

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144656/FO/2025

Date registered valid: 1 December 2025

Proposal: Erection of extra care apartments (Use Class C2), older living apartments and dwellinghouses (Use Class C3), car and cycle parking, landscaping and other associated works following demolition of existing buildings.

Address: Brotherton House, Cornfield Drive, Manchester, M22 9QX

Ward(s): Woodhouse Park Ward

Applicant: Muse Places and Wythenshawe Community Housing Group

Agent (if any): Asteer Planning LLP

Case officer: Steven McCoombe
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Recommendation: Approve

Date of recommendation: 27 February 2026

Application details

Type of application: Full Application Consent

Development type: Major Dwellings

Date of site visit: 31 December 2025

Standard consultations:

Printed: 10 December 2025 Expired: 3 January 2026

Neighbour notifications

Printed: 10 December 2025 Expired: 3 January 2026

Site notice

Posted: 6 January 2025 Expired: 5 February 2026

Press advert

Published: 13 January 2025 Expired: 12 February 2026

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site covers approximately 1.7 hectares and is bounded by Cornfield Drive to the east, Poundswick Lane to the south, an artificial sports pitch to the west, and residential properties located around a cul-de-sac to the north.

The site contains a vacant office complex, comprising a part single-storey and part five-storey building (Brotherton House) positioned in the south-western corner. This is connected to a single-storey building extending northwards. Additional structures including a single-storey security building, an ancillary office building, and a bike store are located towards the south-eastern side of the site. A large surface car park occupies the central area. The eastern, southern, and western boundaries are defined by substantial hedgerows, with a cluster of mature trees concentrated in the south-western corner. Vehicular access is provided from Cornfield Drive at the south-eastern corner.

The site is not covered by any statutory or non-statutory heritage, ecological, or landscape designations.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The site is flanked by residential properties to the north along Ribchester Drive and to the east on Cornfield Drive and Henfield Walk.

The site lies immediately adjacent to Wythenshawe Town Centre, located a short distance to the south on the opposite side of Poundswick Lane and a Metrolink tram line serving Wythenshawe Transport Interchange and beyond.

The town centre comprises a mix of small-scale retail and commercial uses and is anchored by a medium-sized Asda supermarket. It also includes car parking and the Wythenshawe Forum, a large, multi-purpose community facility offering integrated health, leisure, learning, and cultural services, including a gym, swimming pool, library, health centre, event spaces, and café.

Wythenshawe Police Station is situated a short distance to the south-west at the junction of Poundswick Lane and Simonsway.

Background

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 outlines proposals for approximately 2,000 new homes, delivered across a range of tenures and housing types to meet the needs of a diverse community.

As part of the initial phase, three residential plots are proposed to come forward, collectively delivering 422 new affordable homes to be operated by Wythenshawe Community Housing Group (WCHG) comprising:

- Alpha House – 125 apartments
- C2 The Birtles – 81 apartments
- Brotherton House – 191 dementia care / independent living apartments and up to 25 terraced houses

The three separate proposals have been prepared in an integrated and coordinated manner, with reference to the wider Illustrative Masterplan and shared design principles, including those relating to statutory Biodiversity Net Gain and car parking.

Description of development

Planning permission is sought for the first phase of residential redevelopment forming part of the wider regeneration proposals for Wythenshawe.

The proposal involves demolishing the existing office building and associated ancillary structures to enable the delivery of a 100% affordable residential development, comprising 216 homes across three development blocks. The proposed accommodation includes:

- The erection of a 5 storey building to form 109 extra-care apartments (including dementia care) within (Use Class C2), located to the southern part of the site;
- The erection of part 4 part 5 storey building to form 82 older-living apartments for adults aged 55 and over (Use Class C3) positioned to the north; and
- The erection of 25 terraced houses (Use Class C3) ranging from 2-3 storeys, arranged along the eastern boundary of the site fronting Cornfield Drive.

The proposed accommodation is supported by areas of car parking, landscaping and public realm works.

Consultations & Notification Responses

Local Residents/Occupiers – 4 representations have been received including 2 objections and 2 neutral responses requesting the installation of swift bricks to provide enhancement for biodiversity and the timescale for the duration of works. Principal concerns relate to a lack of car parking, increase traffic, the risk to foxes and access to affordable provision.

Local Ward Members – Councillor Nunney - recommends the installation of swift boxes during the construction of the buildings to aid biodiversity.

Neighbourhood Team Leader (Arboriculture) - The proposed development and associated landscaping requires the removal of 24 trees. The applicant has proposed to mitigate the loss of these trees with a total of 64 new trees across the site.

Poundswick lane is mostly screen by a large hedgerow and therefore the majority of the site is not visible from the road. The applicant has detailed the impacts on the RPA's and submitted detailed method statements to minimise the impact the development has on the retained trees.

On this basis, there is no objection to the proposed development, subject to the Arboricultural Method Statement being strictly adhered to. Once protective fencing has been erected (this should be done prior to the commencement of any works), this should not be moved to allow for the storage of materials or machinery.

Any excavation works should be supervised by an independent arb consultant.

All work should be carried out in accordance with BS:5837.

Aerodrome Safeguarding – No objection. Various conditions and 'informatives' are advised in relation to aviation safety. The submitted Glint and Glare Assessment is considered acceptable.

Environmental Health – No objection. Conditions are requested in relation to construction management, acoustic insulation, external equipment, the control of fume/odours, ground conditions, electric vehicle car charging, waste management and servicing hours.

Greater Manchester Ecology Unit (GMEU) - The Preliminary Ecological Appraisal (PEA) report appears to provide robust ecological assessments and there is no reason to doubt the findings.

All mitigation and enhancements recommendations in the report should be followed and secured by condition which includes provision of a Construction Environmental Management Plan (CEMP), Invasive Non-Native Species (INNS) method statement, Precautionary Methods of Works (PMoW) during habitat clearance for hedgehogs and the provision of bat and bird boxes as enhancements.

As all wild birds, their nest and eggs are protected under the Wildlife and Countryside Act 1981 (as amended), a condition is recommended to ensure their protection during the nesting season.

Various existing buildings on-site held low or moderate bat suitability and further surveys were carried out, as per the Bat Emergence Survey Report. The surveys undertaken on the buildings appear to be appropriate and in accordance with best practice guidelines and no bat roosts were identified.

The Biodiversity Net Gain (BNG) assessment shows a small loss in habitat units (-1.39%), alongside a substantial increase in hedgerow units (+97.56%). To achieve the required minimum 10% net gain, the applicant will need to purchase off-site habitat units, in line with BNG trading rules.

As significant on-site enhancements are proposed, a Habitat Monitoring and Management Plan (HMMP) covering a 30-year management period must be secured.

The statutory Biodiversity Gain Condition should be applied to the planning permission, should it be granted.

Greater Manchester Archaeological Advisory Service (GMAAS) - Having reviewed the development proposals against our records, including the Historic Environment Record, GMAAS is satisfied that the delivery of the development proposals will not damage or remove any known or suspected archaeological remains. As such, and contrary to the conclusions drawn by the desk-based assessment submitted with the application, there is no merit in undertaking any further investigation and archaeological matters do not warrant any further consideration in this instance.

Cadent – No objection. An 'informative' is requested in relation to their assets and infrastructure.

Active Travel England – It is requested that their standing advice is followed.

Highway Services – The following principal comments are made:

Trip Generation

Trip Generation methodology is acceptable in principle.

Highway Safety

Based on the submitted assessment, there are no concerns about highway safety issues within the vicinity of the site.

Access

It has been confirmed that the internal highway network will be constructed to MCC standards and offered up for adoption - This is subject to a S38 agreement.

The access road will have a 5.5m wide carriageway with 2.0m wide footways on both sides of the road.

Visibility splay assessment (2.4m x 43m) achievable subject to TROs.

No Waiting restriction TROs will be required along both sides of Cornfield Drive to protect the visibility splay extents and to ensure adequate clearance for vehicles accessing/egressing the site

Internal TROs will be required to facilitate adequate servicing manoeuvres and ensure clearance is maintained at turning area.

Tactile paving & dropped kerb to be provided within the site and at the proposed access junction. Tactile paving should be included at the raised table.

It is recommended that a formal crossing facility is implemented on Poundswick Lane to accommodate vulnerable site users.

Off-site highway works

A Stage 1 Road Safety Audit (RSA) has been submitted, which highlights matters which are stated to be 'outside' of the formal scope of the RSA. Such matters would fall within the remit of a Stage 1 RSA, and it is agreed that these issues can be resolved at the detailed design stage.

Proposed highway works will not have an impact on the Cornfield Drive carriageway widths.

New footway along the western side of Cornfield Drive is proposed that will need to be minimum 2.0m wide and will be required to be offered up for adoption.

Parking

Parking surveys carried out show that existing car parks were not operating at full capacity, with peak occupancies of 68% (Block B) and 37% (Block C/D).

The proposed development will provide 90 parking spaces, broken down as follows:

Extra Care: 25 spaces + 10 staff/visitor spaces

Older Living Apartments: 30 spaces

Dwellings: 25 spaces (1 per home)

Excluding the dwellings, the parking provision equates to 34%, which based on the survey evidence is considered sufficient.

A total of 14 disabled parking spaces will be included, with 10 near the Extra Care building and 4 near the Older Living Apartments. Driveway parking for dwellings is considered acceptable.

Cycle Parking

A secure, covered cycle store is proposed for shared use between the Extra Care block and the Older Living Apartments. A total of 51 cycle parking spaces will be provided. 41 spaces for the Older Living Apartments and 10 spaces for the Extra Care building. This level of provision is considered acceptable given the anticipated user group, subject to ongoing monitoring through the Travel Plan.

For the dwellinghouses, 100% cycle parking provision is proposed, with all cycle stores being secure and covered.

Servicing

A loading bay is proposed opposite the site access and located directly beside the building entrance to minimise pedestrian movement distances. A delivery and servicing management strategy should be secured by planning condition and a banksman should be provided when necessary to ensure safe operations.

Planning History

091666/FO/2009/S2

Installation of manually operated swinging gates in perimeter fence and removal of landscaping to form emergency access. *Approved 6 January 2010.*

077159/FO/2005/S2

Installation of air conditioning units, new entry gates and installation of CCTV cameras. *Approved 13 December 2005.*

040227

Extension to existing car park to provide 80 new spaces and new vehicular access onto Cornfield Drive. *Approved 23 April 1992.*

024621

Erection of CCTV camera on mast. *Approved 8 July 1985.*

023067

Installation of an antenna on plant room wall to roof of office block. *Approved 31 December 1984.*

F16030

Construction of a shelter for the storage of 8 no. motor cycles and 12 no. bicycles. *Approved 16 June 1981.*

F06773

Erection of computer centre and ancillary buildings. *Approved 6 July 1977.*

F06239

Erection of Computer Centre and Ancillary Buildings. *Approved 6 April 1977.*

Policy

Local Development Framework

The Development Plan comprises the following documents:

Saved policies of Manchester's Unitary Development Plan (1995);
Manchester Core Strategy (2012);
Places for Everyone Joint Development Plan.

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

-Saved policies DC7 and DC26 of the Unitary Development Plan;

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

-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 of Places for Everyone Joint Development Plan.

Other Material Considerations

- 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)
- Providing for Housing Choice – Supplementary Planning Document and Planning Guidance (2008)
- Manchester Housing Strategy (2022-2032)
- Manchester Enabling Independence Accommodation Strategy (2022-2032)
- Net Zero Design Guidance (March 2025).
- Wythenshawe Town Centre masterplan
- Wythenshawe Strategic Regeneration Framework (SRF) (2004)
- National Planning Policy Guidance (NPPF) and Consultation Draft National Planning Policy Guidance (December 2025)
- National Planning Practice Guidance (NPG)

EIA

The Town and Country Planning (Environmental Impact Assessment) regulations 2017 specify that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. In this instance, the proposal type is listed in Class 10 'Infrastructure Projects' subsection 10(b) 'Urban Development Projects' of Schedule 2.

The regulations indicate that an EIA may be required if:

- The development includes more than 1 hectare of urban development which is not dwellinghouse development; or
- The development includes more than 150 dwellings; or
- The overall area of the development exceeds 5 hectares.

As the relevant threshold is exceeded in term of the number of overall dwellings, the relevant threshold is met.

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 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

Issues

Principle

The principle of the proposed development is considered acceptable. It would bring a vacant brownfield site back into productive use and contributes to meeting both local and national housing growth targets.

Policies SP1, H1 and H7 support new housing on previously developed land, particularly in sustainable locations within district centres such as Wythenshawe. The site lies on the fringe of Wythenshawe District Centre, where residential development is accepted in both adopted and emerging policies and aligns with the NPPF principles of boosting housing supply and making efficient use of land.

The site is well located for public transport, services and local amenities, making it appropriate for new residential development and where existing resource and infrastructure can be shared.

The proposal would deliver a mix of affordable homes and specialist homes for older people, supporting an identified and growing need for older persons accommodation, extra-care housing and dementia-specific provision across Manchester.

Redevelopment would regenerate a neglected site, reduce opportunities for anti-social behaviour and diversify the local housing offer, in line with the area's garden city character.

Further assessment of more specific planning matters, including the impact to the operation of the highway, trees, ecology, landscaping and the impact on neighbouring properties, is set out in the following sections.

Demolition

No concerns have been expressed regarding the loss of the existing buildings. The principal office building would require substantial reconfiguration to meet modern standards and together with the ancillary structures and car park, do not maximise the developability of the site. Retention would not therefore represent an efficient, viable or effective use of the site. Furthermore, the building has no statutory protection and is not safeguarded from demolition.

The derelict nature of the site contrasts with more recent nearby residential developments. The site occupies a prominent position at the gateway to the main town centre and would deteriorate further without investment.

The loss of the buildings to facilitate redevelopment would offer public benefits by leading to environmental, sympathetic improvements, meet housing growth aspirations for the area, and lead to increased vibrancy and vitality in the area, whilst creating direct and indirect employment through the construction and supply chains. On this basis, it is considered that the elements to be demolished is acceptable.

Redevelopment of the Site and Contribution to Regeneration

The proposal would redevelop a vacant, derelict brownfield site which occupies a prominent position at the gateway to Wythenshawe Town Centre. The proposed development would deliver high-quality affordable and specialist older persons and extra care accommodation in a highly sustainable and accessible location. It would support independent living, reduce pressure on health and social care services and bring significant economic benefits, generating hundreds of construction jobs, millions in GVA, and ongoing local in the local economy. It would also secure at least 10% Biodiversity Net Gain, introduce 64 new trees, and incorporate low-carbon technologies to reduce emissions and energy costs. There is a strong link between economic growth, regeneration and the provision of a range of residential accommodation and overall, the proposal delivers substantial social, economic, and environmental benefits that weigh strongly in favour of the proposal.

Loss of Employment Space

Whilst the proposal would lead to the loss of an employment use in the form of offices (Class E), the building and ancillary structure are now vacant, no longer operational and dilapidated.

Whilst the host building could legitimately continue to operate as a commercial premises within Class E, the building is not considered likely to represent a viable or attractive proposition for modern commercial requirements, due to the internal layout, daylight, financial viability and condition of the building/s.

Policy EC2 of the Core Strategy represents the overarching policy in relation to existing employment sites and states that:

The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;
- The existing use is incompatible with adjacent uses;
- The existing use is unsuitable for employment having had regard to the Manchester-Salford - Trafford -SFRA; or
- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

The supporting narrative to the policy states further that although the Council values employment land, there are circumstances where it will be appropriate to support alternative uses such as when employment is un-viable, particularly if the site has remained empty or vacant for a period of time and the employment space no longer serves the needs of businesses due to its age and the conditions of the property; or, when an alternative use would bring more benefits to the City, either because the employment use is not the optimum use for the site or because any harm is outweighed by the benefits of the new use.

In this case, the proposal would seek to regenerate a vacant site in a poor condition which is largely incompatible with neighbouring residential properties, with the potential for attracting greater vehicular activity, noise and disturbance.

The site is not allocated for employment use and is identified in the updated Wythenshawe Masterplan as an important location for delivering new housing, contributing to the wider target of providing over 2,000 new mixed-tenure homes as part of the area's regeneration.

The loss of the existing employment floorspace is mitigated through the wider Masterplan, which directs new commercial and retail employment opportunities to the Civic Centre, particularly along the main High Street frontage at The Birtles / Hale Top, with these areas looking to strengthen the local employment offer.

Redeveloping the site for residential-led mixed-use development represents a more viable, productive and sustainable use of this brownfield plot and would not undermine the Council's employment land supply. Employment growth is being delivered elsewhere within the Masterplan area, ensuring that any loss on this site can be appropriately offset.

Overall, the proposal contributes positively to the wider regeneration of Wythenshawe, supporting housing delivery, improving the local environment, and helping to create a more balanced and vibrant district centre.

Extra Care

Eligibility for the older living units applies to residents aged 55 and over, with the overall aim of creating sustainable, balanced communities that enable older and disabled people to live independently and age well.

WCHG is to work in partnership with Manchester City Council Adult Social Care, the appointed Extra Care provider, and WCHG's Extra Care management team to allocate homes through an Extra Care allocations panel. This panel would apply the eligibility criteria, assess all applications, and determine both care needs and housing priority on a case-by-case basis. To maintain a balanced community, allocations would consider the applicant's care requirements alongside housing priority. Applicants with the highest care needs would not automatically receive priority; decisions will be based on the scheme's capacity to deliver care and how well an applicant's profile matches the available accommodation.

The aim is to establish a community where older people can remain independent for as long as possible with access to on-site care and support as required. To support this, the scheme intends to achieve a balanced mix of needs: approximately one-third of residents with high-dependency care needs, one-third with medium needs, and one-third with low support or care needs. The low-needs group may include older people requiring some support but not a formal care package.

The ten proposed dementia apartments would also be allocated through the Extra Care allocations panel. These homes will be offered to applicants who would benefit from the secure environment of the scheme and whose care and support requirements can be met by the City Council commissioned on-site care provider.

Affordability

Policy H8 of the Core Strategy sets out how developments should respond to the 20% contribution of affordable housing across the City. Using 20% as a starting point, developers should look to provide new houses that would be for social or affordable rent with a focus on affordable home ownership options. Any requirement or not for affordable housing would be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives.

In this case, the proposed development is for 100% affordable housing which exceeds policy requirements and is to be managed by Wythenshawe Community Housing Trust (WHCT) – a registered provider and joint applicant.

WCHG is a not-for-profit social housing provider registered with the Regulator of Social Housing (RSH) as a social landlord. The Group's core purpose is to develop and manage affordable housing, providing good-quality homes and services for tenants and leaseholders whilst supporting the creation of safer and healthier communities. WCHG currently manages more than 14,000 properties in Wythenshawe and works in close partnership with Manchester City Council, statutory agencies, and voluntary and third-sector partners to deliver its services.

The provision is to be secured by way of an attached planning condition, with all homes to be provided for social rent. A further condition is included to ensure compliance with the submitted operational management plan which set out relevant details in relation to proposed care provision and residential management.

Site Layout

The application site comprises three blocks of terraced dwellinghouses totalling 25 units fronting Cornfield Drive, and L shaped apartment block for 82 units to the north western corner and a U shaped extra care block accommodating 109 units to the south of the apartment block which incorporates an open courtyard area.



Proposed site layout (Extract: Design and Access Statement)

Vehicular access to the site remains off Cornfield Drive which wraps around the rear of the terraced properties and flanks the apartment block to the north. The hedgerow and landscaped perimeter aligning with Poundswick lane is to be reinforced and enhanced with further planting.

Pedestrian access to the townhouses is provided along Cornfield Drive, with gated rear entrances for each dwelling. The older living apartments have multiple entry points: from the northern edge of the block, the eastern corner leading to the scooter store, the southern corner into the stairwell and lift area, and from the rear into the central spine. The dementia and extra care block would be primarily accessed from the eastern side, directly opposite Cornfield Drive.

The terraced properties are arranged with paired front door entrances to animate the street frontage along Cornfield Drive. Each property features a forecourt incorporating private driveways for car parking, dedicated refuse storage, and a step-free, level-access pathway leading to the front door.

To the rear, every home would benefit from step-free access and would enjoy its own private garden, complete with secure cycle storage. Each garden is equipped with a rear gate, providing connectivity to the wider development and enhancing accessibility throughout the site.

Behind the terraced properties, the extra care and apartment blocks are set within an attractive landscaped environment. Forecourt parking is positioned along the eastern edge of the blocks, whilst additional courtyard parking is provided at the north-western and south-eastern corners of the site, ensuring accessibility for residents and visitors.

The proposed layout is considered to represent a well-considered and contextually responsive design solution and achieves an appropriate balance between built form, off-street parking provision, and amenity space, whilst respecting the constraints imposed by existing infrastructure and neighbouring land uses and realises the site's potential without compromising the character or appearance of the surrounding area. The proposal is therefore considered acceptable in design terms and compliant with relevant overarching planning policies and design guidance.

Inclusive Access

The proposed development incorporates measures to aid ease of access for all and is designed to provide accessible units to achieve compliance with Building Regulations. The units themselves are of a satisfactory size and offer an acceptable level of circulation space.

Design, Scale and Appearance

The proposed development consists of three distinct elements. The extra care and older living apartment blocks rise to five storeys, reaching a total height of 16.8m. The entrance to the extra care block is recessed, creating a sheltered arrival space, and features floor-to-ceiling glazing for clear visibility both inside and out. The older living block entrance is fitted with a PPC aluminium single-leaf glazed door and a fixed glazed side panel.

To reduce visual massing, the southern gables of both blocks are stepped in plan, reflecting the internal layout of homes. The colour palette draws inspiration from surrounding buildings and Brotherton House, combining red and brown tones with a darker outer layer and a lighter inner layer. The exact specification of external material would be controlled by way of an attached planning conditions.

Elevationally, the development follow a three-tier composition with slight variations in colour, pattern, and texture. The outer top uses stretcher bond brickwork with a cross pattern, the body incorporates pressed panels below windows with colour shifts to reinforce articulation, and the base features horizontal banding to visually ground the building. Inner elevations adopt a similar hierarchy with a palette of white, buff, and grey. Apartment blocks also include Juliette balconies to living spaces.

The terraced housing provides a mix of two-storey dwellings and three-storey dwellings stepping in height across three blocks to reflect the surrounding residential context. Houses feature pitched roofs to align with neighbouring properties along Cornfield Drive, and window designs mirror those of the larger blocks to create a cohesive architectural language. Front

doors are finished in dark green, offering a striking contrast against the red and brown elevations and echoing the texture and tone of the larger blocks' outer façades.

It is considered that on balance, the appearance of the proposed development has sought to reflect the characteristics, colour palette and materials used on both existing and nearby buildings. The overall impact would be a cohesive, high-quality design that would assimilate sympathetically into the surrounding area and would maintain the character of the street-scene and the immediate environment.

Standard of Accommodation

All proposed apartments comply with the Nationally Described Space Standards (NDSS) as well as the City Council's own internal space standards, with every habitable room benefiting from sufficient levels of natural daylight, as well as being M4(2) compliant. This ensures that each unit provides an appropriate amount of usable, comfortable, and well-proportioned living space for future residents.

Given the level of compliance, the overall standard of accommodation is considered satisfactory.

Broadband Connectivity

Ultrafast broadband is to be installed as part of the proposed development to comply with Policy JP-C2 of Places for Everyone.

Residential Amenity

Use

Given the established residential character of the immediate area, the introduction of a new residential development is not anticipated to result in any significant or unacceptable impacts on the amenity of nearby occupiers in terms of noise, disturbance, or general activity.

Whilst it is acknowledged that the proposed development would generate a different level and pattern of activity compared to the site's former use as offices, the level and nature of activity associated with residential use is considered typical for a suburban setting such as this and much lesser than if the site was to be repurposed for offices or any other commercial use within Class E.

The relationship between the proposed buildings and the most sensitive neighbouring properties to the north has been carefully considered. The scale and siting of the proposed buildings, along with the interface distances and window positioning is considered satisfactory.

Physical Impact

A comprehensive Daylight and Sunlight Assessment has been submitted in support of the application. The findings clearly demonstrate that, even with the proposed development in place, all neighbouring residential properties would continue to receive daylight and sunlight levels that meet the recommended standards. This means the development will not cause any noticeable reduction in natural light for surrounding homes. In practical terms, the impact on residential amenity would be negligible, ensuring that the living conditions of neighbouring occupants remains unaffected.

Noise

A Noise Assessment accompanies the application to evaluate internal noise levels within habitable rooms and external levels within outdoor amenity areas, including an assessment of overheating

Based on this analysis, appropriate maximum noise emission limits for building services have been set in line with City Council requirements.

The assessment confirms that, through the specified façade performance measures, internal noise criteria can be achieved in accordance with recognised standards. External amenity areas would provide acceptable acoustic conditions, with only minor exceedances near site boundaries not requiring additional mitigation.

In relation to M and E equipment, plant rooms have been positioned to minimise their impact on active ground floor street frontages, with placement focused on elevations where visual and acoustic effects are least significant. Additionally, a substation has been discreetly located to the northern edge of the site. Roof level plant is limited to essential smoke shaft vent fans, ensuring a clean and unobtrusive roofline. All fixed plant would be designed to comply with the specified noise emission limits, which have been set in accordance with City Council requirements, to ensure that operational noise remains within acceptable thresholds.

Overall, the findings demonstrate that noise can be effectively controlled to meet recommended standards and local requirements.

Accordingly, conditions are imposed to ensure compliance with the relevant noise criteria for both acoustic insulation of buildings and for the operation of external planting equipment.

Other matters

To safeguard the amenity of future residents, a number of planning conditions are proposed. These include implementation of agreed waste management arrangements, fume/odour control, and a restriction on extensions, new window/door openings and preventing the use of the dwellings as Houses in Multiple Occupation (HMOs) or serviced accommodation. These measures would ensure that both existing and future occupiers are protected from any adverse effects.

Highway Impact

The potential impact of the proposed development on the surrounding highway network has been subject to detailed assessment.

The development provides an appropriate mix of car, mobility-scooter and cycle parking to meet the needs of future residents, including extra-care and older-living users. Cycle and scooter storage is secure, accessible and located conveniently close to building entrances, with provision also included for each townhouse.

The site benefits from strong sustainable transport links, supported by an Interim Travel Plan designed to promote walking, cycling and public transport use.

Traffic generation is expected to be lower than the former office use, with a predicted reduction of around 20 two-way peak-hour trips. Highway safety reviews identified no existing issues that would be worsened by the proposals, and suitable access arrangements are provided.

In terms of parking, surveys undertaken at comparable Wythenshawe Community Housing Group sites showed that existing car parks operated well below capacity, with observed peak

occupancies of 68% (Block B) and 37% (Block C/D). This demonstrates a lower level of parking demand associated with similar extra-care and older-living schemes.

The proposed development provides 90 parking spaces, comprising:

- Extra Care: 25 spaces + 10 staff/visitor spaces;
- Older Living Apartments: 30 spaces;
- Dwellings: 25 driveway spaces (1 per home).

Excluding the dwellings, the parking ratio equates to 34% provision, which when compared with the survey evidence is considered sufficient to meet expected demand from residents, staff and visitors.

A total of 14 disabled bays are included, with 10 positioned close to the Extra Care building and 4 serving the Older Living Apartments, ensuring convenient access for those with mobility needs. Dedicated driveway parking for each dwelling is also considered acceptable.

Overall, the level, distribution and type of parking proposed is justified as being appropriate and acceptable, given the proposed tenure and accessible location.

Whilst Highways have recommended the provision of a pedestrian crossing adjacent to the site on Poundswick Lane, the proposal forms part of a wider City Council led regeneration masterplan for Wythenshawe. As such, the need for a crossing will be considered within the broader package of works and, if considered necessary, would be delivered at a future stage.

In light of the above, the proposed transport impact is assessed as being acceptable, subject to conditions securing cycle storage, EV charging, Travel Plan measures, and off-site works.

Waste Management

The proposed development incorporates space for an appropriate number of receptacles, including recycling arrangements.

The terraced houses have driveway access from Cornfield Drive, whilst the dementia and extra care block and older living apartments are accessed via the existing eastern entrance on Cornfield Drive. From this point, an internal road serves parking in the southeast corner, a loading area along the eastern edge of the dementia and extra care block, and additional parking and loading in the northwest corner of the site.

All blocks include ventilated internal refuse rooms, with waste collected weekly for each stream. Access for waste collection vehicles from Cornfield Drive has been demonstrated as satisfactory. Vehicular tracking demonstrates that for collection arrangements, a 11.5 metre long refuse vehicle can adequately enter, manoeuvre and egress the site safely and effectively.

A condition is included to ensure the waste management strategy is adhered to.

Drainage and Flood Risk

A Flood Risk Assessment (FRA) and Drainage Strategy, accompanies the application which confirms that the site lies entirely within Flood Zone 1, indicating a low probability of fluvial or tidal flooding. It identifies some localised areas of low, medium and high surface water flood risk within the site.

The proposed drainage strategy incorporates a range of Sustainable Drainage System (SuDS) features, including permeable paving, geo-cellular attenuation and a concrete box culvert. Surface water would discharge to the existing surface water sewer in Poundswick Lane. The development is not anticipated to result in any adverse impact on wider flood risk and is expected to provide a localised improvement within the immediate area.

It is recommended that a detailed surface water drainage design be submitted as part of a planning condition. This should include verification of the system, as well as provisions for ongoing monitoring and maintenance.

Ground Conditions

It is advised that a Preliminary Risk Assessment should be completed in accordance with the recommendations contained within submitted reports. An appropriate condition has been included to ensure ground conditions are appropriately remediated prior to the commencement of above ground works along with the need for a verification report to demonstrate the work is completed in accordance with agreed methodology.

Trees and Landscaping

The site is designed with distinct character areas that respond differently to the landscape and to meet the needs of future occupiers. Houses in the north-east feature in-curtilage parking to the front along Cornfield Drive, whilst the apartment block and extra care building share a secure, communal landscaped area with clear boundaries separating public and private spaces. The extra care block includes dedicated terraces extending from ground floor lounges and day-care facilities, and secure dementia gardens are also provided.

The main garden offers opportunities for social interaction and communal growing, complemented by a smaller terrace connected to the activity room for outdoor group tasks.

Existing trees and areas of hedgerow would be retained and enhanced with naturalised landscaping, including wildflower planting and informal mown paths. A central lawn provides an open space for informal gatherings and seating. Communal lounge terraces in the extra care block open onto fully accessible landscaped areas with level paths and seating. Dementia gardens follow guidance from the Dementia Services Development Centre, ensuring level, well-drained routes without dead ends, seating areas, and raised planting beds.

Terraced houses would include low walls and fences with planting strips near front windows, plus rear gardens and patios leading to back gates.

Due to the proximity of Manchester Airport, tree species would comply with airport guidance to minimise bird hazards. The proposal involves the loss of 22 trees, including five Category B, mitigated by planting 64 new trees across the site. Whilst any tree loss is regrettable, the scheme delivers a net gain in tree coverage, aligning with Development Plan policy and is outweighed by the contribution towards Wythenshawe's regeneration and diversification of housing supply.

Surface materials have been chosen for accessibility and clear demarcation between private and adoptable areas, including tarmac, block paving, reinforced grass paving, resin-bound gravel, and self-binding gravel. Boundary treatments include hedgerows, 1.8-metre railings for dementia gardens, low brick walls, 1.2-metre and 1.8-metre double-slatted timber fences, retained metal fencing, and hedgerows.

Overall, the proposed landscaping scheme offers a robust, integrated approach, creating a planned, more diverse and visually attractive environment compared to existing provision.

Conditions are included to ensure the agreed landscaping scheme and boundary treatment are implemented, along with further conditions relating to the tree protection for retained trees and for tree works to be carried out in accordance with relevant standards.

Ecology and Biodiversity

A Preliminary Ecological Appraisal accompanies the application to assess the ecological value of the site. The assessment concludes that there are no direct or indirect impacts anticipated. The proposed development is unlikely to impact the SBI's or priority habitats identified within 2km and 1km of the site and although the site has moderate suitability for foraging and commuting bats, as habitats related to foraging are being retained, no further surveys are required. Greater Manchester Ecology Unit concur with the findings.

In terms of Biodiversity Net Gain, it has been identified that the 10% BNG requirement cannot be fully delivered on-site, with off-site compensation in the form of credits required to deliver the shortfall to achieve a minimum 10% net gain and to satisfy the trading rules.

Given the characteristics of the site and the type of habitat that would be lost, coupled with the nature of the proposed scheme, achieving biodiversity net gain on-site is not feasible if the development proceeds as proposed. Whilst the proposal would result in a net loss in BNG, it is important to note that the majority of the existing site currently comprises hardstanding, with trees and hedgerow primarily located in small pockets and around the perimeter. The landscaping proposal includes a comprehensive scheme for new tree planting and landscaping aimed at enhancing the site's overall ecological value in real terms.

Planning conditions are included which require on-site ecological enhancements in addition to statutory net gain requirements, specifically the installation of bat and bird boxes, along with further conditions requiring no works to be carried out during the peak bird nesting season and for the safe eradication of invasive species.

It is considered that in this case, the proposed off-site biodiversity contribution is considered acceptable, and the statutory biodiversity net gain condition to achieve the required 10% net gain applies, alongside the need for a Habitat Management and Monitoring Plan.

Environmental Standards and Climate Change

An Environmental Standards Statement has been submitted as part of the application, which outlines how the proposed development aligns with the relevant approved climate change action plans and Development Plan policies. The statement demonstrates how sustainable design principles and resource efficiency measures have been incorporated in accordance with the Energy Hierarchy, aiming to minimise the overall environmental impact of the scheme.

The submitted report explains how the scheme meets planning policy requirements through a fabric-first, energy-efficient design that follows the energy hierarchy.

The development has been designed to exceed Part L standards for insulation, airtightness and glazing, ensuring a high level of inherent energy efficiency. It adopts a fully electric strategy, with no gas provision, aligning with Manchester's aim to move away from fossil fuels and support the transition to a zero-carbon future.

Each dwelling would be served by an Air Source Heat Pump (ASHP) hot water system, providing efficient, low-carbon domestic hot water. Space heating would be delivered via electric panel heaters, consistent with the all-electric approach. The scheme also incorporates on-site renewable energy generation, with photovoltaic (PV) panels proposed on suitable roof areas to reduce electricity demand and cut carbon emissions.

Overall, the proposals follow the Energy Hierarchy by first minimising energy demand through high-performance building design, then meeting needs efficiently, and finally integrating low-carbon and renewable technologies. This approach ensures a highly energy-efficient, low-carbon development with significantly reduced energy consumption and substantial reductions in operational carbon emissions.

Air Quality

An Air Quality Assessment has been submitted in support of the application. The assessment considers potential impacts arising from fugitive dust during the construction phase, vehicle emissions during the operational phase, and the potential exposure of future occupants to existing air quality conditions. It also sets out appropriate mitigation measures.

During the construction phase, the assessment reviews potential dust emissions associated with demolition, earthworks, construction activities and vehicle movements. It concludes that the impact would be of low to negligible risk with the proposed site-specific control measures are proportionate to the scale and nature of the development and would reduce construction-related impacts to acceptable levels.

For the operational phase, dispersion modelling has been undertaken to assess pollutant concentrations at sensitive receptors, both with and without the development. The modelling has been verified using local air quality monitoring data. The results indicate that emissions from development-related traffic would not give rise to significant air quality impacts at nearby receptors. Predicted pollutant levels across the site fall below relevant air quality objectives, confirming that the site is suitable for the proposed residential use without requiring further mitigation.

In accordance with Manchester City Council's Air Quality and Planning Technical Guidance, a package of operational mitigation measures is proposed to minimise emissions associated with vehicle use and to manage any residual impacts. The proposal also includes for electric vehicle charging provision. These measures are considered appropriate for a development of this type.

On the basis of the submitted assessment, air quality does not represent a constraint to the proposed development. A planning condition is recommended to secure implementation of the identified mitigation measures, as well the implementation of electric vehicle charging provision.

Crime and Disorder

The applicant in partnership with Greater Manchester Police (Design for Security) has provided a 'Crime Impact Statement' as part of the application. This enables measures to be incorporated within the scheme in order to be able to design out crime.

In order to ensure design measures are introduced to limit the potential for crime and to enhance security for prospective occupiers, a condition has been included to ensure the proposal achieves 'Secured by Design' accreditation.

The proposed development would enhance site security by introducing natural surveillance, activity, boundary treatment and a degree of guardianship to the site that is not currently

experienced and through the implementation of such measures, any impacts arising from crime or anti-social behaviour can be appropriately mitigated.

Aerodrome Safeguarding

Due to the proximity of Manchester Airport, various conditions and informatives has been requested by the Aerodrome Safeguarding team including the need for glint and glare assessment for the solar installation, the minimisation of dust and smoke during works, bird hazard management, lighting specification and the use radio frequency (RF) emitting devices. Relevant conditions/informatives have been duly applied.

Demolition/Construction Management

To ensure demolition and construction is effectively controlled and to prevent any disruption to existing occupiers in the area or the operation of the highway, a condition is included which requires amongst other matters, the submission and approval of a construction management plan which details working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Permitted Development

National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

In this case, to protect the amenity of existing and future occupiers, conditions are included to restrict future extensions or elevation alteration without proper consideration through the planning process.

Further, whilst the intention is for the development to be managed by a registered social landlord, as a safeguard and in order to protect the nature of the accommodation being proposed it is considered there is a case for ensuring the dwellings are not converted into multiple occupation in the future without proper consideration. It is recommended that a condition should therefore clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a House of Multiple Occupation (HMO) without the requirement for formal planning permission.

Furthermore, it is considered that there is a case for ensuring that the units hereby approved shall be used only as private dwellings and not as 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). An appropriate condition is therefore proposed.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

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

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

1) The development must be begun not later than 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:

18704-FCB-ZZ-ZZ-D-A-0001 P01 (Site Location Plan), 18704-FCB-ZZ-ZZ-D-A-0401 P01 (Proposed Site Plan), 18704-FCB-AB-GF-D-A-0411 P01 (Proposed Plan - Apartment Block - Ground Floor), 18704-FCB-AB-ZZ-D-A-0412 P01 (Proposed Plan - Apartment Block - Level 01-04), 18704-FCB-AB-RF-D-A-0416 P01(Proposed Plan - Apartment Block - Roof), 18704-FCB-EC-GF-D-A-0421 P01(Proposed Plan - Extra Care - Ground Floor), 18704-FCB-EC-RF-D-A-0426 P01 (Proposed Plan - Extra Care - Roof), 18704-FCB-EC-ZZ-D-A-0422 P01(Proposed Plan - Extra Care - Level 01-04), 18704-FCB-TH-01-D-A-0432 P01 (Proposed Plan - Terrace North - Level 01), 18704-FCB-TH-01-D-A-0442 P01 (Proposed Plan - Terrace South - Level 01), 18704-FCB-TH-02-D-A-0433 P01 (Proposed Plan - Terrace North - Level 02), 18704-FCB-TH-02-D-A-0443 P01 (Proposed Plan - Terrace South - Level 02), 18704-FCB-TH-GF-D-A-0431 P01 (Proposed Plan - Terrace North - Ground Floor), 18704-FCB-TH-GF-D-A-0441 P01 (Proposed Plan - Terrace South - Ground Floor), 18704-FCB-TH-RF-D-A-0434 P01(Proposed Plan - Terrace North - Roof), 18704-FCB-TH-RF-D-A-0444 P01 (Proposed Plan - Terrace South - Roof), 18704-FCB-ZZ-ZZ-D-A-0601 P01 (Proposed Site Sections), 18704-FCB-EC-ZZ-D-A-0621 P01 (Proposed Section - Extra Care), 18704-FCB-AB-ZZ-D-A-0611 P01 (Proposed

Section - Apartment Block), 18704-FCB-TH-ZZ-D-A-0631 P01 (Proposed Section - Terrace House), 18704-FCB-ZZ-ZZ-D-A-0701 P01 (Proposed Site Elevations), 18704-FCB-AB-ZZ-D-A-0711 P01 (Proposed Elevation - Apartment Block - North), 18704-FCB-AB-ZZ-D-A-0712 P01 (Proposed Elevation - Apartment Block - South), 18704-FCB-AB-ZZ-D-A-0713 P01 (Proposed Elevation - Apartment Block - East), 18704-FCB-AB-ZZ-D-A-0714 P01 (Proposed Elevation - Apartment Block - West), 18704-FCB-EC-ZZ-D-A-0721 P01 (Proposed Elevation - Extra Care - North), 18704-FCB-EC-ZZ-D-A-0722 P01 (Proposed Elevation - Extra Care - South), 18704-FCB-EC-ZZ-D-A-0723 P01 (Proposed Elevation - Extra Care - East), 18704-FCB-EC-ZZ-D-A-0724 P01 (Proposed Elevation - Extra Care - West), 18704-FCB-EC-ZZ-D-A-0727 P01 (Proposed Elevation - Extra Care - Courtyard East), 18704-FCB-EC-ZZ-D-A-0728 P01 (Proposed Elevation - Extra Care - Courtyard West), 18704-FCB-TH-ZZ-D-A-0731 P01 (Proposed Elevation - Terrace North), 18704-FCB-TH-ZZ-D-A-0732 P01 (Proposed Elevation - Terrace South), 18704-FCB-ZZ-ZZ-D-A-0751 P01 (Proposed Cycle Store), 18704-FCB-ZZ-ZZ-D-A-0752 P01 (Proposed Generator), 18704-FCB-ZZ-ZZ-D-A-0753 P01 (Proposed Sub Station), 18704-FCB-ZZ-ZZ-D-A-0801 P01 (Proposed Bay Studies - Extra Care & Apartment Block - Ground and Typical Condition), 18704-FCB-ZZ-ZZ-D-A-0802 P01 (Proposed Bay Studies - Extra Care & Apartment Block - Roof and Typical Condition), 18700-FCB-ZZ-ZZ-D-A-0010 P01 (Illustrative Masterplan), 18704-PLA-XX-XX-L-L (Planting Schedule), 18704-PLA-XX-XX-D-L-0001 (Landscape General Arrangement), 18704-PLA-XX-XX-D-L-2001 (Planting Plan 1 of 3), 18704-PLA-XX-XX-D-L-2002 (Planting Plan 2 of 3), 18704-PLA-XX-XX-D-L-2003 (Planting Plan 3 of 3), 18704-PLA-XX-XX-D-L-3000 (Levels GA), 087688-CUR-XX-00-D-TP 75001-P02 (Proposed Site Access), 18704-FCB-ZZ-ZZ-D-A-0111 P01 (Demolition Plan), 13162_001C (Topographic Survey and 18704-FCB-XX-XX-T-A-9403 (Design and Access Statement), received by the City Council as Local Planning Authority on 1 December 2025.

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

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

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Details of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of demolition vehicles.

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

b) 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; 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.

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) No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by 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 and to comply with policy EN15 of the Core Strategy and policy JP-G7 of the Places for Everyone Joint Development Plan Document.

7) 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.

8) 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 City Council as 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.

9) 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 and EN15 of the Manchester Core Strategy and policies JP-P1 and JP-G8 of the Places for Everyone joint development plan.

10) Notwithstanding details submitted, prior to the commencement of the development hereby approved, 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. This shall include:

- Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.

- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.

-Development must be limited to greenfield runoff on Greenfield sites up to a 1 in 100-year event, including climate change allowance.

-A finalised drainage layout showing all components, outfalls, levels and connectivity.

-An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.

-Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.

-A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.

-A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).

-Construction details of flow control and SuDS elements.

-A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

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

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN8 and EN14 and policy JP-S4 of the Places for Everyone Joint Development Plan.

11) 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 , Core Strategy

policies EN8 and EN14 and policy JP-S4 of the Places for Everyone Joint Development Plan Document.

12) Prior to first occupation of the extra care building, a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as Local Planning Authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Reason - To ensure the efficient dispersal of cooking odours from the building, in the interests of the amenities of the occupiers nearby properties and to ensure that any ventilation flues/ducting can be accommodated without detriment to the character and appearance of the host building, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and National Planning Policy Framework.

13) Notwithstanding the submitted noise impact assessment:

a) Prior to the commencement of above ground works, all building comprising the development shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the buildings and a scheme of acoustic treatment that has been

submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall be implemented in full before the buildings are occupied.

b) Prior to first occupation of the residential units, a verification report shall be submitted to validate that the work undertaken throughout the development conforms to the recommendations and requirements approved as part a) of this condition. The validation report shall also undertake post completion testing to confirm that the internal noise criteria have been met.

c) In the event of any non-conformity with the approved acoustic insulation 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 safeguard the amenities of the occupiers of the building and occupiers of nearby properties, 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.

14) Notwithstanding the submitted noise impact assessment:

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 and Metrolink line 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.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

b) Prior to first occupation of the residential units, a verification report shall be submitted to validate that the work undertaken throughout the development conforms to the recommendations and requirements approved as part a) of this condition. The validation report shall also undertake post completion testing to confirm that the internal noise criteria have been met.

c) In the event of any non-conformity with the approved acoustic insulation 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 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.

15) 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.

16) Prior to any site clearance or earthworks a Precautionary Method of Works (PMoW) statement for hedgehog and other mammals shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - 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.

17) Prior to first occupation of the residential units hereby approved and in addition to statutory biodiversity net gain requirements, a scheme for the enhancement of the site for ecological purposes 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.

18) All tree work should be carried out by a competent contractor in accordance with British Standard BS 5837 "Trees in relation to Design, Demolition and Construction"

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy and policies JP-G6 and JP-G7 of Places for Everyone Joint Development Plan.

19) The hard and soft landscaping scheme and replacement tree planting approved by the City Council as Local Planning Authority shown on drawings 18704-PLA-XX-XX-D-L-0001 (Landscape General Arrangement), 18704-PLA-XX-XX-L-L (Planting Schedule), 18704-PLA-XX-XX-D-L-2001 , 18704-PLA-XX-XX-D-L-2002 , 18704-PLA-XX-XX-D-L-2003 (Planting Plan 1-3), received by the City Council as Planning Authority on 1 December 2025 shall be implemented not later than 12 months from the date of commencement of 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.

20) a) Prior to first occupation of the development hereby approved, arrangements for the management of areas of communal landscaping hereby approved shall be submitted to and approved in writing by the City Council as Local Planning Authority.

b) The approved landscaping scheme and arrangements for management and maintenance shall be implemented not later than 12 months from the date the buildings are first occupied and shall remain in operation so long as the development is occupied.

Reason - To ensure that a satisfactory landscaping scheme and maintenance arrangements, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

21) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the Tree Survey and Arboricultural Impact Assessment - prepared by Mulberry (TRE/BHW/Rev B), received by the City Council as Local Planning Authority on 1

December 2025 and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the buildings for their permitted use.

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

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

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

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy and policy JP-G7 of the Places for Everyone Joint Development Plan.

22) Notwithstanding details submitted, none of the residential units hereby approved shall be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and specification of all new boundary treatment/gates to be erected. The development shall only be carried out in accordance with the approved details and shall thereafter be retained.

Reason - In the interests of security and 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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

23) 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.

24) a)The development hereby approved shall be implemented in accordance with the measures contained with the submitted Environmental Standards Statement prepared by Ridge (VO2) and Energy Statement prepared by Tace (18704-TAC-XX-XX-T-Z-0008

P03), 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.

25) 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 (18704-HML-XX-XX-T-O-8201 - P04), 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.

26) 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.

27) Notwithstanding details submitted, a detailed Travel Plan 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.

28) The 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.

29) Prior to the first use of the 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.

30) 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.

31) No development shall take place until a Bird Hazard Management Plan (BHMP) for the development has been submitted to and approved in writing by the Local Planning Authority in consultation with Manchester Airport. 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 bird strike avoidance to prevent the creation of a habitat for birds hazardous to aviation, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

32) 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 and SP1 of the Manchester Core Strategy.

33) Each residential unit within the purpose-built older person apartments (excluding townhouses) hereby approved shall be occupied only by:

-A single person not less than 55 years of age;

- Joint residents of whom the head of the household is not less than 55 years of age and the spouse, partner or cohabitee not less than 55 years of age;
- Persons living as part of a single household with such a person or persons;
- Persons who were living as part of a single household with such a person or persons who have since died.

Reason - In the interest of amenity and to allow diversification of the housing stock, pursuant to policies DM1, SP1 of the Manchester Core Strategy.

34) The development hereby approved shall only be implemented in accordance with the details contained within the submitted Operational Statement, 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.

35) 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.

36) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no building extensions shall be erected to the proposed dwellinghouses without the prior consent of the City Council.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy and policies JP-S1 and JP-P1 of the Places for Everyone Development Plan.

37) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any legislation amending or replacing the same, no windows or doors shall be inserted within the exterior of the dwellinghouses hereby approved, other than that expressly authorised by the granting of this planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy and policies JP-S1 and JP-P1 of the Places for Everyone Development Plan.

38) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) none of the residential units (Class C3) hereby approved shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

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 and the guidance contained within the National Planning Policy Framework.

39) 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.

40) (a) Prior to any above ground works, hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the following:

- The provision of tactile paving and dropped kerbs to the site access points.
- Access works to serve the development off Cornfield Drive.
- The provision/renewal of the footway to Cornfield Drive adjacent to the site boundary.
- Reinstatement of footway to any redundant access points.

-No Waiting restriction TROs will be required along both sides of Cornfield Drive to protect the visibility splay extents and to ensure adequate clearance for vehicles accessing/egressing the site.

-Internal TROs to facilitate adequate servicing manoeuvres and ensure clearance is maintained at turning area

(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 implemented as part of the development and be in place prior to the first occupation of the development and thereafter retained and maintained.

(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 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 (2012) and policies JP-C4 and JP-C6 of the Places for Everyone Joint Development Plan.

Informatives

1) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/our-services/gas-diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

2) The statutory framework for biodiversity net gain requires a Biodiversity Gain Plan to be submitted and approved to discharge the biodiversity gain condition 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:

- 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;
- the pre-development biodiversity value of the onsite habitat;
- the post-development biodiversity value of the onsite habitat;
- any registered off-site biodiversity gain allocated to the development and the biodiversity; and
- any biodiversity credits purchased for the development.

In addition, the following is required:

- name and address of the person completing the Plan, and (if different) the person submitting the Plan;
- a description of the development and planning permission reference number (to which the plan relates);
- 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;
- 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;
- 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);
- (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;
- 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;
- 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
- 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 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.

3) Application for Section 278 highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. It is expected that all modifications/improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The Council seeks use of a standard palette

of materials for footway and carriageway construction. For alternatives of a higher standard, a commuted sum (for non-standard highway material and its maintenance) will need to be agreed between MCC and the applicant.

The applicant should be advised that any requirements for licensing, hoarding / scaffolding, Section 50 works skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications

and Network Resilience teams via Email: highwaylicences@manchester.gov.uk / highwaynetworkmanagement@manchester.gov.uk.

For any projects that require a S278 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly.

4) 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.

5) Active Travel England requested that their standing advice is followed.

6) 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. RF devices are to be approved by Manchester Airport prior to energisation.

7) The applicant's attention is drawn to the procedures for crane and tall equipment. Please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

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>

8) 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.

9) Should the presence of bats be found at any time during demolition or development, 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 and 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.

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

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
Active Travel England

30 Cricklewood Road, Manchester, M22 1AU
46 Longlevens Road, Manchester, M22 1AX
5 Avening Walk, Manchester, M22 1BX
31 Cricklewood Road, Manchester, M22 1AT
7 Rusland Walk, Manchester, M22 1AB
3 Leybrook Road, Manchester, M22 9QT
9 Leybrook Road, Manchester, M22 9QT
15 Leybrook Road, Manchester, M22 9QT
27 Henfield Walk, Manchester, M22 9QF
19 Henfield Walk, Manchester, M22 9QF
6 Henfield Walk, Manchester, M22 9QF
15 Henfield Walk, Manchester, M22 9QF
12 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
20 Tenterden Walk, Manchester, M22 9QD
18 Tenterden Walk, Manchester, M22 9QD
8 Tenterden Walk, Manchester, M22 9QD
4 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
17 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
158 Gladeside Road, Manchester, M22 9GS
11 Tenterden Walk, Manchester, M22 9QD
The Forum Centre, Forum Square, Manchester, M22 5RX
32 Cotefield Road, Manchester, M22 1UG
1 Longhope Road, Manchester, M22 1UP
3 Longlevens Road, Manchester, M22 1UQ
1 Bramble Walk, Manchester, M22 1AY
6 Bramble Walk, Manchester, M22 1AY
9 Longhope Road, Manchester, M22 1UP
13 Longhope Road, Manchester, M22 1UP
20 Saintsbridge Road, Manchester, M22 1UW
40 Cotefield Road, Manchester, M22 1UG
10 Saintsbridge Road, Manchester, M22 1UW
62 Cotefield Road, Manchester, M22 1UG
60 Cotefield Road, Manchester, M22 1UG
51 Longhope Road, Manchester, M22 1UP
48 Longhope Road, Manchester, M22 1UP
7 Beamsley Drive, Manchester, M22 1TZ
39 Longhope Road, Manchester, M22 1UP
29 Beamsley Drive, Manchester, M22 1TZ
30 Beamsley Drive, Manchester, M22 1TZ
26 Beamsley Drive, Manchester, M22 1TZ
25 Longhope Road, Manchester, M22 1UP
35 Longhope Road, Manchester, M22 1UP
11 Beamsley Drive, Manchester, M22 1TZ
532 Greenwood Road, Manchester, M22 9RF

Flat 7, 539 Greenwood Road, Manchester, M22 9RE
Flat 5, 539 Greenwood Road, Manchester, M22 9RE
9 Ribchester Drive, Manchester, M22 9AZ
8 Cornfield Drive, Manchester, M22 9AY
513 Greenwood Road, Manchester, M22 9RE
520 Greenwood Road, Manchester, M22 9RF
516 Greenwood Road, Manchester, M22 9RF
1 Foxlair Road, Manchester, M22 9RL
10 Wimbourne Drive, Manchester, M22 9BA
1 Elderburn Road, Manchester, M22 9BD
7 Elderburn Road, Manchester, M22 9BD
Flat 6, 9 Elderburn Road, Manchester, M22 9BG
13 Wimbourne Drive, Manchester, M22 9BA
Flat 6, 11 Elderburn Road, Manchester, M22 9BH
Flat 1, 11 Elderburn Road, Manchester, M22 9BH
Flat 4, 13 Elderburn Road, Manchester, M22 9BJ
18 Cornfield Drive, Manchester, M22 9AY
19 Elderburn Road, Manchester, M22 9BD
21 Elderburn Road, Manchester, M22 9BD
25 Elderburn Road, Manchester, M22 9BD
38 Elderburn Road, Manchester, M22 9BD
45 Elderburn Road, Manchester, M22 9BD
29 Elderburn Road, Manchester, M22 9BD
6 Scarth Close, Manchester, M22 9SD
165 Mottershead Road, Manchester, M22 9GP
171 Mottershead Road, Manchester, M22 9GP
175C Mottershead Road, Manchester, M22 9GP
7 Cotteridge Close, Manchester, M22 9BB
2 Cotteridge Close, Manchester, M22 9BB
39 Cornfield Drive, Manchester, M22 9AY
Flat 8, Kenneth Collis Court, Mottershead Road, Manchester, M22 9QU
Flat 23, Kenneth Collis Court, Mottershead Road, Manchester, M22 9QU
6 Leybrook Road, Manchester, M22 9QT
3 Avening Walk, Manchester, M22 1BX
29 Cricklewood Road, Manchester, M22 1AT
5 Rusland Walk, Manchester, M22 1AB
35 Cricklewood Road, Manchester, M22 1AT
140D Gladeside Road, Manchester, M22 9GT
140C Gladeside Road, Manchester, M22 9GT
22 Leybrook Road, Manchester, M22 9QT
20 Leybrook Road, Manchester, M22 9QT
24 Leybrook Road, Manchester, M22 9QT
23 Leybrook Road, Manchester, M22 9QT
16 Henfield Walk, Manchester, M22 9QF
4 Henfield Walk, Manchester, M22 9QF
7 Henfield Walk, Manchester, M22 9QF
25 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
13 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
21 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
170 Gladeside Road, Manchester, M22 9GS
1 Tenterden Walk, Manchester, M22 9QD
10 Tenterden Walk, Manchester, M22 9QD
6 Tenterden Walk, Manchester, M22 9QD
8 Frank Price Court, Cornfield Drive, Manchester, M22 9QX

156 Gladeside Road, Manchester, M22 9GS
152 Gladeside Road, Manchester, M22 9GS
15 Tenterden Walk, Manchester, M22 9QD
148 Gladeside Road, Manchester, M22 9GS
2 Oatlands Road, Manchester, M22 1BF
Wythenshawe Forum Nursery, The Forum Centre, Forum Square, Manchester, M22 5RX
Wythenshawe Forum Futures, The Forum Centre, Forum Square, Manchester, M22 5RX
Wythenshawe Forum Library, The Forum Centre, Forum Square, Manchester, M22 5RX
21 Longlevens Road, Manchester, M22 1UQ
7 Longhope Road, Manchester, M22 1UP
4 Avening Walk, Manchester, M22 1BX
3 Bramble Walk, Manchester, M22 1AY
4 Bramble Walk, Manchester, M22 1AY
4 Saxholme Walk, Manchester, M22 1AZ
11 Longlevens Road, Manchester, M22 1UQ
9 Longlevens Road, Manchester, M22 1UQ
6 Beamsley Drive, Manchester, M22 1TZ
72 Cotefield Road, Manchester, M22 1UG
64 Cotefield Road, Manchester, M22 1UG
58 Cotefield Road, Manchester, M22 1UG
50 Cotefield Road, Manchester, M22 1UG
55 Longhope Road, Manchester, M22 1UP
63 Longhope Road, Manchester, M22 1UP
5 Beamsley Drive, Manchester, M22 1TZ
1 Beamsley Drive, Manchester, M22 1TZ
45 Longhope Road, Manchester, M22 1UP
20 Beamsley Drive, Manchester, M22 1TZ
18 Beamsley Drive, Manchester, M22 1TZ
14 Beamsley Drive, Manchester, M22 1TZ
530 Greenwood Road, Manchester, M22 9RF
534 Greenwood Road, Manchester, M22 9RF
Flat 19, 539 Greenwood Road, Manchester, M22 9RE
541 Greenwood Road, Manchester, M22 9RE
547 Greenwood Road, Manchester, M22 9RE
19 Cornfield Drive, Manchester, M22 9AY
4 Ribchester Drive, Manchester, M22 9AZ
509 Greenwood Road, Manchester, M22 9RE
514 Greenwood Road, Manchester, M22 9RF
9 Wimbourne Drive, Manchester, M22 9BA
11 Wimbourne Drive, Manchester, M22 9BA
Flat 4, 11 Elderburn Road, Manchester, M22 9BH
Flat 3, 11 Elderburn Road, Manchester, M22 9BH
14 Cornfield Drive, Manchester, M22 9AY
16 Cornfield Drive, Manchester, M22 9AY
26 Cornfield Drive, Manchester, M22 9AY
27 Cornfield Drive, Manchester, M22 9AY
33 Cornfield Drive, Manchester, M22 9AY
179A Mottershead Road, Manchester, M22 9GP
46 Elderburn Road, Manchester, M22 9BD
159 Mottershead Road, Manchester, M22 9GP
30 Elderburn Road, Manchester, M22 9BD
163 Mottershead Road, Manchester, M22 9GP
32 Elderburn Road, Manchester, M22 9BD
39 Elderburn Road, Manchester, M22 9BD

126 Gladeside Road, Manchester, M22 9GT
2 Elderburn Road, Manchester, M22 9BD
8 Elderburn Road, Manchester, M22 9BD
30 Cornfield Drive, Manchester, M22 9AY
118 Gladeside Road, Manchester, M22 9GT
136 Gladeside Road, Manchester, M22 9GT
25 Cricklewood Road, Manchester, M22 1AT
52 Longlevens Road, Manchester, M22 1AX
1 Rusland Walk, Manchester, M22 1AB
140E Gladeside Road, Manchester, M22 9GT
10 Leybrook Road, Manchester, M22 9QT
140A Gladeside Road, Manchester, M22 9GT
142 Gladeside Road, Manchester, M22 9GS
19 Leybrook Road, Manchester, M22 9QT
20 Henfield Walk, Manchester, M22 9QF
24 Henfield Walk, Manchester, M22 9QF
11 Henfield Walk, Manchester, M22 9QF
3 Henfield Walk, Manchester, M22 9QF
19 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
5 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
2A Cornfield Drive, Manchester, M22 9QX
1A Cornfield Drive, Manchester, M22 9QX
172 Gladeside Road, Manchester, M22 9GS
2 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
3 Tenterden Walk, Manchester, M22 9QD
21 Tenterden Walk, Manchester, M22 9QD
25 Tenterden Walk, Manchester, M22 9QD
43 Cricklewood Road, Manchester, M22 1AT
30 Longlevens Road, Manchester, M22 1AX
19 Longlevens Road, Manchester, M22 1UQ
2 Bramble Walk, Manchester, M22 1AY
34 Cotefield Road, Manchester, M22 1UG
16 Saintsbridge Road, Manchester, M22 1UW
19 Longhope Road, Manchester, M22 1UP
22 Saintsbridge Road, Manchester, M22 1UW
2 Saintsbridge Road, Manchester, M22 1UW
17 Saintsbridge Road, Manchester, M22 1TT
56 Cotefield Road, Manchester, M22 1UG
65 Longhope Road, Manchester, M22 1UP
9 Beamsley Drive, Manchester, M22 1TZ
37 Longhope Road, Manchester, M22 1UP
80 Cotefield Road, Manchester, M22 1UG
74 Cotefield Road, Manchester, M22 1UG
102 Cotefield Road, Manchester, M22 1UG
526 Greenwood Road, Manchester, M22 9RF
1 Adshead Close, Manchester, M22 9RR
Flat 1, 539 Greenwood Road, Manchester, M22 9RE
Flat 4, 539 Greenwood Road, Manchester, M22 9RE
Flat 14, 539 Greenwood Road, Manchester, M22 9RE
Flat 3, 539 Greenwood Road, Manchester, M22 9RE
Flat 10, 539 Greenwood Road, Manchester, M22 9RE
21 Cornfield Drive, Manchester, M22 9AY
7 Ribchester Drive, Manchester, M22 9AZ
5 Cornfield Drive, Manchester, M22 9AY

2 Ribchester Drive, Manchester, M22 9AZ
507 Greenwood Road, Manchester, M22 9RE
195 Mottershead Road, Manchester, M22 9GP
518 Greenwood Road, Manchester, M22 9RF
512 Greenwood Road, Manchester, M22 9RF
3 Elderburn Road, Manchester, M22 9BD
5 Wimbourne Drive, Manchester, M22 9BA
24 Cornfield Drive, Manchester, M22 9AY
16 Elderburn Road, Manchester, M22 9BD
26 Elderburn Road, Manchester, M22 9BD
55 Elderburn Road, Manchester, M22 9BD
47 Elderburn Road, Manchester, M22 9BD
43 Elderburn Road, Manchester, M22 9BD
27 Elderburn Road, Manchester, M22 9BD
2 Scarth Close, Manchester, M22 9SD
167 Mottershead Road, Manchester, M22 9GP
175B Mottershead Road, Manchester, M22 9GP
175A Mottershead Road, Manchester, M22 9GP
185 Mottershead Road, Manchester, M22 9GP
191 Mottershead Road, Manchester, M22 9GP
181B Mottershead Road, Manchester, M22 9GP
122 Gladeside Road, Manchester, M22 9GT
151 Mottershead Road, Manchester, M22 9GP
36 Cornfield Drive, Manchester, M22 9AY
34 Cornfield Drive, Manchester, M22 9AY
14 Elderburn Road, Manchester, M22 9BD
120 Gladeside Road, Manchester, M22 9GT
12 Cotteridge Close, Manchester, M22 9BB
Flat 6, Kenneth Collis Court, Mottershead Road, Manchester, M22 9QU
Flat 21, Kenneth Collis Court, Mottershead Road, Manchester, M22 9QU
Flat 11, Kenneth Collis Court, Mottershead Road, Manchester, M22 9QU
4 Leybrook Road, Manchester, M22 9QT
2 Leybrook Road, Manchester, M22 9QT
44 Cricklewood Road, Manchester, M22 1AU
40 Cricklewood Road, Manchester, M22 1AU
27 Cricklewood Road, Manchester, M22 1AT
54 Longlevens Road, Manchester, M22 1AX
51 Longlevens Road, Manchester, M22 1AX
26 Cricklewood Road, Manchester, M22 1AU
37 Cricklewood Road, Manchester, M22 1AT
13 Leybrook Road, Manchester, M22 9QT
21 Henfield Walk, Manchester, M22 9QF
18 Henfield Walk, Manchester, M22 9QF
14 Henfield Walk, Manchester, M22 9QF
2 Henfield Walk, Manchester, M22 9QF
31 Tenterden Walk, Manchester, M22 9QD
1 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
30 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
29 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
10 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
14 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
28 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
22 Tenterden Walk, Manchester, M22 9QD
14 Tenterden Walk, Manchester, M22 9QD

164 Gladeside Road, Manchester, M22 9GS
174 Gladeside Road, Manchester, M22 9GS
Job Centre, The Forum Centre, Forum Square, Manchester, M22 5RX
Pharmacy, The Forum Centre, Forum Square, Manchester, M22 5RX
Peel Hall Medical Practice, Forum Health, Simonsway, Manchester, M22 5RX
28 Longlevens Road, Manchester, M22 1AX
44 Longlevens Road, Manchester, M22 1AX
40 Longlevens Road, Manchester, M22 1AX
38 Longlevens Road, Manchester, M22 1AX
36 Longlevens Road, Manchester, M22 1AX
21 Cricklewood Road, Manchester, M22 1AT
36 Cotefield Road, Manchester, M22 1UG
15 Longhope Road, Manchester, M22 1UP
24 Saintsbridge Road, Manchester, M22 1UW
28 Saintsbridge Road, Manchester, M22 1UW
6 Saintsbridge Road, Manchester, M22 1UW
7 Saintsbridge Road, Manchester, M22 1TT
46 Cotefield Road, Manchester, M22 1UG
57 Longhope Road, Manchester, M22 1UP
46 Longhope Road, Manchester, M22 1UP
90 Cotefield Road, Manchester, M22 1UG
96 Cotefield Road, Manchester, M22 1UG
22 Beamsley Drive, Manchester, M22 1TZ
24 Beamsley Drive, Manchester, M22 1TZ
29 Longhope Road, Manchester, M22 1UP
23 Saintsbridge Road, Manchester, M22 1TT
522 Greenwood Road, Manchester, M22 9RF
524 Greenwood Road, Manchester, M22 9RF
527 Greenwood Road, Manchester, M22 9RE
Flat 16, 539 Greenwood Road, Manchester, M22 9RE
539 Greenwood Road, Manchester, M22 9RE
1 Wimbourne Drive, Manchester, M22 9BA
4 Wimbourne Drive, Manchester, M22 9BA
15 Cornfield Drive, Manchester, M22 9AY
11 Cornfield Drive, Manchester, M22 9AY
2 Adshead Close, Manchester, M22 9RR
Flat 3, 9 Elderburn Road, Manchester, M22 9BG
Flat 1, 13 Elderburn Road, Manchester, M22 9BJ
37 Cornfield Drive, Manchester, M22 9AY
181 Mottershead Road, Manchester, M22 9GP
181C Mottershead Road, Manchester, M22 9GP
179 Mottershead Road, Manchester, M22 9GP
Flat 3, 48 Elderburn Road, Manchester, M22 9BE
44 Elderburn Road, Manchester, M22 9BD
57 Elderburn Road, Manchester, M22 9BD
59 Elderburn Road, Manchester, M22 9BD
51 Elderburn Road, Manchester, M22 9BD
35 Elderburn Road, Manchester, M22 9BD
169 Mottershead Road, Manchester, M22 9GP
5 Scarth Close, Manchester, M22 9SD
177A Mottershead Road, Manchester, M22 9GP
177 Mottershead Road, Manchester, M22 9GP
Flat 20, Kenneth Collis Court, Mottershead Road, Manchester, M22 9QU
34 Cricklewood Road, Manchester, M22 1AU

56 Longlevens Road, Manchester, M22 1AX
33 Cricklewood Road, Manchester, M22 1AT
3 Rusland Walk, Manchester, M22 1AB
12 Leybrook Road, Manchester, M22 9QT
11 Leybrook Road, Manchester, M22 9QT
1 Leybrook Road, Manchester, M22 9QT
21 Leybrook Road, Manchester, M22 9QT
29 Henfield Walk, Manchester, M22 9QF
25 Henfield Walk, Manchester, M22 9QF
12 Henfield Walk, Manchester, M22 9QF
5 Henfield Walk, Manchester, M22 9QF
1 Henfield Walk, Manchester, M22 9QF
24 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
23 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
Wythenshawe Police Station, Simonsway, Manchester, M22 5HF
5 Tenterden Walk, Manchester, M22 9QD
16 Tenterden Walk, Manchester, M22 9QD
4 Tenterden Walk, Manchester, M22 9QD
27 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
20 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
160 Gladeside Road, Manchester, M22 9GS
7 Tenterden Walk, Manchester, M22 9QD
9 Tenterden Walk, Manchester, M22 9QD
17 Tenterden Walk, Manchester, M22 9QD
Forum Health, Simonsway, Manchester, M22 5RX
30 Cotefield Road, Manchester, M22 1UG
1 Longlevens Road, Manchester, M22 1UQ
6 Saxholme Walk, Manchester, M22 1AZ
26 Longlevens Road, Manchester, M22 1AX
17 Longlevens Road, Manchester, M22 1UQ
11 Longhope Road, Manchester, M22 1UP
38 Cotefield Road, Manchester, M22 1UG
44 Cotefield Road, Manchester, M22 1UG
4 Saintsbridge Road, Manchester, M22 1UW
10 Beamsley Drive, Manchester, M22 1TZ
4 Beamsley Drive, Manchester, M22 1TZ
5 Saintsbridge Road, Manchester, M22 1TT
66 Cotefield Road, Manchester, M22 1UG
1 Saintsbridge Road, Manchester, M22 1TT
52 Cotefield Road, Manchester, M22 1UG
49 Longhope Road, Manchester, M22 1UP
47 Longhope Road, Manchester, M22 1UP
53 Longhope Road, Manchester, M22 1UP
61 Longhope Road, Manchester, M22 1UP
84 Cotefield Road, Manchester, M22 1UG
88 Cotefield Road, Manchester, M22 1UG
92 Cotefield Road, Manchester, M22 1UG
40 Longhope Road, Manchester, M22 1UP
94 Cotefield Road, Manchester, M22 1UG
23 Beamsley Drive, Manchester, M22 1TZ
19 Beamsley Drive, Manchester, M22 1TZ
23 Longhope Road, Manchester, M22 1UP
21 Longhope Road, Manchester, M22 1UP
33 Longhope Road, Manchester, M22 1UP

21 Saintsbridge Road, Manchester, M22 1TT
3 Adshead Close, Manchester, M22 9RR
Flat 8, 539 Greenwood Road, Manchester, M22 9RE
Flat 15, 539 Greenwood Road, Manchester, M22 9RE
543 Greenwood Road, Manchester, M22 9RE
Manchester Enterprise Academy, Simonsway, Manchester, M22 9RH
8 Wimbourne Drive, Manchester, M22 9BA
13 Cornfield Drive, Manchester, M22 9AY
8 Ribchester Drive, Manchester, M22 9AZ
6 Cornfield Drive, Manchester, M22 9AY
9 Cornfield Drive, Manchester, M22 9AY
Brotherton House, Cornfield Drive, Manchester, M22 9QE
7 Wimbourne Drive, Manchester, M22 9BA
3 Wimbourne Drive, Manchester, M22 9BA
Flat 1, 9 Elderburn Road, Manchester, M22 9BG
15 Elderburn Road, Manchester, M22 9BD
18 Elderburn Road, Manchester, M22 9BD
28 Cornfield Drive, Manchester, M22 9AY
17 Elderburn Road, Manchester, M22 9BD
23 Elderburn Road, Manchester, M22 9BD
181A Mottershead Road, Manchester, M22 9GP
177C Mottershead Road, Manchester, M22 9GP
Flat 2, 48 Elderburn Road, Manchester, M22 9BE
42 Elderburn Road, Manchester, M22 9BD
53 Elderburn Road, Manchester, M22 9BD
8 Scarth Close, Manchester, M22 9SD
37 Elderburn Road, Manchester, M22 9BD
6 Cotteridge Close, Manchester, M22 9BB
5 Cotteridge Close, Manchester, M22 9BB
10 Elderburn Road, Manchester, M22 9BD
Flat 19, Kenneth Collis Court, Mottershead Road, Manchester, M22 9QU
Flat 22, Kenneth Collis Court, Mottershead Road, Manchester, M22 9QU
140 Gladeside Road, Manchester, M22 9GT
48 Longlevens Road, Manchester, M22 1AX
14 Leybrook Road, Manchester, M22 9QT
18 Leybrook Road, Manchester, M22 9QT
7 Leybrook Road, Manchester, M22 9QT
5 Leybrook Road, Manchester, M22 9QT
31 Henfield Walk, Manchester, M22 9QF
23 Henfield Walk, Manchester, M22 9QF
22 Henfield Walk, Manchester, M22 9QF
9 Henfield Walk, Manchester, M22 9QF
29 Tenterden Walk, Manchester, M22 9QD
15 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
6 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
7 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
22 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
18 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
9 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
154 Gladeside Road, Manchester, M22 9GS
144 Gladeside Road, Manchester, M22 9GS
4 Oatlands Road, Manchester, M22 1BF
10 Saxholme Walk, Manchester, M22 1AZ
2 Avening Walk, Manchester, M22 1BX

7 Bramble Walk, Manchester, M22 1AY
5 Bramble Walk, Manchester, M22 1AY
8 Bramble Walk, Manchester, M22 1AY
15 Longlevens Road, Manchester, M22 1UQ
7 Longlevens Road, Manchester, M22 1UQ
13 Longlevens Road, Manchester, M22 1UQ
12 Saintsbridge Road, Manchester, M22 1UW
8 Beamsley Drive, Manchester, M22 1TZ
2 Beamsley Drive, Manchester, M22 1TZ
59 Longhope Road, Manchester, M22 1UP
3 Beamsley Drive, Manchester, M22 1TZ
82 Cotefield Road, Manchester, M22 1UG
44 Longhope Road, Manchester, M22 1UP
28 Beamsley Drive, Manchester, M22 1TZ
27 Longhope Road, Manchester, M22 1UP
15 Beamsley Drive, Manchester, M22 1TZ
19 Saintsbridge Road, Manchester, M22 1TT
12 Beamsley Drive, Manchester, M22 1TZ
528 Greenwood Road, Manchester, M22 9RF
53 Foxlair Road, Manchester, M22 9RL
Flat 2, 539 Greenwood Road, Manchester, M22 9RE
Flat 17, 539 Greenwood Road, Manchester, M22 9RE
Flat 6, 539 Greenwood Road, Manchester, M22 9RE
12 Cornfield Drive, Manchester, M22 9AY
17 Cornfield Drive, Manchester, M22 9AY
5 Ribchester Drive, Manchester, M22 9AZ
3 Ribchester Drive, Manchester, M22 9AZ
5 Elderburn Road, Manchester, M22 9BD
Flat 4, 9 Elderburn Road, Manchester, M22 9BG
Flat 5, 9 Elderburn Road, Manchester, M22 9BG
Flat 5, 13 Elderburn Road, Manchester, M22 9BJ
20 Cornfield Drive, Manchester, M22 9AY
23 Cornfield Drive, Manchester, M22 9AY
20 Elderburn Road, Manchester, M22 9BD
29 Cornfield Drive, Manchester, M22 9AY
35 Cornfield Drive, Manchester, M22 9AY
24 Elderburn Road, Manchester, M22 9BD
521 Greenwood Road, Manchester, M22 9RE
28 Elderburn Road, Manchester, M22 9BD
4 Scarth Close, Manchester, M22 9SD
31 Elderburn Road, Manchester, M22 9BD
1 Scarth Close, Manchester, M22 9SD
34 Elderburn Road, Manchester, M22 9BD
193 Mottershead Road, Manchester, M22 9GP
157 Mottershead Road, Manchester, M22 9GP
128 Gladeside Road, Manchester, M22 9GT
6 Elderburn Road, Manchester, M22 9BD
32 Cornfield Drive, Manchester, M22 9AY
Flat 7, Kenneth Collis Court, Mottershead Road, Manchester, M22 9QU
Flat 10, Kenneth Collis Court, Mottershead Road, Manchester, M22 9QU
140F Gladeside Road, Manchester, M22 9GT
138 Gladeside Road, Manchester, M22 9GT
8 Leybrook Road, Manchester, M22 9QT
41 Cricklewood Road, Manchester, M22 1AT

39 Cricklewood Road, Manchester, M22 1AT
36 Cricklewood Road, Manchester, M22 1AU
32 Cricklewood Road, Manchester, M22 1AU
1 Avening Walk, Manchester, M22 1BX
50 Longlevens Road, Manchester, M22 1AX
16 Leybrook Road, Manchester, M22 9QT
26 Leybrook Road, Manchester, M22 9QT
10 Henfield Walk, Manchester, M22 9QF
27 Tenterden Walk, Manchester, M22 9QD
26 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
12 Tenterden Walk, Manchester, M22 9QD
16 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
166 Gladeside Road, Manchester, M22 9GS
162 Gladeside Road, Manchester, M22 9GS
176 Gladeside Road, Manchester, M22 9GS
Wythenshawe Interchange, 31 Poundswick Lane, Manchester, M22 9PQ
33 Poundswick Lane, Manchester, M22 9PQ
8 Saxholme Walk, Manchester, M22 1AZ
23 Longlevens Road, Manchester, M22 1UQ
3 Longhope Road, Manchester, M22 1UP
32 Longlevens Road, Manchester, M22 1AX
18 Saintsbridge Road, Manchester, M22 1UW
17 Longhope Road, Manchester, M22 1UP
42 Cotefield Road, Manchester, M22 1UG
8 Saintsbridge Road, Manchester, M22 1UW
11 Saintsbridge Road, Manchester, M22 1TT
9 Saintsbridge Road, Manchester, M22 1TT
68 Cotefield Road, Manchester, M22 1UG
48 Cotefield Road, Manchester, M22 1UG
78 Cotefield Road, Manchester, M22 1UG
76 Cotefield Road, Manchester, M22 1UG
86 Cotefield Road, Manchester, M22 1UG
98 Cotefield Road, Manchester, M22 1UG
100 Cotefield Road, Manchester, M22 1UG
25 Beamsley Drive, Manchester, M22 1TZ
525 Greenwood Road, Manchester, M22 9RE
Flat 11, 539 Greenwood Road, Manchester, M22 9RE
Flat 12, 539 Greenwood Road, Manchester, M22 9RE
6 Wimbourne Drive, Manchester, M22 9BA
7 Cornfield Drive, Manchester, M22 9AY
1 Ribchester Drive, Manchester, M22 9AZ
Flat 2, 11 Elderburn Road, Manchester, M22 9BH
Flat 5, 11 Elderburn Road, Manchester, M22 9BH
Flat 2, 13 Elderburn Road, Manchester, M22 9BJ
Flat 3, 13 Elderburn Road, Manchester, M22 9BJ
22 Cornfield Drive, Manchester, M22 9AY
31 Cornfield Drive, Manchester, M22 9AY
177B Mottershead Road, Manchester, M22 9GP
Flat 4, 48 Elderburn Road, Manchester, M22 9BE
Flat 1, 48 Elderburn Road, Manchester, M22 9BE
40 Elderburn Road, Manchester, M22 9BD
49 Elderburn Road, Manchester, M22 9BD
10 Scarth Close, Manchester, M22 9SD
33 Elderburn Road, Manchester, M22 9BD

183 Mottershead Road, Manchester, M22 9GP
187 Mottershead Road, Manchester, M22 9GP
189 Mottershead Road, Manchester, M22 9GP
8 Cotteridge Close, Manchester, M22 9BB
124 Gladeside Road, Manchester, M22 9GT
3 Cotteridge Close, Manchester, M22 9BB
38 Cornfield Drive, Manchester, M22 9AY
1 Cotteridge Close, Manchester, M22 9BB
41 Cornfield Drive, Manchester, M22 9AY
10 Cotteridge Close, Manchester, M22 9BB
Flat 18, Kenneth Collis Court, Mottershead Road, Manchester, M22 9QU
134 Gladeside Road, Manchester, M22 9GT
46 Cricklewood Road, Manchester, M22 1AU
42 Cricklewood Road, Manchester, M22 1AU
38 Cricklewood Road, Manchester, M22 1AU
53 Longlevens Road, Manchester, M22 1AX
24 Cricklewood Road, Manchester, M22 1AU
55 Longlevens Road, Manchester, M22 1AX
28 Cricklewood Road, Manchester, M22 1AU
140B Gladeside Road, Manchester, M22 9GT
17 Leybrook Road, Manchester, M22 9QT
33 Henfield Walk, Manchester, M22 9QF
8 Henfield Walk, Manchester, M22 9QF
17 Henfield Walk, Manchester, M22 9QF
33 Tenterden Walk, Manchester, M22 9QD
11 Frank Price Court, Cornfield Drive, Manchester, M22 9QX
168 Gladeside Road, Manchester, M22 9GS
24 Tenterden Walk, Manchester, M22 9QD
2 Tenterden Walk, Manchester, M22 9QD
150 Gladeside Road, Manchester, M22 9GS
23 Tenterden Walk, Manchester, M22 9QD
19 Tenterden Walk, Manchester, M22 9QD
146 Gladeside Road, Manchester, M22 9GS
5 Longhope Road, Manchester, M22 1UP
5 Longlevens Road, Manchester, M22 1UQ
42 Longlevens Road, Manchester, M22 1AX
23 Cricklewood Road, Manchester, M22 1AT
34 Longlevens Road, Manchester, M22 1AX
2 Saxholme Walk, Manchester, M22 1AZ
14 Saintsbridge Road, Manchester, M22 1UW
26 Saintsbridge Road, Manchester, M22 1UW
15 Saintsbridge Road, Manchester, M22 1TT
70 Cotefield Road, Manchester, M22 1UG
3 Saintsbridge Road, Manchester, M22 1TT
54 Cotefield Road, Manchester, M22 1UG
41 Longhope Road, Manchester, M22 1UP
43 Longhope Road, Manchester, M22 1UP
42 Longhope Road, Manchester, M22 1UP
104 Cotefield Road, Manchester, M22 1UG
21 Beamsley Drive, Manchester, M22 1TZ
27 Beamsley Drive, Manchester, M22 1TZ
32 Beamsley Drive, Manchester, M22 1TZ
31 Longhope Road, Manchester, M22 1UP
17 Beamsley Drive, Manchester, M22 1TZ

16 Beamsley Drive, Manchester, M22 1TZ
523 Greenwood Road, Manchester, M22 9RE
Flat 9, 539 Greenwood Road, Manchester, M22 9RE
Flat 18, 539 Greenwood Road, Manchester, M22 9RE
545 Greenwood Road, Manchester, M22 9RE
2 Wimbourne Drive, Manchester, M22 9BA
10 Cornfield Drive, Manchester, M22 9AY
6 Ribchester Drive, Manchester, M22 9AZ
4 Adshead Close, Manchester, M22 9RR
3 Foxlair Road, Manchester, M22 9RL
Flat 2, 9 Elderburn Road, Manchester, M22 9BG
Flat 6, 13 Elderburn Road, Manchester, M22 9BJ
25 Cornfield Drive, Manchester, M22 9AY
22 Elderburn Road, Manchester, M22 9BD
36 Elderburn Road, Manchester, M22 9BD
515 Greenwood Road, Manchester, M22 9RE
517 Greenwood Road, Manchester, M22 9RE
519 Greenwood Road, Manchester, M22 9RE
161 Mottershead Road, Manchester, M22 9GP
3 Scarth Close, Manchester, M22 9SD
173 Mottershead Road, Manchester, M22 9GP
41 Elderburn Road, Manchester, M22 9BD
175 Mottershead Road, Manchester, M22 9GP
153 Mottershead Road, Manchester, M22 9GP
155 Mottershead Road, Manchester, M22 9GP
4 Cotteridge Close, Manchester, M22 9BB
4 Elderburn Road, Manchester, M22 9BD
12 Elderburn Road, Manchester, M22 9BD
Flat 9, Kenneth Collis Court, Mottershead Road, Manchester, M22 9QU

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 (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Susceptible to Surf Water Flood (More) -
Susceptible to Surf Water Flood (More) -

Susceptible to Surf Water Flood (More) -
Susceptible to Surf Water Flood (More) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: SOUTH AREA