
37 Barry Road, Manchester, M23 0EB
35 Barry Road, Manchester, M23 0EB
33 Barry Road, Manchester, M23 0EB
17 Barry Road, Manchester, M23 0EB
6 Hollyhey Drive, Manchester, M23 0DZ
2 Hollyhey Drive, Manchester, M23 0DZ
18 Hollyhey Drive, Manchester, M23 0DZ
22 Raymond Road, Manchester, M23 0ED
105 Yewtree Lane, Manchester, M23 0DY
34 Hollyhey Drive, Manchester, M23 0DZ
7 Purley Avenue, Manchester, M23 0DA
1 Purley Avenue, Manchester, M23 0DA
8 Barry Road, Manchester, M23 0FA

22 Barry Road, Manchester, M23 0FA
2 Blyth Avenue, Manchester, M23 0DQ
32 Barry Road, Manchester, M23 0FA
44 Hollyhey Drive, Manchester, M23 0DZ
22 Hollyhey Drive, Manchester, M23 0DZ
45 Hollyhey Drive, Manchester, M23 0DX
10 Blyth Avenue, Manchester, M23 0DQ
4 Blyth Avenue, Manchester, M23 0DQ
3 Blyth Avenue, Manchester, M23 0DQ
91 Yewtree Lane, Manchester, M23 0DY
55 Yewtree Lane, Manchester, M23 0DU
6 Milburn Avenue, Manchester, M23 0FB
10 Milburn Avenue, Manchester, M23 0FB
27 Barry Road, Manchester, M23 0EB
64 Hollyhey Drive, Manchester, M23 0DZ
48 Hollyhey Drive, Manchester, M23 0DZ
16 Hollyhey Drive, Manchester, M23 0DZ
43 Hollyhey Drive, Manchester, M23 0DX
3 Hollyhey Drive, Manchester, M23 0DX
19 Hollyhey Drive, Manchester, M23 0DX
11 Hollyhey Drive, Manchester, M23 0DX
18 Willenhall Road, Manchester, M23 0DT
24 Raymond Road, Manchester, M23 0ED
16 Raymond Road, Manchester, M23 0ED
12 Raymond Road, Manchester, M23 0ED
168 Yewtree Lane, Manchester, M23 0EA
162 Yewtree Lane, Manchester, M23 0EA
93 Yewtree Lane, Manchester, M23 0DY
16 Barry Road, Manchester, M23 0FA
30 Hollyhey Drive, Manchester, M23 0DZ
9 Blyth Avenue, Manchester, M23 0DQ
65 Yewtree Lane, Manchester, M23 0DU
56 Barry Road, Manchester, M23 0FA
11 Blyth Avenue, Manchester, M23 0DQ
4 Verrill Avenue, Manchester, M23 0DP
1 Kemble Avenue, Manchester, M23 0DL
14 Hollyhey Drive, Manchester, M23 0DZ
7 Milburn Avenue, Manchester, M23 0FB
4 Milburn Avenue, Manchester, M23 0FB
7 Hollyhey Drive, Manchester, M23 0DX
4 Raymond Road, Manchester, M23 0ED
87 Yewtree Lane, Manchester, M23 0DY
81 Yewtree Lane, Manchester, M23 0DY
73 Yewtree Lane, Manchester, M23 0DU
67 Yewtree Lane, Manchester, M23 0DU
9 Hollyhey Drive, Manchester, M23 0DX
25 Hollyhey Drive, Manchester, M23 0DX
17 Hollyhey Drive, Manchester, M23 0DX
8 Willenhall Road, Manchester, M23 0DT
33 Hollyhey Drive, Manchester, M23 0DX
6 Willenhall Road, Manchester, M23 0DT
22 Willenhall Road, Manchester, M23 0DT
20 Willenhall Road, Manchester, M23 0DT
2 Fairmead Road, Manchester, M23 0DS

178 Yewtree Lane, Manchester, M23 0EA
103 Yewtree Lane, Manchester, M23 0DY
101 Yewtree Lane, Manchester, M23 0DY
38 Hollyhey Drive, Manchester, M23 0DZ
32 Hollyhey Drive, Manchester, M23 0DZ
28 Hollyhey Drive, Manchester, M23 0DZ
26 Hollyhey Drive, Manchester, M23 0DZ
10 Purley Avenue, Manchester, M23 0DA
9 Purley Avenue, Manchester, M23 0DA
6 Purley Avenue, Manchester, M23 0DA
20 Hollyhey Drive, Manchester, M23 0DZ
1 Hollyhey Drive, Manchester, M23 0DX
89 Yewtree Lane, Manchester, M23 0DY
86 Yewtree Lane, Manchester, M23 0DR
60 Barry Road, Manchester, M23 0FA
46 Barry Road, Manchester, M23 0FA
62 Hollyhey Drive, Manchester, M23 0DZ
6 Raymond Road, Manchester, M23 0ED
40 Hollyhey Drive, Manchester, M23 0DZ
2 Barry Road, Manchester, M23 0FA
71 Yewtree Lane, Manchester, M23 0DU
Henshaws Society For Blind People, 45 Yewtree Lane, Manchester, M23 0DU
37 Hollyhey Drive, Manchester, M23 0DX
21 Hollyhey Drive, Manchester, M23 0DX
15 Hollyhey Drive, Manchester, M23 0DX
16 Willenhall Road, Manchester, M23 0DT
176 Yewtree Lane, Manchester, M23 0EA
8 Blyth Avenue, Manchester, M23 0DQ
53 Yewtree Lane, Manchester, M23 0DU
74 Yewtree Lane, Manchester, M23 0DR
40 Barry Road, Manchester, M23 0FA
34 Barry Road, Manchester, M23 0FA
54 Hollyhey Drive, Manchester, M23 0DZ
10 Raymond Road, Manchester, M23 0ED
78 Yewtree Lane, Manchester, M23 0DR
27 Hollyhey Drive, Manchester, M23 0DX
12 Milburn Avenue, Manchester, M23 0FB
50 Hollyhey Drive, Manchester, M23 0DZ
31 Hollyhey Drive, Manchester, M23 0DX
170 Yewtree Lane, Manchester, M23 0EA
36 Hollyhey Drive, Manchester, M23 0DZ
1 Blyth Avenue, Manchester, M23 0DQ
39 Yewtree Lane, Manchester, M23 0DN
35 Yewtree Lane, Manchester, M23 0DN
88 Yewtree Lane, Manchester, M23 0DR
80 Yewtree Lane, Manchester, M23 0DR
29 Barry Road, Manchester, M23 0EB
25 Barry Road, Manchester, M23 0EB
8 Hollyhey Drive, Manchester, M23 0DZ
49 Yewtree Lane, Manchester, M23 0DU
66 Yewtree Lane, Manchester, M23 0DR
36 Barry Road, Manchester, M23 0FA
8 Raymond Road, Manchester, M23 0ED
20 Raymond Road, Manchester, M23 0ED

18 Raymond Road, Manchester, M23 0ED
5 Barry Road, Manchester, M23 0FH
24 Barry Road, Manchester, M23 0FA
10 Barry Road, Manchester, M23 0FA

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: SOUTH AREA