

Planning

Growth & Development

Delegated officer report for planning application

Application no.	144655/FO/2025
Date registered valid:	1 December 2025
Proposal:	Erection of residential development (Use Class C3) comprising a part 2 and part 6-storey building, together with ancillary communal facilities, associated access, car and cycle parking, refuse storage, landscaping, amenity space, signage and other associated works.
Address:	Alpha House, Rowlandsway, Manchester, M22 5RG
Ward(s):	Woodhouse Park Ward
Applicant:	Muse Places and Wythenshawe Community Housing Group
Agent (if any):	Jack Dickinson Nexus Planning
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	APPROVE
Date of recommendation:	19 March 2026

Application details

Type of application: Full Application Consent

Development type: Major Dwellings

Date of site visit: 19 December 2025

Standard consultations:

Printed: 5 January 2026 Expired: 4 February 2026

Neighbour notifications

Printed: 5 January 2026 Expired: 26 January 2026

Site notice

Posted: 19 December 2025 Expired: 18 January 2026

Press advert

Published: 13 January 2026 Expired: 12 February 2026

Departure from Development Plan: No

Environmental Statement: RECV

Description of site/building/area

The application site, edged red below, measures approximately 0.36 hectares and is located to the east of Rowlandsway. Formerly home to an 8 storey office block, the site has now been cleared. The site is bound by Rowlandsway to the west, Wavell Road to the north and east, with neighbouring commercial premises to the north (Centron House) and south (the 'Bingo Hall Site'), both of which are no longer operational. On the opposite side of Rowlandsway there are a number of food offers and retail/commercial uses within a number of parades. On the opposite side of Wavell Road lies a data centre and a number of two storey residential properties.



Listed building: No

Conservation area: No

Tree Preservation Order: No

Description of development

The applicant is proposing to erect a part 2 to part 6 storey residential development on the site, comprising of 125 dwellings for affordable rent. The proposed mix of accommodation is shown below:

	1B 2P	1B2P M4(3)	2B3P	2B3P M4(3)	Total
Ground Floor	6	0	4	1	11
First Floor	7	2	16	1	26
Second Floor	7	2	12	1	22
Third Floor	7	2	12	1	22
Fourth Floor	7	2	12	1	22
Fifth Floor	7	2	12	1	22
Total	41	10	68	6	125

In addition, the applicant is proposing ancillary communal facilities, associated pedestrian and vehicular access, car and cycle parking, refuse storage facilities, landscaping and amenity space.

Consultations & Notification Responses

Local Residents/Members of the Public – Correspondence has been received from three members of the public, the comments are summarised as follows:

- If planning permission is granted, a condition should be imposed requiring the installation of swift bricks to enhance on-site biodiversity. It notes that the proposal does not currently achieve biodiversity net gain, but integrating multiple swift bricks into the building fabric would provide long-term habitat benefits for swifts and other small bird species, as supported by national guidance. Additional measures such as wildflower planting, insect hotels and bee posts should also be encouraged.
- Any permission should include conditions requiring effective dust suppression, regular site and road cleaning, and monitoring to protect neighbouring homes.

No objections have been received.

The Peel Estate Residents' Group – The residents of the Peel Estate have submitted observations regarding the proposed new developments in the area. While they acknowledge the ongoing growth of the Civic Centre and surrounding sites, they highlight significant concerns about both current and future traffic volumes at the junction of Wavell Road and Brownley Road.

- **Current Safety Concerns and Traffic Volume** – Residents report that pedestrians currently face considerable difficulties crossing Brownley Road at this location. They state that high traffic volumes and vehicle speeds along this arterial route create a hazardous environment.
- **Impact of Future Development** – Residents believe that the proposed new developments will lead to a substantial increase in vehicle movements on Wavell Road. They consider that, without proactive mitigation, this will exacerbate existing issues at the Brownley Road junction, resulting in increased congestion and a heightened risk of accidents.
- **Infrastructure Inconsistency** – Residents note that the Civic Centre plans include new pedestrian crossings on Simonsway. However, they point out that Brownley Road carries a comparable volume of traffic and serves as an important local route. In their view, the current proposals overlook the safety needs of this equally busy corridor.

- **Proposed Solutions** – To ensure the long-term safety and accessibility of the Peel Estate, residents request that the Planning Department consider the following measures as part of the development's infrastructure requirements:
 - a) The installation of signal-controlled traffic lights at the Brownley Road/Wavell Road junction; or
 - b) The installation of a Pelican crossing on Brownley Road to provide a safe pedestrian crossing point.

Ward Members – Cllr Nunney recommends the installation of swift boxes during the construction of the buildings to help achieve on-site biodiversity net gain. He notes that swift bricks are preferable to external boxes, as they are permanent, require no maintenance, offer better thermal regulation in the context of future climate conditions, and integrate more effectively into the building's design. He also highlights that the benefits of swift bricks for wildlife are recognised in the NPPG Natural Environment (2019), paragraph 023.

Environmental Health – Have recommended that a number of conditions designed to protect residential amenity and public health be attached to any consent granted.

MCC Flood Risk Management – Have recommended the imposition of two conditions – one regarding the submission of a surface water drainage scheme, the other in respect of its future maintenance. They have also requested that an informative concerning the possible presence of culverts be attached to any approval issued.

Highway Services – Have made the following comments:

- Proposed development would generate a net decrease of 15 and 7 two-way vehicular trips in the AM and PM peak. TfGM and MCC are satisfied that no further traffic assessment work is required.
- A Full Travel Plan will need to be conditioned and attached to any planning permission.
- A Waste Management Strategy should be conditioned and attached to any planning approval.
- A Construction Management Plan should be provided prior to any construction works beginning and conditioned.
- A review should be undertaken of the Traffic Regulation Orders (TROs) in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly.
- The 2.4m x 25m visibility splay from the access point is achievable subject to TROs
- Disabled parking spaces will be 3.6m x 6.0m and demarcated, which is acceptable. Plans demonstrate that an aisle width of 7.46m will be retained within the car park.
- 16no. disabled parking bays (13% Provision) proposed within the car park. Based on 2021 census data, car ownership level in the area is approximately 69%. It is unclear where the remaining vehicles will be accommodated.
- A S278 agreement is required for any works to the adopted highway.
- Redundant vehicle access points should be reinstated. Tactile paving and dropped kerbs should be provided at the following junctions - Wavell Road/Rowlandsway; and Wavell Road/Woodfield.
- Footway resurfacing should be undertaken surrounding the site.

A number of conditions and informatives have been suggested.

Neighbourhood Team Leader (Arboriculture) – Have made the following comments:

- Whilst T5 is listed as a Cat B tree, its lack of prominence and therefore there is no objection to its removal, subject to adequate mitigation.
- Trees T1 and T4 should be retained and protected during the development.

United Utilities Water PLC – Have recommended the imposition of a condition requiring the submission and approval of a sustainable surface water drainage scheme.

Manchester Airport Safeguarding Officer – No objection to the proposal subject to the imposition of conditions and informatives designed to ensure the safe operation of Manchester Airport.

Greater Manchester Ecology Unit – Have made the following comments:

- The Ground Level Tree Assessment is considered acceptable. As per the report, Trees 3, 6 and 7 contained features assessed as PRF-I for bats which triggers the requirement for Precautionary Methods of Works when felling the trees.
- All mitigation and enhancements recommendations in the report should be followed and secured by condition which includes nesting bird checks (example condition wording below), habitat removal under an Invasive Non-Native Species (INNS) Method Statement, and the provision of enhancements such as planting of native tree and shrub species, and installation of bat and bird boxes. It is also recommended that a sensitive lighting scheme for bats is implemented
- As all wild birds, their nest and eggs are protected under the Wildlife and Countryside Act 1981 (as amended) a condition limiting when vegetation can be cleared should be attached to any consent granted.
- The proposal is resulting in a loss of 0.71 habitat units (-68.33%) and as per the report, the applicant will need to purchase off-site units to achieve a minimum 10% net gain in habitat units and to satisfy the trading rules. This must be demonstrated to discharge the Biodiversity Gain Condition.
- As per the report, the gains to be delivered on-site meet the criteria of 'significant on-site enhancements' due to the medium distinctiveness habitats proposed (e.g. trees). Therefore, a HMMP detailing management prescriptions for a 30-year period needs to be provided and this can be secured via a Section 106 agreement or a condition.
- The statutory Biodiversity Gain Condition will be applied to this planning permission, should it be granted. To discharge the condition, the following is required: Biodiversity Gain Plan (using DEFRA template), final BNG metric fully filled in including Start tab, on-site and off-site information (off-site information must be filled in by the off-site unit provider), evidence of the off-site unit provider (including gain site reference number) and a 30-year HMMP for on-site gains. The off-site units must also be allocated to this application on the Biodiversity Gain Sites Register to discharge the condition.

In summary, GMEU are satisfied that this application can be determined and that any permission if granted is supported by the conditions recommended above, including the statutory Biodiversity Gain Condition.

Policies

The following local policies and guidance are considered relevant to the consideration of this application:

Places for Everyone Joint Development Plan – Policies JP-S1, JP-S2, JP-P1, JP-S4, JP-S5, JP-H1, JP-H2, JP-H3, JP-H4, JP-G6, JP-G7, JP-G8, JP-C1, JP-C5, JP-C6 and JP-C8

Manchester Core Strategy – Policies SP1, DM1, DM2, EC2, EC10, H2, H7, H8, H10 T1, T2, C7, C8, C10, EN1, EN4, EN6, EN8, EN9, EN14-19.

Unitary Development Plan – Saved policies E3.3, DC7, DC10, DC22.2 and DC26

The following documents are also regarded as material considerations in the assessment of this application.

- National Planning Policy Guidance (NPPF) and Consultation Draft National Planning Policy Guidance (December 2025)
- National Planning Practice Guidance (NPG)
- The Guide to Development in Manchester (SPD) (2007)
- Manchester Residential Quality Guidance (2016)
- Manchester's Green and Blue Infrastructure Strategy (2022)
- Manchester City Council Climate Change Action Plan (2020-2025)
- Wythenshawe Civic Centre Development Framework (2023)
- Wythenshawe Strategic Regeneration Framework (SRF) (2004)
- Providing for Housing Choice – Supplementary Planning Document and Planning Guidance (2008)
- Manchester Housing Strategy (2022-2032)
- Net Zero Design Guidance (March 2025).
- Wythenshawe Town Centre Masterplan

Issues

Environmental Impact Assessment – Following the issuing of a Scoping opinion by the City Council as Local Planning Authority, the application has been supported by an Environmental Statement (ES) which covers this site and other applications (144656/FO/2025 – Brotherton House and 144669/FO/2025 – Market Place) submitted simultaneously as part of the first phase of the Wythenshawe Masterplan. The ES investigates the environmental effects of the proposals both during the construction and operational phase as well as the cumulative effects. The submitted ES confirms that there are adequate mitigation measures available to ensure that the proposed development could proceed without giving rise to unacceptable environmental effects, even in combination with other committed developments in the immediate vicinity.

It is considered that the ES has provided the City Council with sufficient information to understand the likely environmental effects of the proposals and any required mitigation

Principle of the Proposal – Following their appointment as Development and Investment Partner, Muse, working collaboratively with the City Council, key stakeholders, and its technical team, has prepared an Illustrative Masterplan for Wythenshawe Town Centre. The Masterplan builds on the established vision for the area and sets out a framework for approximately 2,000 new homes across a range of tenures and housing types, ensuring the housing needs of a diverse community are met.

As part of the initial delivery phase, three residential plots are proposed to come forward, providing a combined total of 422 affordable homes to be operated by Wythenshawe Community Housing Group:

- Alpha House – 125 apartments
- C2 The Birtles (144669/FO/2025) – 81 apartments
- Brotherton House (144656/FO/2025) – 191 dementia care / independent living apartments and up to 25 terraced houses

These proposals have been prepared in an integrated and coordinated manner, informed by the wider Illustrative Masterplan and shared design principles, including statutory Biodiversity Net Gain requirements and a consistent approach to car parking.

The application site forms part of this first phase. The proposed development would deliver 125 high-quality affordable homes, all for affordable rent, making a meaningful contribution to local housing supply within a sustainable, highly accessible district centre location. The scheme would make efficient use of a previously developed site and would enhance the existing street scene.

Beyond addressing housing need, the development would deliver significant economic benefits, including increased footfall and local expenditure within the town centre, together with job creation during the construction phase. It would also provide environmental benefits through modern, energy-efficient building design.

The proposal includes high-quality, active frontages on all four elevations, complemented by new landscaping designed to uplift the character and visual appearance of the area. In doing so, the development supports the objectives of the wider regeneration strategy: enhancing the public realm, creating a safe and accessible pedestrian environment, establishing a neighbourhood of choice, strengthening Wythenshawe's role as an attractive shopping and business destination, supporting employment opportunities, and projecting a vibrant and positive image for the area.

In conclusion, the principle of development is considered acceptable. The scheme would bring a previously developed brownfield site back into productive use, contribute to local and national housing growth targets, and play an important role in the continued regeneration of Wythenshawe District Centre.

Notwithstanding this, the proposal must still be assessed in terms of its impacts on residential and visual amenity, pedestrian and highway safety, and any existing ecological features.

Disabled Access – The proposed development incorporates measures to ensure ease of access for all and has been designed to achieve full compliance with M4(2) - *Accessible and Adaptable Dwelling* or M4(3) - *Wheelchair User Dwellings* standards. M4(3) homes are provided on the ground floor and on upper floors served by lifts, offering step free access and layouts that support independent living. All other homes include level thresholds, wider circulation areas and bathrooms that can be adapted if required. Overall, the proposed apartments are of a satisfactory size and provide an acceptable level of internal circulation space, meeting the relevant Building Regulations for accessibility.

Space Standards – The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards for residential developments. The proposed development has been assessed against these standards.

The amount of floor space proposed for each unit type and that required under the guidance is detailed below:

- 41 x 1-bedroom, 2-person apartment – providing between 50.46m² and 65.99m² (Standard: 50m²)
- 10 x 1-bedroom, 2-person apartment (M4(3) dwellings) – providing between 60.92m² and 61.57m² (Standard: 50m²)
- 68 x 2-bedroom, 3-person apartment – providing between 61.16m² and 74.77m² (Standard: 61m²)
- 6 x 2-bedroom, 3-person apartment (M4(3) dwellings) – providing between 73.81m² and 102.53m² (Standard: 61m²)

As demonstrated above, all the proposed units meet or exceed the minimum space requirements set out in the guidance. The scheme is therefore considered to be fully compliant with Manchester's adopted space standards for residential development.

Affordable Housing – Policy H8 of the Core Strategy requires that development should contribute to the City-wide target of affordable housing, i.e. that 20% of new housing is affordable. 20% is used as a starting point for calculating affordable housing and homes should be available for social or affordable rent or affordable home ownership.

In this case, the proposed development would deliver 100% affordable housing in the form of social rented homes. This would significantly exceed policy requirements. All units would be managed by Wythenshawe Community Housing Group (WCHG), a registered provider and joint applicant. WCHG is a not-for-profit social landlord regulated by the Regulator of Social Housing, whose core purpose is to develop and manage affordable homes while supporting safer and healthier communities. The organisation manages over 14,000 properties in Wythenshawe and works closely with Manchester City Council and other statutory and voluntary partners.

The affordable housing provision will be secured by planning condition, ensuring that all dwellings are delivered as social rent units.

Permitted Development – Although the development is intended to be managed by a registered social landlord, it is considered necessary, both as a safeguard and to protect the intended nature of the accommodation, to ensure that the approved residential units cannot be converted into Houses in Multiple Occupation (HMOs) in the future without proper assessment. It is therefore recommended that a condition is imposed to clearly define the approved residential units as falling within Use Class C3(a), and to remove the permitted development rights that would otherwise allow a change of use to an HMO without formal planning permission.

Furthermore, it is considered appropriate to ensure that the units hereby approved are used solely as private dwellings, and not as serviced accommodation or similar uses where sleeping accommodation (with or without additional services) is provided commercially and occupied by the same person for fewer than ninety consecutive nights. An additional condition is therefore proposed to secure this restriction.

Design, Scale and Appearance – The proposal comprises a part 2 to part 6-storey residential building arranged around a south-facing courtyard. The height and massing provide a strong, coherent frontage to Rowlandsway, while stepping down towards the new mews to respect the finer grain and scale of neighbouring development. The architectural approach incorporates a clear base, middle and top, articulated corners, and carefully proportioned window openings, contributing to a building that complements and reinforces the established town centre character. A palette of warm and neutral brick tones reflects the predominant materials of surrounding buildings, while areas of detailed brickwork and glazed brick accents, particularly along the Rowlandsway elevation, add visual interest and subtly reference the town centre's architectural

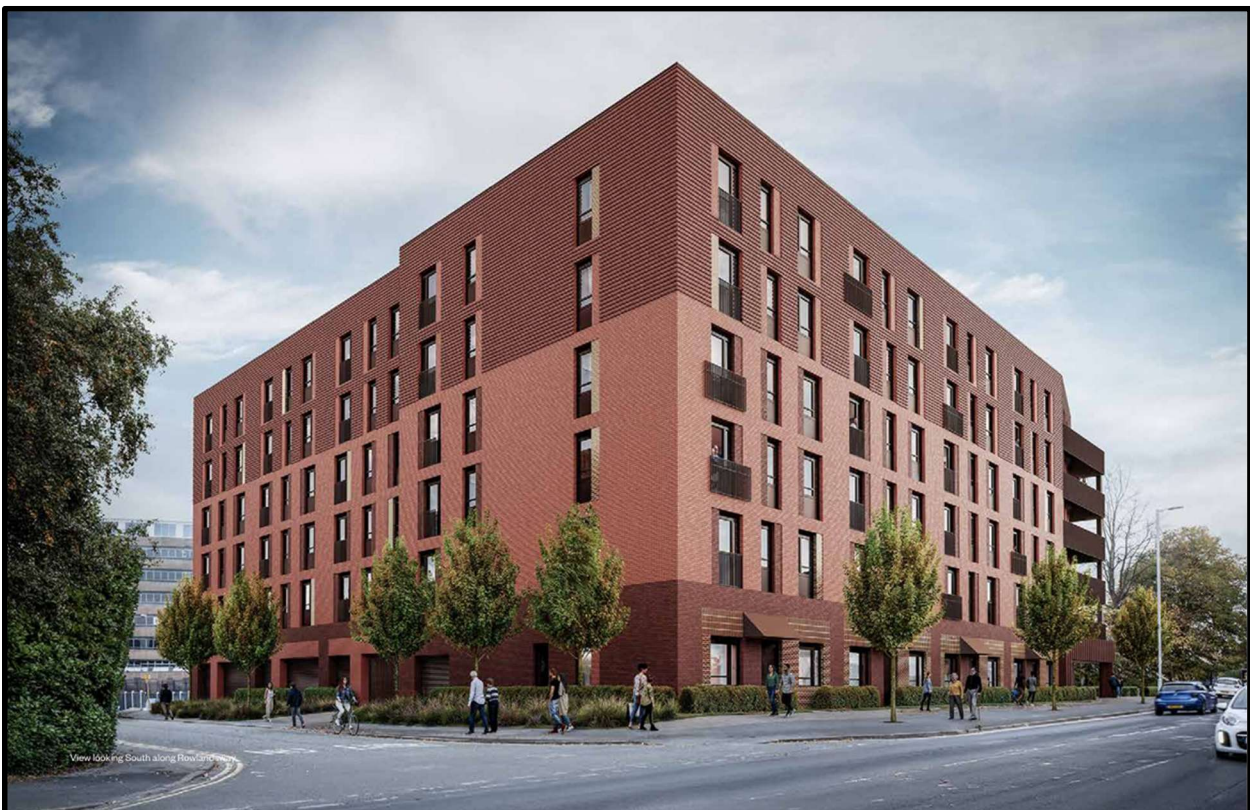
heritage. These design elements help break down the mass of the building, introduce rhythm to the streetscene, and establish a distinctive and robust architectural identity.

The main entrance to the building is orientated towards Rowlandsway, addressing the primary pedestrian route through the Town Centre. A secondary entrance is positioned on Wavell Road, adjacent to Woodfield, providing a convenient pedestrian link to public transport services on Poundswick Lane. The ground floor elevations fronting Rowlandsway and the eastern stretch of Wavell Road contain numerous residential entrances and windows, as does the newly created, pedestrianised 'Mews Street' along the southern elevation, all of which bring activity to these frontages. To the northern elevation, ancillary functions, including bin and cycle stores, plant rooms and car park access, are grouped appropriately and remain accessible without detracting from the public realm.

The courtyard layout ensures high-quality levels of daylight, outlook, and amenity for future residents, providing a generous communal space at the heart of the scheme. Active frontages along Rowlandsway, Wavell Road, and the new mews route improve natural surveillance and enhance the vibrancy and safety of the public realm.

The design draws inspiration from Wythenshawe's architectural history, from the Garden City principles championed by Richard Barry Parker to the modernist church buildings of the 1960s. These references are carefully interpreted through the elevation hierarchy, materiality, and proportion, contributing to the refreshment and reinvigoration of the town centre. The predominantly brick-clad building, with varying tones of red brick and strategically placed glazed brick detailing, reflects and celebrates the character of Wythenshawe's established built form while delivering a contemporary, contextually grounded development.

It is considered that the design, illustrated below, delivers a well-proportioned and contextually responsive proposal that successfully balances architectural quality with functional requirements. The scheme respects the established local character while incorporating contemporary detailing, resulting in a development that aligns with relevant planning policies and design guidance.





The introduction of new residential development on the site is not expected to give rise to any significant adverse effects on the environment.

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Daylight/Overshadowing – A detailed Daylight and Sunlight Assessment has been submitted

downs assessed) would meet the relevant RRF criteria in full. The two windows that

larger bay window arrangements. The rooms served by these bays are north-west facing and therefore have a naturally lower expectation of direct sunlight due to their orientation.

Taking the above into account, it is concluded that all neighbouring properties will continue to receive daylight and sunlight levels that accord with established guidance. As such, the proposed development would not result in any noticeable reduction in natural light for surrounding residential occupiers.

Having regard to the siting, scale, and form of the proposed development, it is considered that the scheme would not result in harmful overlooking, overshadowing, or noise disturbance. Consequently, the proposal would not give rise to any unacceptable impacts on the residential amenity of either existing neighbouring occupiers or future residents of the development.

Visual Amenity – The design and siting of the proposed development, together with the introduction of new street trees along the Wavell Road frontage, will contribute positively to the character and appearance of the surrounding streetscape. The scale, articulation, and contemporary architectural approach ensure that the building integrates well with its urban context and enhances the appearance of both Rowlandsway and Wavell Road.

The proposal represents a significant improvement over the former 1960s office block that previously occupied the site, which was of limited architectural merit and contributed little to the town-centre environment. In contrast, the new development delivers a more refined, coherent, and visually engaging built form that supports wider aspirations for the regeneration of Wythenshawe Town Centre.

In light of the above, it is not considered that the proposal would have any detrimental impact on visual amenity, rather it is expected to deliver a marked enhancement to the appearance of the area.

Pedestrian and Highway Safety – The Transport Assessment indicates that the proposed development could generate approximately 21 two-way vehicle movements during the typical morning peak (08:00–09:00) and 22 two-way movements during the evening peak (17:00–18:00). When compared with the former office use, this represents a potential reduction of around 15 two-way trips in the morning peak and 7 in the evening peak.

However, it is recognised that these forecast vehicular trip rates are unlikely to be fully representative of the development, given the very limited level of on-site car parking and the site's high accessibility by sustainable transport modes. As a result, the proposal is expected to generate less vehicular traffic than the previous use, with a proportionate increase in pedestrian footfall, cycling activity, and public transport usage.

Local residents have raised concerns regarding several local highway issues, most notably the safety of the Brownley Road/Wavell Road junction and the difficulty of crossing Brownley Road. In response, residents have requested the installation of signal-controlled traffic lights at the Brownley Road/Wavell Road junction, or alternatively the provision of a Pelican crossing to create a safe and accessible pedestrian crossing point on Brownley Road.

A review of baseline traffic conditions and highway-safety records in the vicinity of the site has been undertaken. This assessment confirms that there are no existing safety issues that would be exacerbated by the development, and no evidence to suggest that the anticipated change in travel patterns would give rise to unacceptable impacts on the surrounding network. Consequently, there is no highway-safety justification for requiring the applicant to provide signal-controlled traffic lights or a Pelican crossing.

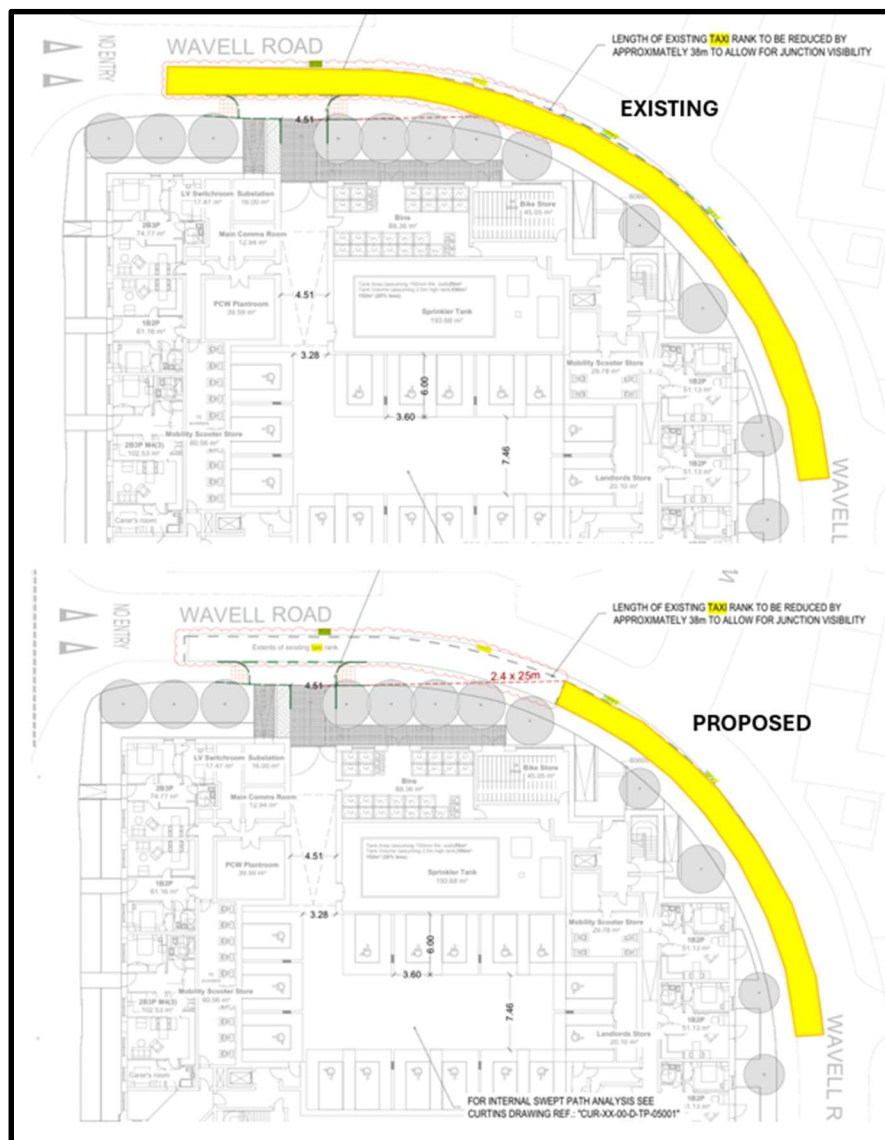
On this basis and considering the predicted reduction in vehicle movements together with the findings of the highway-safety review, it is concluded that the proposed development would not have a detrimental effect on pedestrian or highway safety within the area, including along Wavell Road and Rowlandsway.

Car Parking and Accessibility – The site occupies a highly sustainable location within Wythenshawe Town Centre, benefiting from excellent access to public transport, including the nearby Transport Interchanges with frequent bus and tram services. Given this high level of accessibility, the proposed development has been designed as a predominantly car-free scheme. The only on-site parking provision comprises 16 disabled parking spaces located centrally within the development and accessed from Wavell Road, ensuring appropriate provision for residents with mobility needs. These spaces would include infrastructure for the provision of vehicle charging points.

In recognition of the site's strong sustainable transport credentials, no additional regular car parking spaces are proposed. It is anticipated that any limited residual demand arising from the development can be accommodated within the existing Multi-Storey Car Park (MSCP) to the south of the Civic Centre, which has confirmed spare capacity as demonstrated within the submitted Car Parking Strategy Note. Furthermore, the proposal is supported by an Interim Travel Plan designed to promote walking, cycling and public transport use. Therefore, a condition, requiring the submission, approval and implementation of a full travel plan is suggested in this instance.

Overall, the level of parking provision is considered proportionate and appropriate for a development of this scale and nature in such a highly accessible and sustainable town centre location, supporting wider objectives to promote sustainable travel and reduce reliance on the private car.

Taxi Rank – A large taxi rank is currently located on Wavell Road. Recent observations indicate that it is lightly used, and it is understood that its original purpose was primarily to serve the former bingo hall situated to the south of the application site, which is now vacant. While there is no justification for its complete removal, as it continues to offer a useful facility for shoppers visiting the District Centre, it is proposed to reduce its length to accommodate the new access road to the car park. This modification is considered acceptable and would maintain an appropriate level of taxi provision while enabling the development to be delivered. The existing and proposed taxi ranks are shown here:



Cycle Parking – The scheme includes provision for 66 secure cycle parking spaces, accommodated within two dedicated cycle stores positioned at the northern and southern ends of the proposed building. These facilities have been designed to offer safe, convenient, and weather-protected storage for residents, encouraging sustainable travel choices and supporting the city's wider objectives to promote active transport.

The level of cycle parking proposed is considered appropriate for a development of this scale and nature, and the arrangement ensures good accessibility and natural surveillance of both stores. A planning condition will be imposed to secure the installation of the cycle parking prior to occupation and to ensure its ongoing retention and availability for residents.



Ecology and Biodiversity – An Ecological Constraints Walkover Survey was undertaken by suitably qualified ecologists to assess the ecological value of the site. The assessment concluded that no direct or indirect ecological impacts are anticipated, and the Greater Manchester Ecology Unit (GMEU) concurred with these findings.

However, as Alpha House was undergoing demolition at the time of the walkover, a detailed inspection of the trees for potential roosting features (PRFs) could not be completed. GMEU therefore requested that a Ground Level Tree Assessment (GLTA) be undertaken. This subsequent assessment identified a number of trees containing features with potential to support roosting bats. As a result, GMEU has recommended that any works to these trees proceed under a Precautionary Method of Works to safeguard protected species. An appropriate planning condition is therefore proposed to secure this approach.

Given the above and noting that the proposed development is unlikely to affect the SBIs or priority habitats located within 2 km and 1 km of the site, the impact of the scheme on known ecological features is considered to be negligible.

In terms of Biodiversity Net Gain, the Alpha House development would not be able to meet the onsite BNG target of 10%, mainly due to the number of trees that would be lost as part of the developments. The baseline values at present are 1.03 Habitat Units (HU) and 0.01 Hedgerow Units (HeU), while post development values would be 0.44 HU and 0.32 HeU. This is a net loss of 0.59 HU and 3065.20% increase in HeU. Therefore, off-site compensation in the form of credits

would be required to deliver the shortfall to achieve a minimum 10% net gain and to satisfy the trading rules. To meet the trading rules, the required off-site compensation would total 0.82 HU, inclusive of 0.70 of “Urban trees” and 0.01 HU of “Mixed scrub. The applicant has acknowledged that upon receiving planning permission, the submission of a Biodiversity Gain Plan to the Council would be required.

Whilst the proposal would result in a net loss of on-site BNG, it is important to note that the majority of the existing site consists of hardstanding (the footprint of the former Alpha House), with trees and mixed scrub planting largely confined to the Rowlandsway and Wavell Road frontages. To partially offset this loss, the landscaping strategy incorporates a comprehensive scheme of new tree planting and soft landscaping designed to enhance the site’s overall ecological value in practical terms. In addition, planning conditions require further on-site ecological enhancements beyond the statutory net gain measures, including the installation of bat and bird boxes, as well as a condition preventing works during the peak bird-nesting season.

It is considered that in this case, given the public benefits of the proposed apartment building, the proposed off-site biodiversity contribution is acceptable and the overall ecological impact would be negligible.

Trees – The site contains seven individual trees, together with a mixed group comprising sycamore, holly and ash. As illustrated below, none of these trees are of high quality, and all are proposed for removal to facilitate the development. Their loss is considered acceptable in this case, having regard to the overall public benefits of the scheme.

Arboricultural Data Sheet:			Date of Survey: 27/06/24				Surveyor: C. Salisbury						
Tree No.	Species	DBH (mm)	Height (m)	Age	Crown Spread (m)				Crown clearance	Condition rating	Comments and preliminary management recommendations	Estimated remaining contribution	Tree quality category rating
					N	E	S	W					
T1	Beech	470	13.20	SM/EM	4.0	4.0	4.0	4.0	2.50	B	An individual specimen adjacent to a highway	60-80	B2
T2	Chestnut	300	7.60	SM/EM	4.0	2.0	3.5	3.5	1.00	B/C	An individual specimen adjacent to a highway with basal decay	20-40	C2
T3	Plum	230	5.20	EM	3.5	2.0	1.0	3.5	2.00	B/C	A poor-quality specimen in decline	20-40	C2
T4	Lime	370	11.40	EM	4.0	4.0	4.5	4.0	3.00	B	An individual specimen adjacent to a highway	60-80	B2
T5	Maple	450	13.60	EM	2.0	6.0	6.0	6.0	2.50	B	A co-dominant specimen with poor form	60-80	B2
T6	Cherry	260	6.00	EM	2.5	5.0	2.5	5.0	2.00	B/C	A suppressed specimen with poor form	20-40	C2
T7	Maple	470	13.60	EM	5.0	5.0	3.0	6.0	2.50	B	A co-dominant specimen with poor form in decline with stem decay	20-40	C2
G1	Sycamore	100 avg	5.20	Y/SM	-	-	-	-	0.00	B/C	A poor-quality self-seeded group	60-80	C2
G2	Sycamore, Holly & Ash	120 avg	6.20	Y/SM	-	-	-	-	0.50	B/C	A poor-quality mixed species group	60-80	C2

To mitigate this loss, the applicant proposes the planting of 19 new trees, 14 along the Wavell Road frontage and five within the first-floor internal courtyard amenity space. The proposed species mix comprises:

- 8 x field maple
- 4 x silver birch
- 3 x holly
- 1 x rowan
- 3 x cornus kousa

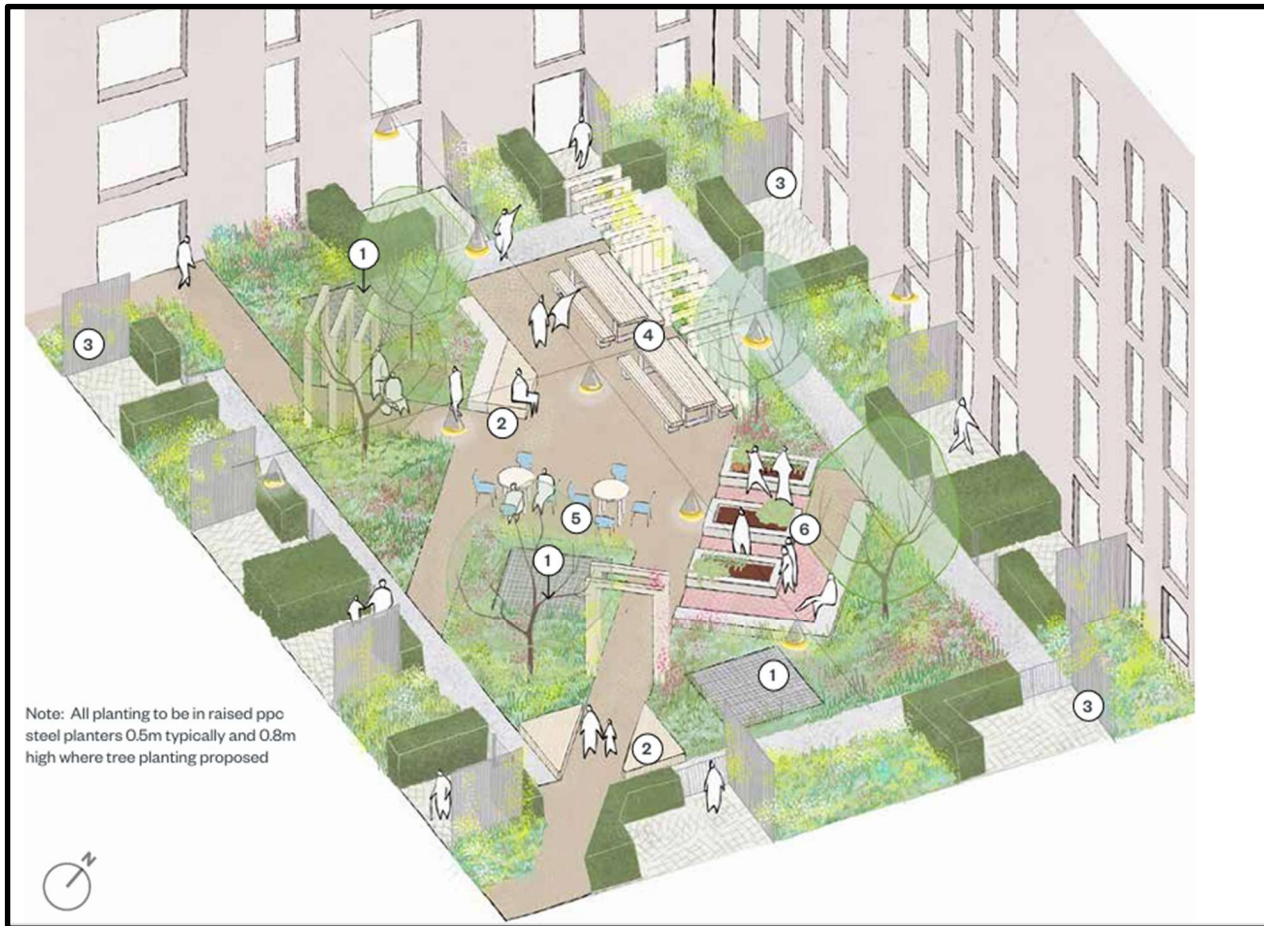
This level of replacement planting is considered appropriate and provides an acceptable response to the removal of the existing trees.

Landscaping – In addition to the replacement tree planting outlined above, the applicant proposes a carefully selected palette of native species designed to enhance the external spaces around the building and reflect the original Garden City principles of Wythenshawe. The planting strategy provides year-round variety in colour and texture, while permeable ground-level planting and surfacing will support sustainable drainage and contribute to a more biodiverse landscape.

At first-floor level, the residential courtyard would form a central social space with a richly planted, gardenesque character. Defensive planting around the perimeter would define private terraces for apartments overlooking the courtyard, while a perimeter route would connect these private spaces to the communal central area and provide informal opportunities for children's play.

Overall, the proposed landscaping scheme, as illustrated below, is considered acceptable and will make a positive contribution to the visual quality, amenity and ecological value of the development.





Flood Risk and Drainage – A Flood Risk Assessment and Drainage Strategy has been submitted, confirming that the site lies within Flood Zone 1 and is therefore at low risk of flooding from rivers or the sea. The assessment also identifies a low risk of flooding from all other sources, with the exception of surface water, for which a medium risk is recorded.

This surface water risk has been appropriately mitigated by ensuring that the lowest Finished Floor Level (FFL) of the proposed building is set above the modelled flood extents for the 1% Annual Exceedance Probability (AEP) event plus climate-change allowance and positioned approximately 300–400mm above the adjacent highway levels. With these measures in place and given the low risk from all other flood sources, the overall flood risk to the development is considered to be low.

In response to comments from the Council’s Flood Risk Management Team and United Utilities, it is recommended that planning conditions be imposed requiring the submission and approval of a detailed surface-water drainage scheme. This should include full verification of the proposed system together with arrangements for its ongoing monitoring and maintenance to ensure long-term effectiveness.

Environmental Standards – An Environmental Standards Statement has been submitted with the application, setting out how the proposed development accords with relevant Development Plan policies and established climate-change action plans. The statement demonstrates the incorporation of sustainable design principles and resource-efficiency measures in line with the Energy Hierarchy, with the overall aim of minimising environmental impact.

The scheme adopts a fabric-first approach, delivering an energy-efficient building envelope that exceeds Part L requirements for insulation, airtightness, and glazing. This ensures high inherent

energy performance. The development also follows a fully electric strategy, with no gas provision, supporting Manchester's transition away from fossil fuels and towards a zero-carbon future.

Each residential unit would be served by Air Source Heat Pumps to provide domestic hot water, with electric panel heaters for space heating, consistent with the all-electric design. Photovoltaic panels are also proposed on suitable roof areas to generate on-site renewable energy, reducing overall electricity demand and associated carbon emissions.

Overall, the proposals align with the Energy Hierarchy by first minimising energy demand through high-performance design, then ensuring efficient energy use, and finally incorporating low-carbon and renewable technologies. This approach results in a highly energy-efficient and low-carbon development, with significantly reduced energy consumption and operational carbon emissions.

Air Quality – An Air Quality Assessment has been submitted to support the application, addressing potential impacts during construction and operation, as well as future occupants' exposure to existing conditions.

During the construction phase of the development there is the potential for air quality impacts. However, assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be *low to negligible*. It is considered that the imposition of a Construction Management Condition would ensure that appropriate measures are implemented during the construction phase.

It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of residents and visitors to the site. However, modelling verified against local data shows that traffic-related emissions will not cause significant impacts at nearby receptors. Predicted pollutant levels across the site are below relevant objectives, confirming suitability for residential use without further mitigation.

As a result of the above and given the provision of infrastructure for vehicle charging points, it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced within the vicinity of the site.

Contaminated Land – It is recommended that a Preliminary Risk Assessment is undertaken in accordance with the recommendations set out in the submitted reports. An appropriate condition has been included to ensure that any necessary ground remediation is completed prior to the commencement of above-ground works, together with the submission of a verification report demonstrating that the remediation has been carried out in accordance with the agreed methodology.

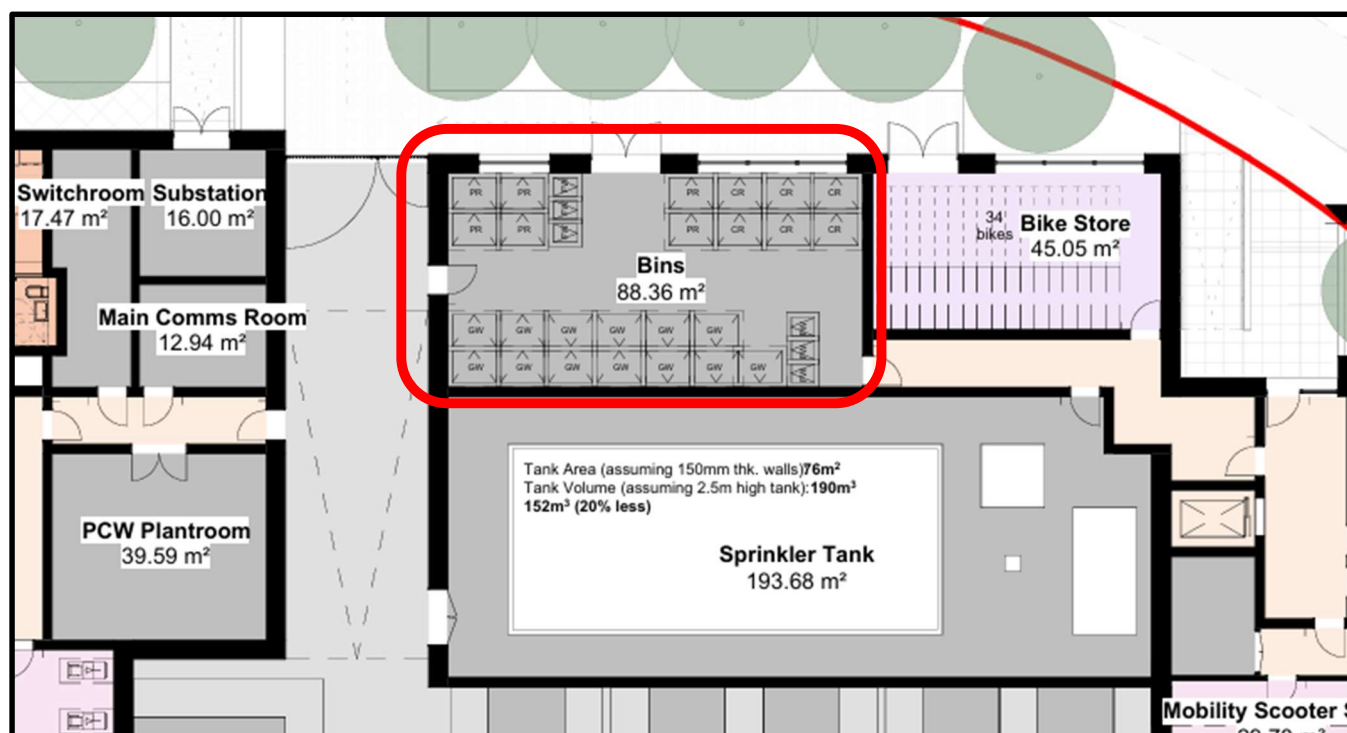
Security and Crime Prevention – The applicant, in partnership with Greater Manchester Police, has submitted a Crime Impact Statement to help inform what appropriate crime-prevention measures need to be included within the scheme. This assessment outlines design principles aimed at reducing opportunities for crime, including improving natural surveillance, providing appropriate lighting, incorporating CCTV, installing effective access-control systems and ensuring robust specifications for doors and windows.

To ensure that these recommended measures are fully incorporated into the scheme and to enhance the safety and security of future occupiers, a condition is proposed requiring the development to achieve *Secured by Design* accreditation.

Aerodrome Safeguarding – Due to the site's proximity to Manchester Airport, the Aerodrome Safeguarding Team has requested a series of conditions and informatives relating to construction and operational safety. These include measures to minimise dust and smoke during works, requirements for bird-hazard management, controls on lighting specifications, and restrictions on the use of radio-frequency (RF)-emitting devices. All relevant conditions and informatives have been appropriately applied.

Waste Management – A secure refuse store serving the apartments is proposed on the northern side of the development. It will be accessible internally for residents and externally for collection crews. Refuse collection vehicles will service the development from Wavell Road.

These arrangements are considered satisfactory, and the implementation of the submitted Waste Management Strategy will be secured by condition.



Construction Management – To ensure the construction works are appropriately controlled and to prevent disruption to existing occupiers or the safe operation of the highway, a condition is recommended requiring the submission and approval of a comprehensive Construction Management Plan. This plan should set out, among other matters, proposed working practices, hours of operation, dust-suppression measures, arrangements for the parking of construction vehicles, and procedures for the storage and removal of waste.

TV and Radio Reception – The applicant has carried out a television and radio reception survey to assess the potential effects of the development during construction and once operational. The submitted *Terrestrial Television and Radio Baseline Survey Report* concludes that no pre-emptive mitigation (such as the installation of signal boosters) is required.

However, should reception issues be reported, the report recommends that a post-construction reception survey is undertaken to determine the likely cause of any interference. If the investigation confirms that the development is responsible, appropriate mitigation measures should then be implemented. A condition requiring this approach is therefore considered necessary in this instance.

Broadband Connectivity – Although coverage is not currently confirmed at Alpha House itself, the presence of nearby Fibre to the Premises (FTTP) networks indicates that full fibre connections can feasibly be delivered. The submitted *Broadband Connectivity Assessment* notes that formal site registration with Openreach, Virgin Media or alternative network providers will be required to confirm installation capability and connection timescales. The installation of ultrafast broadband would ensure compliance with Policy JP-C2 in the Places for Everyone Joint Development Plan.

Other Legislative Requirements

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

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

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

Recommendation: APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to issues arising from the consideration of this application.

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

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents received on 1 December 2025:

1. Existing Site Plan 18703-LB-XX-XX-D-A-102000-P01 Levitt Bernstein
2. Site Location Plan 18703-LB-ZZ-XX-D-A-100000-P01 Levitt Bernstein
3. GA Plan - Ground Floor 18703-LB-ZZ-XX-D-A-120000-P06 Levitt Bernstein
4. GA Plan - First Floor 18703-LB-ZZ-XX-D-A-120001-P06 Levitt Bernstein
5. GA Plan - Second Floor 18703-LB-ZZ-XX-D-A-120002-P05 Levitt Bernstein
6. GA Plan - Third Floor 18703-LB-ZZ-XX-D-A-120003-P03 Levitt Bernstein
7. GA Plan - Fourth Floor 18703-LB-ZZ-XX-D-A-120004-P03 Levitt Bernstein
8. GA Plan - Fifth Floor 18703-LB-ZZ-XX-D-A-120005-P03 Levitt Bernstein
9. GA Plan - Roof Level 18703-LB-ZZ-XX-D-A-120006-P04 Levitt Bernstein
10. Sitewide Street Elevations 18703-LB-ZZ-XX-D-A-130000-P02 Levitt Bernstein
11. GA Elevations - South and West 18703-LB-ZZ-XX-D-A-130010-P02 Levitt Bernstein
12. GA Elevations - North and East 18703-LB-ZZ-XX-D-A-130011-P02 Levitt Bernstein
13. Courtyard Elevations 18703-LB-ZZ-XX-D-A-130020-P02 Levitt Bernstein
14. Apartment Plans_1B2P M4(2) & M4(3) 18703-LB-ZZ-XX-D-A-300000-P01 Levitt Bernstein
15. Apartment Plans_2B3P M4(2) & M4(3) 18703-LB-ZZ-XX-D-A-300001-P01 Levitt Bernstein
16. Bay Study - Entrance 18703-LB-ZZ-XX-D-A-351000-P01 Levitt Bernstein
17. Bay Study - Typical 18703-LB-ZZ-XX-D-A-351001-P01 Levitt Bernstein
18. Landscape GA Plan - Ground Floor 18703-LB-ZZ-XX-D-L-200001 Levitt Bernstein
19. Landscape GA Plan - First Floor 18703-LB-ZZ-XX-D-L-200002 Levitt Bernstein
20. Landscape Planting Plan - Ground Floor 18703-LB-ZZ-XX-D-L-200003 Levitt Bernstein
21. Landscape Planting Plan - First Floor 18703-LB-ZZ-XX-D-L-200004 Levitt Bernstein
22. Planting Schedule 18703-LB-XX-XX-L-L-300000 Levitt Bernstein
23. Outline Drainage Strategy 18703-AJP-XX-ZZ-D-C-000900 P02 Alan Johnston Partnership
24. Topographical Survey 13162/001C/9 Rev C ND Oliver & Co
25. Planning Statement
26. Affordable Housing Statement
27. Air Quality Assessment
28. Biodiversity Net Gain Strategy Note
29. Broadband Connectivity Assessment
30. Car Parking Strategy (
31. Construction Management Framework
32. Crime Impact Statement
33. Daylight and Sunlight Assessment
34. Design and Access Statement
35. Ecological Constraints Walkover
36. Energy Statement
37. Energy & Carbon Proforma
38. Environmental Standards Statement
39. Fire Strategy
40. Geo-Environmental Investigation & Assessment
41. Glint and Glare Assessment
42. Local Labour Agreement / Strategy
43. Noise Assessment
44. Operating Schedule / Management Strategy
45. Planning Statement
46. Statement of Community Involvement
47. Transport Statement
48. Travel Plan
49. Tree Survey and Arboricultural Impact Assessment
50. TV Reception Survey
51. Utilities Statement
52. Ventilation Strategy

53. Waste Management Strategy / Proforma

the following received on 18 February 2026:

54. Ground Level Tree Assessment

and the following received on 24 February 2026:

55. Biodiversity Net Gain Assessment

56. Biodiversity Metric

57. Flood Risk Assessment and Drainage Strategy Report

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

3) No above ground construction works shall commence until samples and specifications of all materials to be used in the external elevations and the hard landscaping around the buildings as detailed on the approved drawings have been submitted to and approved in writing by the City Council as Local Planning Authority.

The submitted details shall include:

- i. baseline samples and specifications of all materials to be used on all external elevations including sample panels;
- ii. jointing and fixing details between all component materials and any component panels, details of any external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames;
- iii. A strategy for quality control management.

Thereafter the development shall be carried out in accordance with the agreed details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority in the interests of the visual amenity of the area within which the site is located, as specified in Policies SP1 and DM1 of the Manchester Core Strategy and Policy JP-H3 of the Places For Everyone Joint Development Plan.

4) Prior to the commencement of development (excluding demolition), a Construction Management Plan outlining working practices during development shall be submitted to and approved in writing to the City Council as Local Planning Authority.

For the avoidance of doubt, the Construction Management Plan should include:

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

The development shall only be carried out in accordance with the approved Construction Management Plan.

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.

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase, pursuant to Policies DM1 and DM2 in the Manchester Core Strategy.

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

- i) The measures proposed to recruit local people including apprenticeships .
- ii) Mechanisms for the implementation and delivery of the Local Benefit Proposal.
- iii) Measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives.

b) Prior to first occupation of the development hereby approved, 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 and policy JP-P1 of the Places for Everyone Joint Development Plan.

6) a) With the exception of demolition and notwithstanding details submitted, before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as Local Planning Authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as Local Planning Authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as Local Planning Authority

b) Prior to the first occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority, prior to first use/occupation of the development.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy and policy JP-S1 of the Places for Everyone Joint Development Plan.

7) 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 after development commences, 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 is submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with these details, together with any previously approved Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy and policy JP-S1 of the Places for Everyone Joint Development Plan.

8) a) Notwithstanding details submitted, prior to the first occupation of the approved development, external lighting shall be designed and installed in accordance with a scheme submitted to and approved in writing by the City Council as Local Planning Authority so as to control glare and overspill onto nearby residential properties. All exterior lighting shall be capped at the horizontal with no upward light spill.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties, to ensure flight safety to prevent distraction to pilots using Manchester Airport and to minimise impacts on protected species that may commute and forage in the area pursuant to Policies DM1, DM2 and EN15 of the Manchester Core Strategy and Policies JP-P1 and JP-G8 of the Places for Everyone Joint Development Plan.

9) Following final site clearance and prior to the commencement of above ground works, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

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 Policies EN08 and EN14 in the Manchester Core Strategy.

10) Prior to the first occupation of the development hereby approved, details of the implementation of the surface water drainage scheme, together with the maintenance and management regime for the approved scheme shall be submitted for approval in writing by the City Council, as local planning authority. Those details shall include:

- Verification report providing photographic evidence of constructed flow control and SuDs components as per approved design drawings.
- Provide As Built construction drawings or confirm that they align with the original 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.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

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 within the NPPF and NPPG, Policies EN8 and EN14 in the Manchester Core Strategy and Policy JP-S4 of the Places for Everyone Joint Development Plan Document.

11) a) 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. Prior to first occupation of the development hereby approved a 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. The scheme shall be implemented in full prior to first occupation of the development.

b) Prior to the operation of the 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 conforms to the recommendations and requirements approved under parts a and b of this condition. The report shall also undertake post completion testing to confirm that the noise criteria have been met.

c) In the event of any non-conformity with the approved scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority, prior to first occupation of the development.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to saved Policy DC26 of the Unitary Development Plan, Policy DM1 of the Manchester Core Strategy and Policy JP-P1 of the Places for Everyone Joint Development Plan.

12) a) Prior to the commencement of above ground works a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network 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.

b) Prior to first occupation of the residential units, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to first occupation of the residential units to ensure compliance with the internal noise criteria.

Reason -To secure a reduction in noise from traffic and other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating pursuant to Policy DM1 of the Manchester Core Strategy, saved Policy DC26 of the Unitary Development Plan for the City of Manchester and Policy JP-P1 of the Places for Everyone Joint Development Plan.

13) Prior to first occupation of the development hereby approved, a scheme for the enhancement of the site for ecological purposes (e.g. bird and bat box installation) shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason - Pursuant to biodiversity enhancement of the site, in accordance with Policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework and Policy JP-G8 of the Places for Everyone Joint Development Plan.

14) The hard and soft landscaping scheme and replacement tree planting approved by the City Council as Local Planning Authority, as shown on the following drawings received on 1 December 2025:

- 1) Landscape GA Plan - Ground Floor 18703-LB-ZZ-XX-D-L-200001 Levitt Bernstein
- 2) Landscape GA Plan - First Floor 18703-LB-ZZ-XX-D-L-200002 Levitt Bernstein
- 3) Landscape Planting Plan - Ground Floor 18703-LB-ZZ-XX-D-L-200003 Levitt Bernstein
- 4) Landscape Planting Plan - First Floor 18703-LB-ZZ-XX-D-L-200004 Levitt Bernstein
- 5) Planting Schedule 18703-LB-XX-XX-L-L-300000 Levitt Bernstein

shall be implemented not later than 12 months from the date of completion of building works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with Policies SP1, EN9 and DM1 of the Manchester Core Strategy and Policies JP-S1, JP-P1 and JP-H3 of the Places for Everyone Joint Development Plan.

15) The development hereby approved shall be implemented in accordance with the details contained within the submitted Glint and Glare for Aviation Assessment (prepared by GIA), received by the City Council as Local Planning Authority on 1 December 2025.

Reason - To ensure no detrimental impact to aviation operations at nearby Manchester Airport caused by glint or glare to critical aviation receptors, pursuant to Policies DM1, DM2 and SP1 of the Manchester Core Strategy.

16) The development hereby approved shall only be implemented in accordance with the waste management strategy and details shown on the submitted Waste Management and Servicing Plan (including Waste Proforma and delivery strategy), received by the City Council as Local Planning Authority on 1 December 2025. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. No bins shall be stored outside the curtilage of the site other than on the day of collection.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and Policy JP-P1 of the Places for Everyone Joint Development Plan.

17) a) The development hereby approved shall be implemented in accordance with the measures contained within the submitted Environmental Standards Statement prepared by Ridge (VO2) and Energy Statement (prepared by Civic reference 18703-CIV-XX-XX-T-O-00002), received by the City Council as Local Planning Authority on 1 December 2025.

b) Within 3 months of the completion of the construction of the development, a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures, and evidence of the implementation and completion of the specified works.

c) Any non-conformity from the approved scheme shall be clearly set out along with measures required to ensure compliance with the agreed details.

Reason - In order to minimise the environmental impact of the development pursuant to Policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy and Policies JP-S1, JP-P1 and JP-S2 of the Places for Everyone Joint Development Plan.

18) The development hereby approved shall only be carried out in accordance with mitigation measures detailed within the submitted Air Quality Assessment produced by Hilson Moran (XX-HML-XX-XX-RP-U-820001 P02), received by the City Council as Local Planning Authority on 1 December 2025.

Reason - To minimise the impact upon air quality and in order to minimise the environmental impact of the development, pursuant to policy EN16 of the Manchester Core Strategy and policy JP-S5 of the Places for Everyone Joint Development Plan.

19) Prior to first occupation of the development hereby approved, the City Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and policies JP-S1 and JP-P1 of the Places for Everyone Joint Development Plan.

20) A detailed Travel Plan, based on the Interim Travel Plan (prepared by Curtins, reference 088423-CUR-XX-XX-T-TP-00002 P03) received on 1 December 2025, shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the units hereby approved. In this condition a Travel Plan means a document which includes:

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

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as Local Planning Authority for approval. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to Policies SP1, T2 and DM1 of the Manchester Core Strategy, The Guide to Development in Manchester (SPD) and Policies JP-S1, JP-S1, JP-P1 and JP-C1 of Places for Everyone Joint Development Plan.

21) The accessible car parking, servicing and other vehicular access arrangements show on the approved drawings to serve the development hereby permitted shall be laid out and made fully available for use prior to the development first being occupied and shall be retained thereafter for their intended purpose. The car parking shall be for the sole use by occupiers of the development and for no other purpose.

Reason - To ensure satisfactory car parking arrangements and the interests of highway safety, pursuant to Policies DM1, T2 and SP1 of the Manchester Core Strategy.

22) Prior to the first use of the accessible car parking spaces hereby approved, a scheme for electric vehicle charging, together with details of infrastructure to allow further future EVC conversion shall be submitted to and approved 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 occupation of the residential units hereby approved.

Reason - In the interest of air quality pursuant to Policies SP1, DM1 and EN16 of the Manchester Core Strategy and Policies JP-C8 and JP-S5 of the Places for Everyone Joint Development Plan.

23) Prior to the commencement of above ground works (excluding demolition), full details for the provision of secure and covered cycle parking provision for the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall be installed prior to the first occupation of the development and be retained thereafter for use by people residing and visiting the development.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with Policies T1, T2 and DM1 of the Manchester Core strategy and Policy JP-C6 of the Places for Everyone Joint Development Plan.

24) Prior to the commencement of above ground works, a Bird Hazard Management Plan (BHMP) for the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. Thereafter the scheme shall be implemented in accordance with the approved details. The BHMP should include robust measures to prevent species of birds that are hazardous to aircraft gaining access to the space between the roof and the PV array panels, with regular maintenance inspections.

Reason - In the interests of flight safety and birdstrike avoidance to prevent the creation of a habitat for birds hazardous to aviation, pursuant to Policies DM1, DM2 and SP1 of the Manchester Core Strategy.

~~25) The development hereby approved shall only be implemented in accordance with the details contained within the submitted Affordable Housing Statement (prepared by Nexus Planning), received by the City Council as Local Planning Authority on 1 December 2025.~~

~~The approved details shall be implemented as part of the development and thereafter observed in perpetuity.~~

~~Reason - To ensure satisfactory management and to contribute to the delivery of affordable housing, pursuant to Policies H8 and DM1 of the Manchester Core Strategy.~~

~~26~~25) Prior to the commencement of above ground works and notwithstanding details submitted, a scheme for the provision of affordable housing as part of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The scheme shall include:

i. the numbers, type, tenure (such tenures being consistent with the definition of affordable housing in Annex 2 of the NPPF or any definition of affordable housing that replaces it) and location on the site of the affordable housing provision to be made.

ii. confirmation that the affordable dwellings will be made available on affordable housing terms for both first and subsequent occupiers of the affordable housing dwellings (subject to any exclusions and exemptions from this requirement that may apply); and

iii. the eligibility criteria to be used for determining who may occupy the affordable housing dwellings (which shall not be required to include any local connection criteria in the case of shared ownership housing).

The approved affordable housing scheme shall be implemented as part of the development and thereafter observed in perpetuity subject to the exclusions and exemptions set out in the approved affordable housing scheme.

Reason - To contribute to the delivery of affordable housing, pursuant to policy H8 of the Manchester Core Strategy.

~~27~~26) The residential use (Class C3) hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the exceptional circumstances of a proliferation of HMOs and short term lets restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families, pursuant to policies DM1 and H11 of the Manchester Core Strategy, guidance contained within the National Planning Policy Framework and policies JP-S1, JP-P1 and JP-H3 of Places for Everyone Development Plan.

2827) The residential units (Class C3) hereby shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to Policies DM1 and H11 of the Core Strategy for Manchester, guidance contained within the National Planning Policy Framework, and policies JP-S1, JP-P1 and JP-H3 of Places for Everyone Development Plan.

2928) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with Policy EN15 of the Manchester Core Strategy.

3029) Prior to the felling of any trees within the site, a Precautionary Method of Works (PMW) in relation to potential bat roosts shall be submitted to and approved by the City Council as Local Planning Authority. The PMW shall include, but not be limited to:

- a) The timing of works to avoid sensitive periods for bats;
- b) Pre-commencement inspections carried out by a suitably qualified ecologist.

The development shall thereafter be carried out in full accordance with the approved PMW.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with Policy EN15 of the Manchester Core Strategy and Policy JP-G8 of the Places for Everyone Joint Development Plan.

31-30 (a) Prior to the commencement of any above ground works hereby approved (apart from demolition and site clearance works), 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:

- i) Reinstatement of pavement at redundant vehicle access points
- ii) Tactile paving and dropped kerbs at the following junctions - Wavell Road/Rowlandsway and Wavell Road/Woodfield.
- iii) A review of the Traffic Regulation Orders in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly.
- iv) Installation of No Waiting restrictions covering the site access and visibility splay extents.

(b) Prior to the first occupation of the development hereby approved, a verification report, which will include photographic evidence and highway approval/completion notices (where relevant) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(c) In the event of non-conformity, where the highway works have not been carried out and/or to relevant standards, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority, before first occupation of the development.

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.

3231) During the construction of the development, and within one month of its substantial completion, the City Council may, by written request, require a TV and Radio Impact Assessment to be undertaken. This assessment shall measure the existing television and radio signal within the potential impact area (as defined in the *Terrestrial Television and Radio Baseline Survey Report* by Pager Power, received 1 December 2025) and compare the results with those recorded in the baseline assessment undertaken on 14 October 2025.

The submitted assessment shall:

1. Identify any degradation in signal quality attributable to the development;
2. Specify the measures necessary to ensure that at least the pre-existing level and quality of signal reception (as recorded in the Baseline Survey Report) are maintained; and
3. Provide a timetable for implementing any required mitigation.

The assessment and any proposed remediation measures shall be submitted to the City Council as local planning authority for approval. All approved remediation measures shall be implemented in full and in accordance with the approved timetable.

Reason - To ensure that the development maintains at least the existing level and quality of television and radio signal reception, in accordance with the National Planning Policy Framework.

32) Prior to their installation, details of all boundary treatment, shall be submitted to and be approved by the City Council as Local Planning Authority. The boundary treatments shall be installed in full accordance with the approved details prior to the first occupation of the residential accommodation and shall thereafter be retained and maintained as such.

Reason - In the interests of residential and visual amenity, pursuant to Policy DM1 in the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

Informatives

1) Aerodrome Safeguarding - a) The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

b) The development lies within the flight restricted zone established for Manchester Airport. The applicant's attention is drawn to the procedures for drone notifications, please see: <https://www.manchesterairport.co.uk/aviation-professionals/drones/>

c) The use of radio frequency (RF) emitting devices in this location has the potential to interfere with Manchester Airport's Communication, navigation, and surveillance (CNS) equipment. In the interests of maintaining the integrity of CNS equipment critical to aviation operations, RF devices are to be approved by Manchester Airport prior to energisation.

d) Should any off-site BNG be within the 13kms bird hazard radius of Manchester Airport then details of the proposed off-site BNG shall be sent to Manchester Airport to ensure that it does not lead to an increase in the number of hazardous birds in the vicinity of Manchester Airport

e) In the interests of flight safety, during construction, robust measures to be taken to prevent birds being attracted to the site. No pools of water should occur and prevent scavenging of any detritus. Measures to minimise and manage the creation of dust and smoke should be implemented for the full duration of all construction works, including demolition and excavation, in accordance with the advice of Manchester Airport and the Civil Aviation Authority.

2) Construction/demolition works shall be confined to the following hours:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

3) Informative for Condition 11 - 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 when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00) - 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 10 times)

Living Rooms (daytime - 07.00 - 23.00) - 35 dB LAeq

Gardens and terraces (daytime) - 55 dB LAeq

Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition.

4) If the development can accommodate it, it is requested that consideration is given to the installation of Swift Bricks. Swift bricks must be fitted in accordance to the specifications of BS 42021:2022 - Integral nest boxes.

5) Informative for Condition 11 - 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 when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00) - 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 10 times)
Living Rooms (daytime - 07.00 - 23.00) - 35 dB LAeq
Gardens and terraces (daytime) - 55 dB LAeq

Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition.

6) Culvert - MCC records highlight that a culverted ordinary watercourse is located within close proximity to the site (approximately 10m to the east of the site, running along the eastern side of Wavell Road). The indicative presence of this culverted watercourse was noted to the applicant during the pre-app meeting on 18/06/2025; however, the culverted watercourse is not referenced in the Flood Risk Assessment and Drainage Strategy

While our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all culverted 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 Lead Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following link:

https://manchester.portal.uk.empro.verintcloudservices.com/site/myaccount/request/pr_watercourse_land.

7) Highway Works - The minimum standard S278 technical approval timescale is between 4-6 months and, if TRO's are included up to 12 months. Works on the highway must not start until technical approval has been given by the S278 Engineer and the relevant highways permits granted.

An informal pedestrian footpath is located within the boundary site to the northwest. A permanent stopping up order will be required via a Section 247 agreement. This can be applied via : <https://www.manchester.gov.uk/online-directories/licences-and-permissions-directories/licensing/highways-and-pavements/permission-to-permanently-close-a-highway>

The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, skips or temporary vehicle access points with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk.

The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk.

8) Should the presence of bats be found at any time during construction or associated works, all works at the site should cease and notification should be made to the City Council as Local Planning Authority. A licensed bat consultant and/or ecologist should undertake a survey of the site/buildings and report any findings to the City Council and methods of mitigation agreed, by the City Council, as Local Planning Authority, prior to the progression of any further works.

9) The statutory framework for biodiversity net gain requires a Biodiversity Gain Plan to be submitted and approved prior to the commencement of development.

A developer must submit the Biodiversity Gain Plan to the planning authority in writing, no earlier than the day after planning permission has been granted. The use of the Biodiversity Gain Plan template is strongly encouraged to bring together the required information into one document for approval.

The following content of a Biodiversity Gain Plan is required for development:

- a) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- b) the pre-development biodiversity value of the onsite habitat;
- c) the post-development biodiversity value of the onsite habitat;
- d) any registered off-site biodiversity gain allocated to the development and the biodiversity; and
- e) any biodiversity credits purchased for the development.

In addition, the following is required:

- f) name and address of the person completing the Plan, and (if different) the person submitting the Plan;
- g) a description of the development and planning permission reference number (to which the plan relates);
- h) the relevant date, for the purposes of calculating the pre-development biodiversity value of onsite habitats and if proposing an earlier date, the reasons for using this earlier date;
- i) the completed biodiversity metric calculation tool(s), stating the publication date of the tool(s), and showing the calculation of the pre-development onsite value on the relevant date, and post-development biodiversity value;
- j) a description of arrangements for maintenance and monitoring of habitat enhancement to which paragraph 9(3) of Schedule 7A to the 1990 Act applies (habitat enhancement which must be maintained for at least 30 years after the development is completed);
- k) (except for onsite irreplaceable habitats) a description of how the biodiversity gain hierarchy will be followed and where to the extent any actions (in order of priority) in that hierarchy are not followed and the reason for that;
- l) pre-development and post-development plans showing the location of onsite habitat (including any irreplaceable habitat) on the relevant date, and drawn to an identified scale and showing the direction of North;
- m) a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat; and
- n) if habitat degradation has taken place:
 - a statement to this effect,
 - the date immediately before the degradation activity,
 - the completed biodiversity tool showing the calculation of the biodiversity value of the onsite habitat on that date, and
 - any available supporting evidence for the value.

There is a standard Biodiversity Gain Plan template available to complete which brings together many of these matters into one document.

The submission of a Biodiversity Gain Plan to a local planning authority falls under Regulation 16 of the Town and Country Planning (Fee for Applications, Deemed Applications, Requests and Page | 35

Site Visit) (England) Regulations 2012 (as amended), which covers fees for the written confirmation of compliance with a condition or conditions attached to a grant of planning permission.

Appendix 1 – List of consultees & neighbours notified

Strategic Development Team
Natural England
Planning Casework Unit
Environment Agency
Planning Casework Unit
Environmental Health
MCC Flood Risk Management
Highway Services
Strategic Development Team
Oliver West (Sustainable Travel)
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Ecology Unit
Environment Agency
Greater Manchester Police
Manchester Airport Safeguarding Officer
Natural England
United Utilities Water PLC
Highway Services
Environmental Health
Oliver West (Sustainable Travel)
MCC Flood Risk Management
Strategic Development Team
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Police
United Utilities Water PLC
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit

16 Rowlandsway, Manchester, M22 5RG
2 Hale Top, Manchester, M22 5RN
Offices, 17 Rowlandsway, Manchester, M22 5RG
10 Frimley Gardens, Manchester, M22 5TE
4 Frimley Gardens, Manchester, M22 5TE
273 Woodfield, Manchester, M22 5TB
9 Frimley Gardens, Manchester, M22 5TE
7 Frimley Gardens, Manchester, M22 5TE
1 Frimley Gardens, Manchester, M22 5TE
250 Brownley Road, Manchester, M22 5EB
Northwest Pioneers, Co-Operative House, The Birtles, Manchester, M22 5RE
1B Hale Top, Manchester, M22 5RN
14 Frimley Gardens, Manchester, M22 5TE
8 Frimley Gardens, Manchester, M22 5TE
2 Frimley Gardens, Manchester, M22 5TE
Seventh Floor, Delta House, Wavell Road, Manchester, M22 5QZ
Second Floor, Delta House, Wavell Road, Manchester, M22 5QZ
Delta House, Wavell Road, Manchester, M22 5QZ
Seventh Floor, Alpha House, Rowlandsway, Manchester, M22 5RG

261 Woodfield, Manchester, M22 5TD
11 Frimley Gardens, Manchester, M22 5TE
3 Frimley Gardens, Manchester, M22 5TE
Unit 5, Alpha House, Rowlandsway, Manchester, M22 5RG
2B Hale Top, Manchester, M22 5RN
McDonald's, 13 Rowlandsway, Manchester, M22 5RG
Ground Floor, Delta House, Wavell Road, Manchester, M22 5QZ
Third Floor, Delta House, Wavell Road, Manchester, M22 5QZ
269 Woodfield, Manchester, M22 5TB
Second Floor And Third Floor, Alpha House, Rowlandsway, Manchester, M22 5RG
Fourth Floor, Alpha House, Rowlandsway, Manchester, M22 5RG
5 Frimley Gardens, Manchester, M22 5TE
246 Brownley Road, Manchester, M22 5EB
15 Frimley Gardens, Manchester, M22 5TE
254 Brownley Road, Manchester, M22 5EB
256 Brownley Road, Manchester, M22 5EB
Fifth Floor Ness Ltd, Alpha House, Rowlandsway, Manchester, M22 5RG
1E Hale Top, Manchester, M22 5RN
Buzz Bingo, Rowlandsway, Manchester, M22 5RS
6 Frimley Gardens, Manchester, M22 5TE
234 Brownley Road, Manchester, M22 5EB
236 Brownley Road, Manchester, M22 5EB
238 Brownley Road, Manchester, M22 5EB
252 Brownley Road, Manchester, M22 5EB
16A Rowlandsway, Manchester, M22 5RG
14A Rowlandsway, Manchester, M22 5RG
Fifth Floor To Seventh Floor, Alpha House, Rowlandsway, Manchester, M22 1PG
Ground Floor Front, Alpha House, Rowlandsway, Manchester, M22 5RG
14B Rowlandsway, Manchester, M22 5RG
14C Rowlandsway, Manchester, M22 5RG
1C Hale Top, Manchester, M22 5RN
1A Hale Top, Manchester, M22 5RN
Simon House, Brownley Road, Manchester, M22 5RA
267 Woodfield, Manchester, M22 5TB
275 Woodfield, Manchester, M22 5TB
Centron House, Rowlandsway, Manchester, M22 5QZ
Ground Floor, Alpha House, Rowlandsway, Manchester, M22 5RG
Fifth Floor, Alpha House, Rowlandsway, Manchester, M22 5RG
248 Brownley Road, Manchester, M22 5EB
20 Frimley Gardens, Manchester, M22 5TE
Room 9, 258 Brownley Road, Manchester, M22 5EB
Management Office, 258 Brownley Road, Manchester, M22 5EB
232 Brownley Road, Manchester, M22 5EB
1D Hale Top, Manchester, M22 5RN
Sixth Floor, Delta House, Wavell Road, Manchester, M22 5QZ
271 Woodfield, Manchester, M22 5TB
Sixth Floor, Alpha House, Rowlandsway, Manchester, M22 5RG
24 Frimley Gardens, Manchester, M22 5TE
22 Frimley Gardens, Manchester, M22 5TE
18 Frimley Gardens, Manchester, M22 5TE
Wythenshawe Initiative Partnership, Rowlandsway, Manchester, M22 5RG
KFC, 15 Rowlandsway, Manchester, M22 5RG
Unit 1, 17 Rowlandsway, Manchester, M22 5RG

12 Frimley Gardens, Manchester, M22 5TE
242 Brownley Road, Manchester, M22 5EB
244 Brownley Road, Manchester, M22 5EB
13 Frimley Gardens, Manchester, M22 5TE
Subway Kiosk 2, Hale Top, Manchester, M22 5RN
2A Hale Top, Manchester, M22 5RN
First Floor, Alderman Gatley House, Hale Top, Manchester, M22 5RQ
Second Floor, Alderman Gatley House, Hale Top, Manchester, M22 5RQ
16 Frimley Gardens, Manchester, M22 5TE
First Floor, Delta House, Wavell Road, Manchester, M22 5QZ
265 Woodfield, Manchester, M22 5TB
First Floor, Alpha House, Rowlandsway, Manchester, M22 5RG
263 Woodfield, Manchester, M22 5TD
240 Brownley Road, Manchester, M22 5EB
17 Frimley Gardens, Manchester, M22 5TE
19 Frimley Gardens, Manchester, M22 5TE
230 Brownley Road, Manchester, M22 5EB

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: SOUTH AREA