

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143656/FO/2025

Date registered valid: 17 December 2025

Proposal: Part-Retrospective Planning Application for a three-storey development of 9no. apartments (Class C3), including car parking, cycle and bin storage, landscaping and boundary treatments.

Address: Land Between Rochdale Road And Tudor Avenue, Blackley Park Road, Manchester, M9 4DQ

Ward(s): Harpurhey Ward

Applicant: Mr Alex Kennedy, AKPS Limited

Agent (if any): Mr Kevin Rippingham, RK Architectural Limited

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

Recommendation: Approve

Date of recommendation: 5 February 2026

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 4 February 2026

Standard consultations:

Printed: 5 January 2026 Expired: 26 January 2026

Neighbour notifications

Printed: 5 January 2026 Expired: 26 January 2026

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site is occupied by a substantially completed, three storey apartment development associated with planning permission referenced 116509/FO/2017.

The development constructed to date has not been carried out in full accordance with the previously approved drawings and was also commenced after the three-year implementation period had expired. The current application therefore seeks to regularise these unauthorised alterations.



View of application site from Rochdale Rd

The site is adjoined by a three storey residential building to north and flanked to the east and south by an informal area of green opens space which backs onto Blackley Park Road and Tudor Avenue respectively.



View of front yard area



View of application site from Blackley Park Road



View of rear of application site from Tudor Avenue



View of proposed rear car park area

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application lies adjacent to the main north/south arterial route of Rochdale Road which links Rochdale with Manchester city centre.

With the exception of the large open space of Boggart Hole Clough, just to the east of the site, the immediate area is predominantly residential character, comprising buildings of various architectural styles, scale and tenure.

Description of development

Part retrospective planning permission is sought for a three-storey building to form 9 x 2 bedroom residential apartments, together with car parking, cycle and bin storage, landscaping and boundary treatment.

The development is substantially complete, with the exception of internal fit out, car parking, and landscaping.

The application seeks to regularise unauthorised changes associated with planning permission 116509/FO/2017, which also allowed for the erection of a three-storey building to form 9 apartments.

Following the granting of this permission, it transpired that the development was implemented outside the required implementation period and includes elements that have not been previously agreed. Namely, window fenestration, masonry/window detailing, a splayed central feature to the Rochdale Road frontage, boundary treatment and the lift/staircase to the rear being built higher than the main core of the building.

Following discussion with the applicant, the proposal seek to regularise some of the authorised change and includes further alterations to features considered unacceptable such as the windows fenestration, front door canopy, colouring of windows from white to black, boundary treatment and inclusion of window cills/headers stone dressing and greater window reveals.

Consultations & Notification Responses

Local Residents/Occupiers – 4 representations have been received. Whilst there is no objection in principle to the proposal, concerns are raised about works blocking an rear access to a neighbouring flat development accessed off Tudor Avenue.

Environmental Health – Conditions are recommended with respect to construction management, acoustic insulation, waste management and ground conditions.

Further information is requested in relation to the submitted Preliminary Risk Assessment. A Site Investigation report and Remediation Strategy is also required. A condition is suggested in this regard.

Greater Manchester Ecology Unit –It is recommended that bio-diversity enhancement be incorporated into the new development and that a condition should be included to support this.

The application is likely exempt from a BNG assessment under the de minimis rule (less than 25m² of habitat to be removed).

Highway Services – The following principal comments are made:

-The addition of 9 apartments is not expected to generate trips that would impact local highway safety or operation.

-It is noted that an existing dropped kerb access is in place along Rochdale Road. The dropped kerb should be reinstated as footway via a S278 agreement.

-The car parking provision is acceptable.

-It is requested that 20% of the car parking spaces have electric vehicle charging provision.

-The cycle parking provision for 10 spaces is acceptable.

Flood Risk Management - A condition is requested in relation to the submission and agreement of a surface water drainage scheme.

Greater Manchester Police (Design for Security) – Various security measures are recommended.

Namely:

- The sides of the building and the car park to the rear of the site should be securely enclosed with 2100mm high walls/railings and an automatic vehicular sliding gate to prevent unauthorised access to the partially hidden parking areas and rear of the apartments, where parked vehicles, doors and windows could be attacked unseen. Any combination of walls and railings should have panels fixed flush with the brickwork below, leaving no gaps or steps that would aid climbing. The cycle and bin stores should be independently enclosed and secured with lockable gates to prevent theft, mis-use and damage.

- The main communal entrance serving the apartment building should be formed by a single-leaf door-set, capable of being operated via a robust audio-visual access control system.
- The rear communal entrance should be for the use of residents only (off the secure car park).
- The street frontage of the apartment block should be protected by some defensible space
- defined by low-level railings to an approximate height of 1200-1400mm.
- The parking areas should be lit to an adequate and uniform level
- External lighting should be provided to all external front and rear doors, operated by photoelectric cell/daylight sensor.

It is highly recommend that a condition is included requiring the scheme to achieve the Secured by Design (SBD) Gold Award.

Planning History

116509/FO/2017

Erection of a three-storey building to form 9 two-bedroom apartments (Use Class C3a), with associated landscaping, access, parking and boundary treatment. *Approved 14 July 2017.*

095979/REP/2011/N1

Application for a new planning permission to replace an extant planning permission granted under previous Reserved Matters planning application 088008/MO/2007/N1 in order to extend the time limit for implementation to allow for the erection of a three storey building comprising 9 no. apartments. *Approved 31 May 2011.*

088008/MO/2008/N1

RESERVED MATTERS APPLICATION REVISED ELEVATIONS for the external appearance, the design and landscaping in connection with the erection of a three storey building comprising 9 apartments in association with previously approved Outline Application 076191/OO/2005/N1. *Approved 27 April 2009.*

076191/OO/2005/N1

OUTLINE APPLICATION for the siting and means of access for a three storey building comprising 9 no. flats. *Approved 11 November 2005.*

069930/OO/2003/N1

Outline application for the erection of 3 storey building for 9 flats and car parking provision. *Approved 4 March 2004.*

F08370

Erection of a single-storey garage to house lorries with office and store after demolition of dwellinghouse and out-buildings. *Refused 5 July 1978.*

Policy

Local Development Framework

The Development Plan consists of:

- The Manchester Core Strategy (2012);
- Saved policies of the Unitary Development Plan for the City of Manchester (1995);
- and
- Places for Everyone Joint Development Plan.

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy T2 (Accessible Areas of Opportunity and Need) states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections. Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

Within the City Centre, development should provide a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities.

Policy H1 (Overall Housing Provision) states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

The policy goes on to state that that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;

- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H2 (Strategic Housing Location) states that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing.

Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

Policy H3 (North Manchester) North Manchester, over the lifetime of the Core Strategy, will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes as well as along high frequency public transport routes.

Policy EN1 (Design Principle and Strategic Character Areas) relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

Policy EN16 (Air Quality) – states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

Policy EN17 (Water Quality) states that developments should minimise surface water run off and minimise ground contamination into the watercourse construction.

Policy EN19 (Waste) states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

In addition to the above, a number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

Policy E3.3 (Environmental Improvement and Protection) refers to the Council looking to upgrade the appearance of the city's major radial routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

Places for Everyone Joint Development Plan – This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications.

The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policy is set out below:

Relevant policies in this instance are:

JP-S1: Sustainable development
JP-S2: Carbon and Energy
JP-S4: Flood Risk and the Water Environment
JP-S5: Clean Air JP-S6: Resource Efficiency
JP-G8: A net enhancement of Biodiversity and Geodiversity
JP-C8: Transport Requirements of New Development
JP-H1: Scale, Distribution and Phasing of New Housing
JP-H3: Type, Size and Design of New Housing
JP-H4: Density of New Housing
JP-P1: Sustainable Places

Manchester Residential Quality Guidance

The document is a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;

- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

The Guide to Development in Manchester (SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

National Planning Policy Framework and Consultation Draft (December 2025)

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

National Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant sections of the NPPG in this case are as follows:

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other;
- form – the shape of buildings;
- scale – the size of buildings;
- detailing – the important smaller elements of building and spaces;
- materials – what a building is made from

Issues

Principle

Having regard to the existing planning policy framework, City Council policy and national planning guidance, the principle of the development is considered acceptable and has also been previously established by the most recent planning permission for similar development.

Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the City between 2009 and 2027. This growth is expected to be accommodated principally within the North, East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a

direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

New developments in the City will therefore be expected to contribute towards this growth strategy ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice.

Policy H1 goes on to state that the Regional Centre is a priority area for residential schemes in order to support regeneration and drive regional growth.

Policy H3 states further that north Manchester, over the lifetime of the Core Strategy, will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes as well as along high frequency public transport routes.

Policy H1 also seeks to ensure good quality family housing and whilst this specific proposal will be for apartments, the proposal does offer the opportunity to provide a couple of three bedroom apartments, along with spacious 2 bedroom apartments. This type of accommodation could be attractive to families and first time buyers alike.

Further policy support is also given within policies SP1 and H1 which seek to encourage development on previously developed land including the renewal of areas characterised by poor quality housing, whilst the NPPF advocates a presumption of sustainable development particularly where existing resources can be utilised and shared.

In this case, the proposal has led to the regeneration an untidy area of brownfield land and would add to the housing mix in the locality. The development is appropriately situated within a sustainable location within the context of an established residential area, where existing resources and infrastructure can be shared.

The site is situated adjacent to a high frequency transport route along Rochdale Road and therefore whilst family housing would be preferable, policy support is given to higher density developments in locations such as that proposed. For these reasons, the principle of the proposed development is considered acceptable. The more specific elements of the proposal and the impact upon the surrounding environment are explored further below.

Site Layout

Policies EN1 and DM1 of the Core Strategy, together with the Guide to Development in Manchester (SPD), require that new development proposals demonstrate an appropriate layout that responds to the surrounding context and maximises frontage onto the street scene (including key road corridors) and other important site features.

In this instance, the building has been designed to provide a principal frontage onto Rochdale Road, helping to maintain continuity within the established street scene. The proposed block has been arranged to follow existing building lines as closely as possible and to create an active street frontage. Pedestrian access is provided directly from Rochdale Road, with an additional access point located to the rear.

To the rear of the site, a parking area is proposed, providing one space per unit alongside secure cycle storage for up to 10 bicycles. A communal garden area is also incorporated within the rear of the site.

Overall, the footprint and building lines of the proposed development are considered to be in keeping with the surrounding built form and appropriate for a location adjacent to a main arterial route. Any shortfall in on-site amenity space is considered to be mitigated by the proximity of Boggart Hole Clough, which can be accessed from the rear of the development across Tudor Avenue.

Design, Scale and Appearance

The Guide to Development in Manchester SPD emphasises that the scale of new development should be informed by its surrounding context. Where proposals depart from the established scale, they should be of exceptional design quality and capable of forming a landmark within the area.

Policy EN1 of the Core Strategy further requires all development in Manchester to adhere to the seven principles of good urban design set out in national planning guidance, and to take account of the strategic character area in which it is located.

The proposed building is arranged over three storeys and reflects the scale and massing of the adjacent terrace located immediately to the north on Rochdale Road.

The external elevations would be predominantly masonry, incorporating a stone band at first-floor level, and finished with a pitched roof whose eaves and ridge heights are broadly consistent with neighbouring properties.

In terms of architectural approach, the applicant has pursued a traditional design with contemporary detailing, such as recesses and projecting windows. While the appearance contrasts with the adjacent terrace, it would not fundamentally depart from its established form, enabling the development to integrate successfully into the streetscape without appearing as a pastiche.

The south-facing side elevation has been designed to provide visual interest when viewed northwards along Rochdale Road, while also ensuring that it does not unduly constrain the future development potential of the adjoining land to the south. The inclusion of some primary windows also provides natural surveillance over the adjoining right of way, and given the separation afforded by this route, any future scheme on the neighbouring site could be designed to avoid issues relating to loss of privacy.

On balance, the proposed development is considered to make a positive contribution to the street-scene and will deliver a high-quality frontage that sits comfortably alongside the adjacent terrace without detracting from its character.

Access

The building includes level access in accordance with Part M of the Building Regulation and a lift to the upper floors..

In terms of room sizes, the proposed accommodation accords with the space standards as prescribed by the Manchester Residential Quality Guidance.

Residential Amenity

Policies DM1 and SP1 of the Core Strategy advocate that consideration should be given to effects of development upon the amenity, living conditions and the well-being of residents.

In this instance, the proposed development introduces a residential use into the context of a residential area adjacent to busy, main arterial route. Whilst it is acknowledged that there will be an increase in activity at the site, the limited amount of occupiers of the proposed development is unlikely to be so significant that the living conditions of neighbouring occupiers would be so severely affected.

In terms of the impact as a result of the physicality of the proposed apartment block as a result of any over-dominance, overshadowing or overlooking, it is believed that the interface distances and relationship with neighbouring properties is tolerable, without any significant impact upon living conditions.

On balance, it is considered that the impact upon the amenity of neighbouring occupiers is satisfactory. The proposed development is of an appropriate density for a development adjacent to a main radial route and the design of the development been formulated to minimise any impact upon the nearest residential properties.

It is however important to protect future and nearby occupiers from any undue noise and disturbance and therefore conditions are recommended with respect to acoustic insulation and waste management. A Class C3 use restriction will also prevent any potential over-intensification of use if the flats were ever to be occupied as HMOs.

Car Parking and Highways Impact

Policy T2 of the Core Strategy states that all new developments should provide appropriate car parking facilities and also that the circumstances of each proposal should be taken into account to establish what level of parking is appropriate.

Policy DM1 requires that adequate parking should be provided for all new development and consideration should be given to traffic generation and road safety, whereas policy SP1 goes on to state that new developments should improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The proposed development incorporates 1 space per unit to be created which given the location and density of the proposed development is considered acceptable.

Whilst there would be additional traffic entering and exiting Blackley Park Road and Tudor Avenue, it is not considered that the anticipated amount and frequency of vehicle movements will be so excessive that it will jeopardise highway or pedestrian safety or cause congestion on such roads. Highway Services have not expressed any concern about any impact on the local highway network or raised an objection.

Landscaping and Amenity Space

Typical of highly urbanised environments and higher density development, the location and context of the site does not enable substantial areas of landscaping to be incorporated. The proposal does allow for a relatively high quality landscaped setting which offer comparable if not more than other nearby flat developments.

The proposal allows for the incorporation of a communal area of lawn to the rear and robust, attractive soft landscaping around the perimeter, including a grass verge to the front, the use of block pavements to the car park area and boundary treatment comprising a combination of timber fencing and brick wall with railings above.. On the basis of the revised details submitted, the balance of landscaping and amenity provision, together with the new boundary treatments is considered satisfactory.

Waste Management

Policy DM1 of the Core Strategy refers to the need for all new development to have regard to refuse storage and collection.

For the proposed development, a communal refuse storage area to serve the development is proposed in a dedicated area to the rear of the building along the southern boundary. The bins would be stored within a timber enclosure and wheeled to Tudor Avenue on collection day.

Internally, the occupants of each apartment are to have a full height larder unit with pull out wire baskets for store small amounts of waste inside the flats residents will be responsible for storing transferring their own waste to the communal bin store ahead of collection.

In terms of collection, the bins are to be wheeled to the end of the access road onto Tudor Avenue on collection day by the building management company and subsequently returned to the store. Environment Health have confirmed that the proposed arrangement is acceptable.

Highway Services have previously queried whether refuse collection vehicle can adequately manoeuvre to the rear of the building upon bin collection. It should be noted however that the Tudor Avenue is an adopted highway where bins will be wheeled to on collection day. Other properties within the neighbouring terrace whose rear yards front Tudor Avenue incorporate a similar arrangement to that proposed, including that of a neighbouring hotel. It is therefore likely therefore that the proposed waste collection arrangement will be no different to the existing situation.

Crime and Disorder

Policy DM1 of the Core Strategy requires that consideration be given to community safety and crime prevention.

It is considered that proposal enhances natural surveillance to the street and through satisfactory planting and robust boundary treatment will allow for decent levels of defensible space and perimeter security. Access controls are proposed to each pedestrian access point.

To ensure all external fittings and associated works are of a satisfactory standard, it is recommended that a condition of the planning approval should require the completed development to achieve 'Secured by Design' accreditation.

Surface Water Drainage

A condition has been included which will require the submission and approval of a surface water drainage scheme in line with the flood risk hierarchy.

Ecology

The Greater Manchester Ecology Unit were consulted on the proposal. Their response indicates that whilst there will be some net loss of bio-diversity, its loss can be adequately mitigated

through a condition which will require the implementation bio-diversity enhancement i.e bird/bat boxes. They raise no significant concerns surrounding the loss of any wildlife habitats. The site is exempt from statutory biodiversity net gain requirements.

Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new development.

A condition has been included which will require the approval of a more detailed preliminary risk assessment, site investigation report and any subsequent remediation strategy prior to occupation of development.

Whilst a Preliminary Risk Assessment has been submitted in support of the application, the Council's Contaminated Land Section considered the report to be inadequate and have requested further information in relation to groundwater and the need for a correct controlled waters designation for the bedrock. Further details are also required with respect to more detailed site investigation works and any necessary remediation measures that arise.

Affordable Housing

Due to the size of the site and the number of units proposed, the proposed development falls below the threshold prescribed by Policy H8 of the Core Strategy which requires consideration to be given to the provision of affordable housing.

In this instance, the proposal comprises properties for private sale or rent and will therefore not include any affordable provision. It is considered that this approach is acceptable as the proposal seeks to diversify the property market within this area of Manchester and will bring with it other regenerative benefits.

Sustainability

The site is situated within a highly sustainable location, a short walking distance from bus stops along Rochdale Road with excellent links to the city centre.

Harpurhey district centre with its range of shops, amenities and services is situated a short distance south, further along Rochdale Road.

As such, it is believed that the proposal harnesses the objectives of sustainable development advocated by the National Planning Policy Framework (NPPF) which seeks to provide development in sustainable locations which will support strong, vibrant and healthy communities and contribute to building a strong, responsive and competitive economy.

Construction Management

To ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area or along key routes prior to works recommencing, a condition is included which requires the submission and approval of a construction management plan which details working practices, dust suppression, the parking of construction vehicles and the removal of waste.

Other Matters

Concerns have been raised by neighbouring occupiers regarding the obstruction of access to an adjacent block of flats, allegedly caused by fencing erected around the development site off Tudor Avenue.

A recent site visit found no evidence to indicate that access to the neighbouring property had been blocked. In any event, any dispute relating to rights of access constitutes a civil matter between the affected parties and does not fall within the remit of the planning process.

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 hereby approved shall not be occupied until a detailed schedule of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented 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.

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

Location Plan, RK103.05 (GA Floor Plans), RK103.02 (Proposed Elevations) and RK103.04 (Proposed Landscaping Plan), received by the City Council as Local Planning Authority on 6 August 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) 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.

4) The car parking layout indicated on drawing referenced RK103.04 (Proposed Landscaping Plan), received by the City Council as Local Planning Authority on 6 August 2025 shall be landscaped, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall remain in use at all times whilst the building is occupied and be for the sole use of occupants of the development.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

5) The bicycle storage area indicated on drawing referenced RK103.04 (Proposed Landscaping Plan), received by the City Council as Local Planning Authority on 6 August 2025 shall be implemented in full and made available for use prior to first occupation of the residential apartments hereby approved. 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.

6) a) Before first occupation of the residential accommodation hereby approved, a scheme for acoustically insulating the residential accommodation against noise from Rochdale Road shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved noise insulation scheme shall be completed before any of the apartments are occupied and shall thereafter be retained.

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

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

7) The hard and soft landscaping scheme approved by the City Council as Local Planning Authority as shown on drawing referenced RK103.04 (Proposed Landscaping Plan), received by the City Council as Local Planning Authority on 6 August 2025. shall be implemented within the first planting season following final occupation of the development hereby approved. 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.

8) Notwithstanding the boundary treatment currently in situ, the development hereby approved shall only be implemented in accordance with the boundary treatment shown on drawing referenced RK103.04 , received by the City Council as Local Planning Authority on 6 August 2025.. The approved details shall be in place prior to first occupation of the development and be retained and maintained in situ thereafter. No boundary treatment shall be erected on the site other than that shown on the approved drawings.

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

9) Prior to first occupation of the development hereby approved, a surface water drainage scheme for the development site, based on sustainable drainage principles, 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.

-For surface water connections, evidence of agreement in principle from the relevant authority/service provider is required to ensure there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed new connection will suffice.

-Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment. Provide at least a 50% reduction in brownfield runoff rate or greenfield runoff rate.

-Finalised surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events.

-Hydraulic calculations of the proposed drainage system, including all design parameters. 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.

-Where flows less than 5 l/s are proposed, a blockage risk assessment must be undertaken. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with Manchester City Council LLFA

-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).

-Construction details of flow control and SuDS components.

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

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. 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.

10) Notwithstanding details submitted, the development hereby approved shall not be occupied until a more detailed scheme for the storage (including segregated waste recycling) and disposal of refuse, has been submitted to and approved in writing by the City Council as Local Planning Authority. 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.

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.

11) Notwithstanding the Preliminary Risk Assessment submitted, before the development hereby approved commences, a revised 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.

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.

12) 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.

13) Prior to first occupation of the development hereby approved. 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. Details should include bat and bird boxes. 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 Core Strategy and the National Planning Policy Framework and policy JP-G8 of the Places for Everyone Joint Development Plan.

14) 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.

15) Notwithstanding details submitted, prior to the recommencement of development, a Construction Management Plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- 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 construction vehicles.

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

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

16) 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 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.

17) The residential units 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.

18) Before first occupation of the development hereby approved, the bathroom windows in the south facing elevation facing Blackley Park Road shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit

10 Blackley Park Road, Manchester, M9 4DQ
6 Blackley Park Road, Manchester, M9 4DQ
862 Rochdale Road, Manchester, M9 8AH
Flat 1, 892 Rochdale Road, Manchester, M9 8AH
Flat 2, 892 Rochdale Road, Manchester, M9 8AH
Flat 1, 890 Rochdale Road, Manchester, M9 8AH
Flat 2, 890 Rochdale Road, Manchester, M9 8AH
Flat 5, 880 Rochdale Road, Manchester, M9 8AH
Flat 6, 880 Rochdale Road, Manchester, M9 8AH
Flat 8, 880 Rochdale Road, Manchester, M9 8AH
Flat 7, 880 Rochdale Road, Manchester, M9 8AH
1065 Rochdale Road, Manchester, M9 8AJ
Alliance Inn, Russet Road, Manchester, M9 8BN
Flat 2, 876 Rochdale Road, Manchester, M9 8AH
Flat 3, 878 Rochdale Road, Manchester, M9 8AH
Flat 3, 874 Rochdale Road, Manchester, M9 8AH
42 Ada Street, Manchester, M9 4BH
36 Ada Street, Manchester, M9 4BH
7 Cumberland Road, Manchester, M9 8BH
864 Rochdale Road, Manchester, M9 8AH
8 Blackley Park Road, Manchester, M9 4DQ
4 Blackley Park Road, Manchester, M9 4DQ
2 Blackley Park Road, Manchester, M9 4DQ
880 Rochdale Road, Manchester, M9 8AH
878 Rochdale Road, Manchester, M9 8AH
Flat 3, 876 Rochdale Road, Manchester, M9 8AH
Flat 1, 876 Rochdale Road, Manchester, M9 8AH
Flat 4, 878 Rochdale Road, Manchester, M9 8AH
Flat 2, 878 Rochdale Road, Manchester, M9 8AH
Flat 1, 878 Rochdale Road, Manchester, M9 8AH
Flat 2, 874 Rochdale Road, Manchester, M9 8AH
Flat 1, 874 Rochdale Road, Manchester, M9 8AH
Paul Murphy Centre, 1067 - 1071 Rochdale Road, Manchester, M9 8AJ
58 Ada Street, Manchester, M9 4BH
56 Ada Street, Manchester, M9 4BH
54 Ada Street, Manchester, M9 4BH
52 Ada Street, Manchester, M9 4BH
50 Ada Street, Manchester, M9 4BH
48 Ada Street, Manchester, M9 4BH
46 Ada Street, Manchester, M9 4BH
44 Ada Street, Manchester, M9 4BH
40 Ada Street, Manchester, M9 4BH
38 Ada Street, Manchester, M9 4BH
1049 Rochdale Road, Manchester, M9 8AJ
5 Cumberland Road, Manchester, M9 8BH
888 Rochdale Road, Manchester, M9 8AH

886 Rochdale Road, Manchester, M9 8AH
882 - 884 Rochdale Road, Manchester, M9 8AH

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH AREA