

Planning**Growth & Development****Delegated officer report for planning application****Application no.** 133125/FO/2022**Date registered valid:** 10 March 2022**Proposal:** Erection of two storey Industrial and Logistics Warehouse Units (Use Class B2 / B8), including ancillary offices and trade counters, with associated landscaping, car parking and creation of access from Elizabeth Street following demolition of existing buildings and other associated works**Address:** Land Off Elizabeth Street, Manchester, M8 8BB**Ward(s):** Cheetham Ward**Applicant:** Mr Henry Martin Kier Trade City LLP C/o Agent**Agent (if any):** Mr Brad Wiseman Savills (UK) Limited Belvedere, 12 Booth Street, Manchester, M2 4AW**Case officer:** Jennifer Atkinson
Tel: 0161 234 4517
Email: jennifer.atkinson@manchester.gov.uk**Recommendation:** Approve**Date of recommendation:**

Application details

Type of application: Full Application Consent

Development type: Smallscale Major Industry

Date of site visit:

Standard consultations:

Printed: 24 March 2022 Expired: 14 April 2022

Neighbour notifications

Printed: 16 March 2022 Expired: 6 April 2022

Site notice

Posted: Expired:

Press advert

Published: 22 March 2022 Expired: 12 April 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site measures 1.9 hectares and is located to the south of Elizabeth Street, in Cheetham Hill, approximately 1.5 km to the north of Manchester city centre). The majority of the Site is currently derelict brownfield land, but also includes two derelict warehouse units along the north-east frontage to Elizabeth Street.

The Site is irregular in shape and predominantly features a combination of overgrown scrub and broken hardstanding. Significant areas of the site of Japanese Knotweed is also present, mainly concentrated around the northwest and south east borders of the Site. A row of mature poplar trees is present on both the east and west borders of the Site, which are visible from surrounding areas and which provide a physical buffer to surrounding land uses.

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

The Site is surrounded by other commercial and employment uses to the north-east, south-east and southwest, with a residential apartment block (St David's Court) to the north-east. Further to the north lie the residential areas of Cheetham Hill. Manchester Fort Shopping Park, one of the City's largest out of the centre retail destinations is located 250m to the east on Cheetham Hill Road, which connects the Site with the city centre.

Description of development

Erection of two storey Industrial and Logistics Warehouse Units (Use Class B2 / B8), including ancillary offices and trade counters, with associated landscaping, car parking and creation of access from Elizabeth Street following demolition of existing buildings and other associated works

Consultations & Notification Responses

Local residents/public opinion

A site notice has been displayed at the site to publicise the proposal as a major development.

No comments received

Highway Services advise that the proposals are unlikely to generate a significant increase in the level of vehicular trips and therefore do not raise any network capacity concerns. The number of on site car parking spaces (86) accords with core strategy standards of which 10% are accessible and 6 are share bays and 21% are EV.

A total of 50 secure, sheltered cycle parking spaces are provided across the development which significantly exceeds the minimum requirements as set out in the core strategy and is therefore acceptable to Highways.

A revised vehicle access is to be provided in the form of a standard priority junction. The junction radii are designed to allow for the movement of larger vehicles and therefore a central refuge island is provided for pedestrians crossing the junction with tactile paving provided on each side. Rear servicing access for the adjacent property is to be provided from Bridcam Street as part of the vehicle access modifications.

A security sliding gate is provided beyond this controlling entry to the new development.

No waiting at any time (double yellow lines) are proposed for the south side of Elizabeth Street between Bent Street and Queens Road. In addition, the footway on the south side of Elizabeth Street adjacent to the development will be resurfaced and the redundant access point in front of 19-21 Elizabeth Street removed and converted to footway. These proposals are acceptable to Highways.

It is assumed that highway adoption is proposed to the back of the footway of Elizabeth Street and beyond this the access will be privately maintained.

Pedestrian access to the development is also provided from the revised junction and the proposals are acceptable to us. Construction management plan should be prepared.

Environmental Health details should be submitted in respect of waste management, construction management, plant and noise including noise management. Further details are requested in respect of ground contamination.

Flood Risk Management Team advise that a drainage strategy should be prepared for the site and an informative in respect of culvert risk.

Environmental Agency advise that the previous use of the proposed development site as clay pits (now infilled) and a car breakers yard presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is located upon the Sherwood

Sandstone principal aquifer. Conditions should be imposed to deal with this and the works verified.

Greater Manchester Ecology Unit advise that the site is of limited ecological value. A condition should be imposed which precludes the clearance of vegetation during bird nesting season. A condition should also be imposed in respect of the management of Japanese knotweed.

Greater Manchester Archaeology Advisory Services (GMAAS) advise that there is no requirement to impose a condition.

Design for Security at Greater Manchester Police advise that the proposal shall be carried out in accordance with the submitted crime impact statement.

Policy

The relevant policies within the Core Strategy are as follows: SO1, SO2, SO6, EC1, EC3, SP1, T1, T2, EC6, EN4, EN5, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19 and DM1.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows: CC10, DC26, DC20 and E3.3.

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

Manchester Green and Blue Infrastructure Strategy 2015

National Planning Policy Framework (2021)

Other legislative requirements

S149 (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. 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.

Issues

Principle of the redevelopment of the site and contribution to regeneration

The application site is brownfield land and is allocated in the Core Strategy as forming part of the Strangeways employment area as defined by policy EC4 of the CS and saved policy CC10 of the UDP. These policies seek to encourage employment uses in the area particularly where they do not adversely effect on street parking and service arrangements.

The NPPF gives significant weight to the economic development projects in the planning balance.

This proposal would result in the industrial and Logistics Warehouse Units (Use Class B2 / B8), including ancillary offices and trade counters, with associated landscaping, car parking and creation of access from Elizabeth Street following demolition of existing buildings and other associated works.

The applicant has outlined that, whilst the proposal at this stage is speculative, they have a number of potential occupiers which would support economic growth and jobs in the city. There are also likely to be local employment during the construction phases of the development. A condition of the planning approval should secure employment opportunities both during construction and for the occupation of the development.

The provision of a range of building which support the employment use of the site is acceptable in principle.

Climate change, sustainability and energy efficiency

The proposal would be a low carbon development in a highly sustainable location with excellent access to public transport for residents and visitors.

Sustainability principles would be incorporated into the construction process in terms of minimising and recycling of waste, efficiency in terms of vehicle movements and sourcing and use of materials.

There would be 21% of the carparking fitted with an electric car charging point. This provision would be secured by a planning condition together with reviewing the level of provision annually as part of the travel plan.

The scheme would achieve Breeam excellence offering highly sustainable buildings. A drainage scheme would also minimise the flow rates of surface water into the surrounding network and the soft landscaping within the public realm would adopt sustainable principles as much as possible.

Impact on Archaeology

GMAAS consider that it would not be appropriate to undertake any archaeological investigations and therefore no condition is required in this regard.

Impact on Ecology

An ecology report has been prepared in respect of the application. Greater Manchester Ecology Unit (GMEU), advise that the site is of limited ecological value. A condition should be imposed which precludes the clearance of vegetation during bird nesting season. A Japanese knotweed management strategy has been agreed which forms part of the conditions of the approval.

Impact on trees and green infrastructure

There are 4 individual trees (2 category B and 2 category C) trees at the site and 9 group trees (3 category B and 6 category C). Two of the group of trees forms a substantial boundary along the eastern and western portions of the site.

8 of the 9 group of trees would need to be removed along with one individual tree. This includes one of the group of trees on the eastern boundary. This forms a substantial buffer at the site and does contribute to the visual amenity of the area.

The loss of trees and green infrastructure is regrettable. In particular, the loss of the higher value group trees would be a loss for the site.

Mitigation is provided in respect of a new native hedgerow along the eastern boundary (and part of the southern and western boundary) together with 34 trees being replaced on site. There would also be new shrubs and planting. The tree mitigation would not be sufficient to mitigate full against the tree loss and therefore off site planting would be secured by planning condition.

Layout, scale, external appearance and visual amenity

The proposal would see the formal of 9 units across 4 main buildings at the site. A new service road would be created off Elizabeth Street. Car parking would be created in front of the new buildings.

The character of the area is predominately single storey warehouse buildings. This proposal would be of a similar scale with single storey units.

The appearance of the units are modern in form with black cladding and double height curtain walling providing a contemporary feel to the industrial estate.

The overall appearance is acceptable subject to conditions over the materials.

Effects on the Local Environment/ Amenity

There are residential properties in close proximity to the application site in the north western corner (a block of apartments). These residential properties already sit immediately adjacent to the employment area.

The proposal would involve 24 hour servicing by HGV wagons and smaller vehicles. The nature of the use would involve reversing bleepers, roller shutters to premises use of fork lift trucks. Units 2, 3 and 9 are either sufficient far away from the premises or, as in the case of unit 9, turns its back on the residential properties.

Units 4 to 8 would have an open aspect to the residential properties. These properties are, however, screened from the residential curtilage by a significant band of existing trees which are to be retained.

A variety of measures have also been agreed with the council to minimise the impact of the 24 hour servicing. This includes docking any vehicles partially into units 4-8, use of an acoustic fence between units 8 and 9. This forms part of the noise management plan which forms part of the conditions of the approval.

Noise and vibration

A noise assessment identifies the main sources of noise would be from construction activities and noise outbreak from the industrial buildings to nearby residential properties together with noise from plant.

Noise levels from the construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a planning condition.

An acoustic scheme has been agreed to prevent the noise outbreak from the buildings and this should be implemented as part of the development and verified prior to the first use of the development.

Environmental Health have also requested that a noise management plan shall be agreed in respect of the deliveries and loading areas to prevent unacceptable noise levels together with agreeing delivery and opening times. This will help minimise any impact on the adjacent residential properties.

There would be no unduly harmful impacts on future residential amenity provided appropriate acoustic measures are implemented.

Provided that construction activities are carefully controlled and the buildings are appropriately insulated, the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

Further details are required in respect of waste management and this should form part of the conditions of approval.

Accessibility

Flood Risk/surface drainage

The site is located in flood zone 1 'low probability of flooding' and within a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and from the sewer network. An increase in surface water run-off and/or volume from new developments may exasperate local flooding problems.

A drainage statement has been considered by the Council's flood risk management team and consideration should be given to how the drainage systems would prevent surface water run off along with an examination of the introduction of sustainable urban drainage principles and their future management. In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that the approval, verification and monitoring of the drainage forms part of the conditions of the planning approval.

Impact on the highway network/car/cycle parking and servicing

A transport statement notes that all sustainable transport modes are nearby such as the Cheetham Hill Road bus corridor. This connects the site to the city centre (including Manchester Victoria Rail Station).

The transport assessment indicates that the proposal would largely operate within the capacity of the local highway network.

Highway Services considered that the level of car parking provision is appropriate for the size of the development with 21% of the development being fitted with an EV charging point. There would also be sufficient cycle and disabled parking spaces.

The proposal, which would bring further activity to the area, would require certain highway improvements in order to ensure a safe pedestrian and highway environment. These measures would be conditioned as part of the proposal.

A construction management plan would be agreed which ensures that servicing of the commercial units would remain unaffected by construction activities associated with this proposal.

The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Ground conditions

A ground conditions report provides notes that further ground investigations, and a remediation strategy are required. A verification report should confirm that the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Officers have sought to resolve a number of significant issues which have arisen as a result of the consultation process relating to the density and appearance of the development and the impact on the environment to minimise the impact on the climate change. The proposal is considered to be acceptable and therefore determined within a timely manner.

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

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

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

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

Drawings

21039-FRA-XX-XX-DR-A-10-1000, 21039-FRA-XX-XX-DR-A-21-1001, 21039-FRA-XX-XX-DR-A-21-1002 – 'Proposed Fencing Details', 21039-FRA-01-00-DR-A-20-1001, 21039-FRA-01-RL-DR-A-20-1003, 21039-FRA-01-XX-DR-A-20-1004, 21039-FRA-01-ZZ-DR-A-20-1005, 21039-FRA-02-00-DR-A-20-2001, 21039-FRA-02-01-DR-A-20-2002, 21039-FRA-02-RL-DR-A-20-2003, 21039-FRA-02-RL-DR-A-20-2004, 21039-FRA-02-ZZ-DR-A-20-2005, 21039-FRA-03-00-DR-A-20-3001, 21039-FRA-03-01-DR-A-20-3002, 21039-FRA-04-RL-DR-A-20-3003, 21039-FRA-04-XX-DR-A-3004, 21039-FRA-03-ZZ-DR-A-3005, 21039-FRA-04-00-DR-A-20-4001, 21039-FRA-04-01-DR-A-20-4002, 21039-FRA-04-RL-DR-A-20-4003, 21039-FRA-04-XX-DR-A-20-4004 and 21039-FRA-04-ZZ-DR-A-20-4005 stamped as received by the City Council, as Local Planning Authority, on the 4 March 2022

21039-FRA-XX-XX-DR-A-21-1003 stamped as received by the City Council, as Local Planning Authority, on the 17 May 2022

21039-FRA-XX-XX-DR-A-10-0003 Rev P4 stamped as received by the City Council, as Local Planning Authority, on the 22 June 2022

Supporting information

Covering letter; Planning Statement, prepared by Savills; prepared by Curtins; Transport Assessment & Travel Plan, prepared by SWECO; Air Quality Assessment, prepared by BWB Consulting; Crime Impact Assessment, prepared by GM Police; Energy Statement & BREEAM Pre-Assessment, prepared by CHBS; prepared by Curtins; Preliminary Ecological Appraisal, prepared by JCA; Tree Survey and Arboricultural Impact Assessment, prepared by JCA; Proposed Landscaping & Planting Plans, prepared by TPM stamped as received by the City Council, as Local Planning Authority, on the 4 March 2022

Flood Risk Assessment and Drainage Strategy and Phase 1 & 2 Ground Investigation Report stamped as received by the City Council, as Local Planning Authority, on the 17 March 2022

Noise Impact Assessment and noise management plan, prepared by AEC stamped as received by the City Council, as Local Planning Authority, on the 30 June April 2022

Japanese Knotweed Management Plan stamped as received by the City Council, as Local Planning Authority, on the 14 June 2022

Design and Access Statement, prepared by Fletcher Rae stamped as received by the City Council, as Local Planning Authority, on the 22 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) 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).

4) a) The development shall not commence until (excluding demolition and site clearance works), 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).

5) Notwithstanding the details submitted on the Flood Risk Assessment and Drainage Strategy stamped as received by the City Council, as Local Planning Authority, on the 4 March 2022, (a) the development shall not commence (excluding demolition and site clearance works) until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Detailed drainage layout including labelled components, levels and connectivity;
- Details of surface water attenuation that offers a reduction in surface water runoff rate to 11 l/s.
- 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 40% 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.
- For sites where proposed development would cause unusual pollution risk to surface water, evidence of pollution control measures (preferably through SuDS) is required.

- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

(b) The phase shall then be constructed in accordance with the approved details, within an agreed timescale.

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).

6) Notwithstanding the following documents:

- Phase 1 & 2 Ground Investigation Report stamped as received by the City Council, as Local Planning Authority, on the 17 March 2022

a) Before the development hereby approved commences (excluding demolition and site clearance works), the following details shall be submitted:

- Additional Ground investigation to the North of the site around the areas of proposed Unit 1 following demolition of existing buildings
- UK Water pipe line risk assessment to confirm the details of the water supply pipe to be installed; and
- Remediation Strategy submitted to determine the clean cover requirements and locations, gas protection proposals to meet CS2 site criteria, site won soils reuse requirements, details of how potentially contaminated excavated soils will be managed, stored and disposed of and asbestos management plan. Also, recommendations should be provide to demonstrate validation of any remediation measures.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy (as approved as part of part (a) of this planning condition) 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 no development shall take place in the identified areas until a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

7) Prior to the commencement of development, a detailed construction management plan outlining working practices for the proposed development construction shall be submitted to and approved in writing by the Local Planning Authority.

For the avoidance of doubt the construction management plans shall include:

- o Display of an emergency contact number;
- o Communication strategy with residents;
- o Details of Wheel Washing;

- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

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

The development shall be carried out in accordance with the approved construction management plans for the duration of the demolition and construction parts of the development.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

8) Prior to the commencement of the development (excluding site clearance, site investigations, remediation and ground works) samples and specifications of all material to be used on all external elevations and boundary treatments of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved materials used shall then be implemented as part of the development.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

9) The boundary treatment shall be implemented in accordance with drawings 21039-FRA-XX-XX-DR-A-21-1002 and stamped as received by the City Council, as Local Planning Authority, on the 4 March 2022 and 21039-FRA-XX-XX-DR-A-10-0003 Rev P3 and 21039-FRA-XX-XX-DR-A-21-1003 stamped as received by the City Council, as Local Planning Authority, on the 17 May 2022. The approved details shall be implemented as part of the development and be in place prior to the first occupation of development.

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

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

10) The development hereby approved shall be carried out in accordance with the Energy Statement & BREEAM Pre-Assessment, prepared by CHBS stamped as received by the City Council, as Local Planning Authority, on the 4 March 2022. The development shall achieve a 'Excellent' 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.

11) 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).

12) (a) Notwithstanding proposed Landscaping & Planting Plans, prepared by TPM stamped as received by the City Council, as Local Planning Authority, on the 4 March 2022, prior to the first use of this development, details of hard and soft landscaping treatments (including appropriate samples of materials and specification/species 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. 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.

13) Prior to the first use of the development hereby approved, an off-site tree replacement strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the location, species, size and number of trees to be replanted.

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

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

14) Notwithstanding the Noise Impact Assessment, prepared by AEC stamped as received by the City Council, as Local Planning Authority, on the 23 April 2022, (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).

15) Prior to any above ground works, a scheme and noise report shall be submitted for approval in writing by the City Council, as Local Planning Authority, to acoustically insulate and limit the break out of noise for the development.

Where entertainment noise is proposed the L_{Aeq} (entertainment noise) shall be controlled to 5dB below the L_{A90} (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location.

(a) The buildings hereby approved shall be acoustically insulated in accordance with the details approved for part (a) of this planning condition and be in place prior to the first use of the buildings hereby approved.

(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, and thereafter retained and maintained in situ.

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).

16) Notwithstanding the Noise Impact Assessment and noise management plan, prepared by AEC stamped as received by the City Council, as Local Planning Authority, on the 30 June April 2022, prior to any above ground works, a Noise Management Plan (NMP), to assess noise from all servicing/delivery activities associated with the proposed development including use of the

loading bays, service yards, loading docks, roller shutters and fork lift trucks shall be submitted for approval in writing by the City Council as local planning authority.

The approved plan, including any agreed mitigation 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).

17) Prior to any above ground works, details of an acoustic fence, located between units 8 and 9, as indicated on drawing 21039-FRA-XX-XX-DR-A-10-0003 Rev P4 stamped as received by the City Council, as Local Planning Authority, on the 22 June 2022, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the siting, scale, appearance and acoustic specification of the acoustic fence together with future management arrangements). The approved acoustic fence shall be installed prior to the first use of the development hereby approved and thereafter retained and maintained in accordance with the approved details and 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 acoustic fence shall be erected on site, other than that approved by this planning condition.

Reason - In the interest of visual amenity and minimising noise outbreak to surrounding of the site 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.

18) Prior to any above ground works, details the waste management arrangements for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first use of the development and thereafter retained and maintained.

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.

19) 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 shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first use of the development hereby approved. The approved details shall be implemented in full prior to the first occupation 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 in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

20) 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 Core Strategy.

21) 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 4 March 2022. 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 Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

22) The development hereby approved shall be carried out in accordance with the Transport Assessment & Travel Plan, prepared by SWECO stamped as received by the City Council, as Local Planning Authority, on the 4 March 2022.

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).

23) Prior to the first use of the development hereby approved the car parking layout as indicated on drawing 21039-FRA-XX-XX-DR-A-10-0003 Rev P3 stamped as received by the City Council, as Local Planning Authority, on the 4 March 2022, 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).

24) Prior to the first use of the development hereby approved, details of 50 cycle spaces for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Prior to the first use of the development, the cycle spaces shall be implemented and made available for as long as 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).

25) 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:

- New vehicle access from Elizabeth Street including central refuge island with tactile paving;
- No waiting at any time traffic regulation orders to the south side of Elizabeth Street (between Bent Street and Queens Road);
- Footway to the south side of Elizabeth Street to be resurfaced and redundant access point in front of 19-21 Elizabeth Street removed and converted to footway; and
- Review and amendment to existing street lighting.

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).

26) The development hereby approved shall can be occupied as B2 and B8 uses with ancillary offices and trade counters 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).

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 policy DM1 of the Core Strategy for Manchester.

27) Prior to the first use 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).

28) Prior to the first use 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 use of 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).

29) (a) Prior to the first use of the development, details, location and specification of 7 kw electric car charging points for 21% 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 22 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).

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

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

31) In this condition "retained tree" means an existing tree, shrub or hedge which is to be retained within the Tree Survey and Arboricultural Impact Assessment, prepared by JCA stamped as received by the City Council, as Local Planning Authority, on the 4 March 2022; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

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

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

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

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

32) (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 (2012).

33) The development hereby approved shall be carried out in accordance with the Japanese Knotweed Management Plan stamped as received by the City Council, as Local Planning Authority, on the 14 June 2022.

Reason - In order to deal with the invasive non-native species at the application site pursuant to policy EN15 of the Manchester Core Strategy (2012).

34) Prior to any above ground works, details of the retaining wall, as indicated on drawing 21039-FRA-XX-XX-DR-A-10-0003 Rev P4 stamped as received by the City Council, as Local Planning Authority, on the 17 June 2022. This shall include the siting, scale and appearance of the wall and appropriate sections. The retaining wall shall be undertaken in accordance with the approved details and thereafter retained and maintained in situ.

Reason – In the interest of visual amenity pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

Informatives

0) 0) - 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.

- MCC records highlight the residual risk of culverts being located within close proximity to the site, while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
United Utilities Water PLC
Transport For Greater Manchester

1 Larch Gardens, Manchester, M8 8BJ
Unit 6, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
1A Queens Road, Manchester, M8 8UQ
52 Elizabeth Street, Manchester, M8 8BQ
Unit 2C, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Former Unit 7, Bradstone Road, Manchester, M8 8WA
Unit 8, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Storage Containers, 9 Bradstone Road, Manchester, M8 8WA
USC, Unit A1, Cheetham Hill Retail Park, Elizabeth Street, Manchester, M8 8BB
Flat 76, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 70, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 31, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 22, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 23, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 24, St Davids Court, Sherborne Street, Manchester, M8 8ND
1H Queens Road, Manchester, M8 8UQ
1D Queens Road, Manchester, M8 8UQ
44 Elizabeth Street, Manchester, M8 8BQ
42 Elizabeth Street, Manchester, M8 8BQ
Jamia Tul Muntazir Mosque, 102 Sherborne Street, Manchester, M8 8ND
Units 8 And 9, 32A Broughton Street, Manchester, M8 8NP
Unit 12, 32A Broughton Street, Manchester, M8 8NP
Unit 2A, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Flat 8, 4 Larch Gardens, Manchester, M8 8BJ
Flat 1, 4 Larch Gardens, Manchester, M8 8BJ
Flat 14, 2 Larch Gardens, Manchester, M8 8BJ
Flat 12, 2 Larch Gardens, Manchester, M8 8BJ
Flat 8, 2 Larch Gardens, Manchester, M8 8BJ
Flat 14, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 52, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 43, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 16, St Davids Court, Sherborne Street, Manchester, M8 8ND
39 - 41 Bent Street, Manchester, M8 8NW
Flat 82, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 89, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 101, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 65, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 73, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 75, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 32, St Davids Court, Sherborne Street, Manchester, M8 8ND
3 Larch Gardens, Manchester, M8 8BJ

1M Queens Road, Manchester, M8 8UQ
Unit 1G, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Unit 1C, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
First Floor, Werner House, 76 Sherborne Street, Manchester, M8 8HT
Unit 7, 32A Broughton Street, Manchester, M8 8NP
1K Queens Road, Manchester, M8 8UQ
Flat 11, 4 Larch Gardens, Manchester, M8 8BJ
Flat 4, 2 Larch Gardens, Manchester, M8 8BJ
Flat 21, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 8, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 61, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 57, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 55, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 54, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 49, St Davids Court, Sherborne Street, Manchester, M8 8ND
43 Bent Street, Manchester, M8 8NW
Unit 1, 39 - 41 Bent Street, Manchester, M8 8NW
LiDL, Unit A2, Cheetham Hill Retail Park, Elizabeth Street, Manchester, M8 8BB
B&m, Unit B2 To B3, Elizabeth Street, Manchester, M8 8BB
Flat 83, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 85, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 87, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 94, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 67, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 98, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 100, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 103, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 27, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 33, St Davids Court, Sherborne Street, Manchester, M8 8ND
1E Queens Road, Manchester, M8 8UQ
Unit 1A, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Unit 10, 32A Broughton Street, Manchester, M8 8NP
1G Queens Road, Manchester, M8 8UQ
Flat 7, 4 Larch Gardens, Manchester, M8 8BJ
Flat 6, 4 Larch Gardens, Manchester, M8 8BJ
Flat 10, 2 Larch Gardens, Manchester, M8 8BJ
Flat 5, 4 Larch Gardens, Manchester, M8 8BJ
Flat 2, 4 Larch Gardens, Manchester, M8 8BJ
Flat 11, 2 Larch Gardens, Manchester, M8 8BJ
Flat 9, 2 Larch Gardens, Manchester, M8 8BJ
Flat 6, 2 Larch Gardens, Manchester, M8 8BJ
Flat 5, 2 Larch Gardens, Manchester, M8 8BJ
Flat 6, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 3, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 46, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 20, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 12, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 9, St Davids Court, Sherborne Street, Manchester, M8 8ND
47 Bent Street, Manchester, M8 8NW
Flat 97, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 93, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 66, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 69, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 80, St Davids Court, Sherborne Street, Manchester, M8 8NT

Flat 77, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 28, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 29, St Davids Court, Sherborne Street, Manchester, M8 8ND
1B Queens Road, Manchester, M8 8UQ
Unit 1D, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Unit 4, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
41 Bent Street, Manchester, M8 8NW
Ruksons House, Elizabeth Street, Manchester, M8 8JH
5 Larch Gardens, Manchester, M8 8BJ
46 Elizabeth Street, Manchester, M8 8BQ
Currys PC World, Unit C, Cheetham Hill Retail Park, Elizabeth Street, Manchester, M8 8BB
Unit B1, Cheetham Hill Retail Park, Elizabeth Street, Manchester, M8 8BB
Unit 5, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Unit 2 Right, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Unit 2 Left, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Elizabeth House, Elizabeth Street, Manchester, M8 8JJ
Unit 3 And Unit 4, 9 Bradstone Road, Manchester, M8 8WA
Unit 1, 9 Bradstone Road, Manchester, M8 8WA
Unit 2, 9 Bradstone Road, Manchester, M8 8WA
Ground Floor, Werner House, 76 Sherborne Street, Manchester, M8 8HT
Unit 1E, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Unit 1F, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Unit 1B, Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Unit 11, 32A Broughton Street, Manchester, M8 8NP
Unit 6, 32A Broughton Street, Manchester, M8 8NP
Unit 13, 32A Broughton Street, Manchester, M8 8NP
Unit 14, 32A Broughton Street, Manchester, M8 8NP
9 Bradstone Road, Manchester, M8 8WA
19 - 21 Elizabeth Street, Manchester, M8 8BB
Unit 2, 39 - 41 Bent Street, Manchester, M8 8NW
Unit 3, 39 - 41 Bent Street, Manchester, M8 8NW
Unit 5, 39 - 41 Bent Street, Manchester, M8 8NW
Unit 4, 39 - 41 Bent Street, Manchester, M8 8NW
1C Queens Road, Manchester, M8 8UQ
26A Broughton Street, Manchester, M8 8NN
26 Broughton Street, Manchester, M8 8NN
Sherborne Street Trading Estate, Sherborne Street, Manchester, M8 8LR
Flat 17, 4 Larch Gardens, Manchester, M8 8BJ
Flat 7, 2 Larch Gardens, Manchester, M8 8BJ
Flat 60, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 58, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 56, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 19, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 11, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 1, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 48, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 35, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 15, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 5, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 4, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 96, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 81, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 104, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 72, St Davids Court, Sherborne Street, Manchester, M8 8NT

Flat 10, 4 Larch Gardens, Manchester, M8 8BJ
Flat 16, 2 Larch Gardens, Manchester, M8 8BJ
4 Larch Gardens, Manchester, M8 8BJ
2 Larch Gardens, Manchester, M8 8BJ
Flat 51, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 62, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 40, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 38, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 79, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 78, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 25, St Davids Court, Sherborne Street, Manchester, M8 8ND
1J Queens Road, Manchester, M8 8UQ
40 Elizabeth Street, Manchester, M8 8BQ
1P Queens Road, Manchester, M8 8UQ
Flat 9, 4 Larch Gardens, Manchester, M8 8BJ
Flat 3, 2 Larch Gardens, Manchester, M8 8BJ
Flat 1, 2 Larch Gardens, Manchester, M8 8BJ
50 Elizabeth Street, Manchester, M8 8BQ
Flat 34, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 45, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 42, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 36, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 10, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 2, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 99, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 84, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 86, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 88, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 90, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 64, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 68, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 26, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 17, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 12, 4 Larch Gardens, Manchester, M8 8BJ
Flat 4, 4 Larch Gardens, Manchester, M8 8BJ
Flat 2, 2 Larch Gardens, Manchester, M8 8BJ
Flat 105, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 18, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 7, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 91, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 92, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 102, St Davids Court, Sherborne Street, Manchester, M8 8NT
1N Queens Road, Manchester, M8 8UQ
Flat 74, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 95, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 47, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 30, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 71, St Davids Court, Sherborne Street, Manchester, M8 8NT
48 Elizabeth Street, Manchester, M8 8BQ
1F Queens Road, Manchester, M8 8UQ
Flat 16, 4 Larch Gardens, Manchester, M8 8BJ
Flat 14, 4 Larch Gardens, Manchester, M8 8BJ
Flat 3, 4 Larch Gardens, Manchester, M8 8BJ
Flat 15, 2 Larch Gardens, Manchester, M8 8BJ

Flat 17, 2 Larch Gardens, Manchester, M8 8BJ
38 Elizabeth Street, Manchester, M8 8BQ
Flat 63, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 53, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 15, 4 Larch Gardens, Manchester, M8 8BJ
45 Bent Street, Manchester, M8 8NW
St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 59, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 50, St Davids Court, Sherborne Street, Manchester, M8 8NT
Flat 44, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 41, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 39, St Davids Court, Sherborne Street, Manchester, M8 8ND
Flat 37, St Davids Court, Sherborne Street, Manchester, M8 8ND

Appendix 2 – Planning constraints

Article 4 Direction - City Centre PD Restriction - Class B1(c) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH1