MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	143748/FO/2025
Date registered valid:	12 December 2025
Proposal:	Erection of a 3-storey residential building to form 13no. residential apartments (Class C3), together with creation of vehicular access, associated parking and landscaping
Address:	101 Queens Road, Manchester, M8 8UT
Ward(s):	Cheetham Ward
Applicant:	Mr Mohammed Suliman Aljohani
Agent (if any):	Mr Saghir Hussain, Create it Studio Architects
Case officer:	Steven McCoombe Tel: 0161 234 4607 Email: steven.mccoombe@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	17 February 2026

Application details

Type of application: Full Application Consent

Development type: Major Dwellings

Date of site visit: 9 January 2026

Standard consultations:
Printed: 17 December 2025 Expired: 10 January 2026

Neighbour notifications
Printed: 17 December 2025 Expired: 10 January 2026

Site notice
Posted: 9 January 2026 Expired: 30 January 2026

Press advert
Published: 23 December 2025 Expired: 16 January 2026

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site comprises a vacant and derelict plot located at the corner of Queens Road and Appleford Drive. The land is currently overgrown, subject to fly-tipping, and enclosed by a deteriorating stone boundary wall. It is understood that the site formerly contained a residential property and a dance school.

To the west, the site adjoins a bus depot and a transport museum which is Grade II listed. To the north lies a former social club and its associated car park, now operating as a trade premises selling kitchen and joinery products, along with ceramic tiles. The southern and eastern boundaries front directly onto Queens Road and Appleford Drive respectively. A pedestrian crossing is situated immediately in front of the site along Queens Road.



View of application site from opposite side of Queens Rd



View of application site and Listed Bus Dept to the west



View of application site looking eastwards along Queens Rd



View inside the boundary of application site



View of application site looking towards Appleford Drive

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The immediate area is mixed use in character and includes a bus depot and transport building (Grade II listed) which adjoins the site to the west, a commercial trade premises which adjoins the site to north and a restaurant to the opposite side of Appleford Drive to the east. The wider area is largely residential in character. A short distance to the east, is Queen Road Metrolink stop which links the site to the City Centre and north Manchester, Bury and beyond.

Description of development

Planning permission is sought for the erection of erection of a 3 storey building to form 13no. residential apartments (Class C3), together with the creation of vehicular access off Appleford Drive and associated parking, landscaping and waste/cycle storage area.

Since submission, the proposal has been modified to take account of the Council's concerns surrounding site layout, scale, elevational design and the impact to the neighbouring listed building which adjoins the site to the west and the impact to the adjoining premises to the north.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environmental Health – No objection. Conditions are recommended in relation to construction management, acoustic insulation, external plant equipment, waste management, air quality, ground conditions and waste management.

Flood Risk Management – Conditions are requested in relation to the submission and agreement of a surface water drainage scheme and for its subsequent maintenance.

Greater Manchester Police (Design for Security) – No major concerns. A condition is requested which requires the development to achieve 'Secured by Design' accreditation.

Greater Manchester Ecology Unit (GMEU) - The Preliminary Ecological Appraisal (PEA) identified the site as containing neutral grassland, mixed scrub, ruderal/ephemeral vegetation, and some individual trees. No additional ecological surveys were required, but mitigation measures for hedgehogs and nesting birds must be implemented and secured through planning conditions. Biodiversity enhancements, including bat and bird boxes, should also be conditioned.

An 'informative' is recommended to remind the applicant that protected species may be encountered unexpectedly and that legal obligations to safeguard biodiversity still apply.

Montbretia, an invasive species was recorded on site. As it is illegal to cause its spread, the applicant must be advised to obtain specialist guidance if work risks disturbing or spreading the plant.

The Biodiversity Net Gain (BNG) assessment concluded that the development will result in the loss of 3.76 habitat units, requiring the purchase of at least 4.14 off-site habitat units. The Local Planning Authority can be confident that off-site units will be available. A statutory Biodiversity Gain Plan condition will apply, requiring evidence at discharge stage of how a 10% net gain will be achieved, including the final BNG metric and confirmation that the necessary units have been secured.

Highway Services (in consultation with TFGM) – The following principal comments are made:

Trip Generation

The proposed trip generation is anticipated to generate the following vehicular trips:
- 3 two-way trips in the AM Peak (8.00 - 9.00); and
- 5 two-way trips in the PM Peak (16:00 - 17:00)

This is considered acceptable.

Access

Existing vehicular access to the site from Queens Road is proposed to be extended. A new vehicular access is proposed from Appleford Drive, providing entry to the rear car park. This will be subject to a Section 278 agreement.

Parking

The proposed parking ratio is considered acceptable. Swept path assessments have been carried out. It demonstrates a standard design vehicle accessing the site, manoeuvring into the parking bays and exiting in a forward gear.

Off-site highway works

A S278 agreement is required for works to the adopted highway.

Redundant vehicle access points should be reinstated. The footway surrounding the site should be resurfaced. Tactile paving and dropped kerbs should be provided at the proposed new vehicular access. It is recommended that tactile paving is provided at the Appleford Drive/Queens Road Junction. No waiting at any time TROs in the form of double yellow lines will be required at the proposed vehicular access to ensure adequate clearance for vehicles accessing/egressing the site and to prevent on-street parking.

EV charging

20% of the total number of spaces should be fitted with EV charging points with ducting infrastructure. Charging units should be a minimum of 7kW.

Cycle Storage

A secure and sheltered cycle store is to be provided within the site boundary. The cycle store will accommodate 10no. cycle parking spaces. 100% cycle parking provision should be made.

Boundary Treatment

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

All gated accesses will need to provide inwards.

opening gates to ensure they do not impact on the adopted footway or highway.

A vehicular visibility splay assessment should be undertaken at the Appleford Drive/Queens Road junction.

Waste Management

A waste management strategy should be conditioned and attached to any planning approval.

Travel Plan

It is recommend that a Travel Plan is conditioned and attached to any planning approval.

Construction Management

A detailed Construction Management Plan is required prior to any construction works taking place and should be conditioned.

Planning History

112704/MO/2016

Application for approval of reserved matters following outline approval under application 101700/OO/2013/N1 which gave approval for new part 2, part 3 storey residential development for a maximum of 9 no. apartments with retail and office space at ground level (Use Classes A1 and B1), and associated car parking. Appearance, landscaping, layout and scale to be considered. Means of access previously approved at outline stage. Approved 14 September 2017.

101700/OO/2013/N1

OUTLINE APPLICATION with access to be considered for new part 2, part 3 storey residential development for a maximum of 9 no. apartments with retail and office space at ground level (Use Classes A1 and B1), and associated car parking. All other matters to be reserved. *Approved 29 July 2013.*

084311/FO/2007/N1

Erection of 2/3 storey building to accommodate 9 No. apartments with associated car parking and landscaping. *Approved 6 November 2007.*

080443/FO/2006/N1

Erection of a 2/3 storey building to form 12 apartments with associated car parking, landscaping and boundary treatment. *Refused 13 February 2007*.

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, DC19.1 and DC26 of the Unitary Development Plan;

-Policies SP1, DM1, DM2, EC2, H1-3, H8, T2, EN1, EN3, 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)

-National Planning Policy Guidance (NPPF) and Consultation Draft National Planning Policy Guidance (December 2025)

-National Planning Practice Guidance (NPG)

Issues

Principle

The principle of the proposed development is considered acceptable. It would bring a vacant and unkempt brownfield site back into beneficial use, whilst contributing to both local and national housing growth targets.

Policies SP1, H1 and H3 support the provision of new housing on previously developed land, particularly where sites are in sustainable locations. This approach is consistent with the NPPF, which seeks to boost housing supply and promote the efficient use of land. The site benefits from good access to public transport, local services and amenities, making it a suitable location for residential development where existing infrastructure and resources can be utilised. The proposal would introduce a mix of new homes, bring a neglected site back into use, help deter anti-social behaviour and broaden the local housing offer.

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

On this basis, the proposal is considered to accord with the aforementioned policy and guidance.

Redevelopment of the Site and Contribution to Regeneration

The proposal would redevelop a vacant, derelict brownfield site which occupies a prominent position along Queens Road which has been vacant for a number of years.

The proposed development would deliver decent quality residential accommodation in a highly sustainable and accessible location. It is acknowledged that there is a strong link between economic growth, regeneration and the provision of a range of residential accommodation and overall, the proposal would deliver substantial social, economic, and environmental benefits that weigh strongly in favour of the proposal.

Site Layout

The application site is an irregular rectangular shaped plot. The proposed layout has been designed to address the surrounding road frontages, creating an active streetscape, whilst remaining visually subordinate to the adjacent Grade II listed bus depot and transport museum. The building is set back from Queens Road to provide a landscaped buffer and to respect the established building line.

Vehicular access would be taken from Appleford Drive via an under-croft, leading to a parking area accommodating 10 vehicles, including one accessible space. This arrangement reduces the visibility of parked cars from the public realm and would improve the character of Queens Road through the provision of a generous landscaped strip along the main frontage, together with a pedestrian route to the apartments. Further planting within the parking area helps soften its appearance and breaks up the extent of hard surfacing. Bin and cycle storage facilities are located in the north eastern corner of the site.

Overall, the layout is considered to achieve an appropriate balance between built form, viability, landscaping, and car parking. The layout positively to the constraints and relationships with neighbouring land uses, whilst making efficient use of the site. The proposed development is therefore considered to realise the site's potential without detracting from the character or appearance of the surrounding area and is considered acceptable in design terms.

Design, Scale and Appearance

The design, scale and overall appearance of the proposed development is considered appropriate for the site, with the layout positively addressing its prominent corner position at the junction of Queens Road and Appleford Drive. The development has been sensitively designed to respect and complement the adjoining Grade II listed bus depot, ensuring the new building sits comfortably within the street-scene.

The surrounding area is characterised predominantly by two and three-storey development, and the proposal has been carefully shaped to reflect this local pattern. The building maintains a consistent three storey height across the majority of the site, with a reduction in height closest to the listed building to provide greater visual separation and reinforce a sense of subservience to the heritage asset.

Architecturally, the scheme adopts a principal gable roof form, with a series of front and rear gable features that reflect the rhythm and proportions of the listed bus depot. Window openings are arranged in a simple, regular pattern with a strong vertical emphasis, creating a clean and uncluttered façade that aligns with the depot's fenestration. This approach ensures the development integrates sensitively with its surroundings whilst contributing positively to the character of the area.



Proposed Queens Road elevation showing relationship with the neighbouring listed building

In terms of materials, the external facade is to comprise red facing brickwork and a traditional tiled pitched roof. The exact specification of materials is proposed to be controlled via an attached planning condition to ensure appropriate quality.

Overall, the proposed development represents a high-quality, contextually responsive design that would significantly enhance the appearance of the site. It would make a positive contribution to the wider street scene and local character, without appearing intrusive, overbearing or out of keeping with the surrounding area.

Standard of Accommodation

The proposal involves the creation of 9 x 1no bedroom and 4 x 2 no. bedroom apartments across three floors.

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. This ensures that each unit provides an appropriate amount of usable, comfortable, and well-proportioned living space for future residents.

The ground floor is to incorporate level access, with a lift serving the upper floors. An accessible parking space is provided to the rear.

Highway Impact

The site is considered suitably accessible by public transport with frequent bus services along Queens Road and Cheetham Hill Road, which link the site to the city centre, north Manchester and beyond, as well as Queens Road Metrolink a short walking distance to the east of the site.

A total of 10 car parking spaces are proposed, including 1 accessible space.

Based on the forecast trip generation coupled with the highly accessible location of the site, the number of parking spaces is considered adequate to satisfy parking demand, supplemented by bike storage space to encourage non car modes of travel. There is also ample unrestricted parking provision along Appleford Drive in the event of any overspill parking demand.

It is considered that the proposal is unlikely to generate a significant increase in the level of vehicular trips which would impact unduly on network capacity. Highway Services raise no concerns in this regard or with regard to any impacts to highway safety.

It is therefore maintained that an acceptable level of provision has been proposed. On this basis, the impact upon highway and pedestrian safety is considered satisfactory.

In order to ensure safe pedestrian access and to improve the appearance an function of the adjoining highway, Highway have suggested off site highway works are required, comprising the installation of tactile pavement adjacent to the car park access and for the resurfacing of the footway for all footway that adjoins the site. Such works will require a separate S.278 agreement and also need to be agreed by way of an attached planning condition.

Residential Amenity

Given the established mixed-use character of the surrounding area, along with existing background activity and the site's position adjacent to a busy thoroughfare, the introduction of a modest residential scheme of 13 units is not expected to result in any significant or unacceptable effects on the amenity of nearby residents. This includes those living opposite the

site on Queens Road and those further along Appleford Drive, in respect of noise, disturbance, or general activity.

Whilst it is recognised that the development would generate a greater level of activity than the site's current vacant state, this increase is considered appropriate for the location. Any associated impacts are expected to be limited and capable of being managed or mitigated effectively.

In terms of any potential impacts arising from the physical form of the proposed building such as overdominance, overshadowing, or overlooking, it is considered that, given the separation distances and the relationship, window positioning and orientation relative to neighbouring buildings is unlikely to result in any significant adverse effect on neighbouring living conditions.

Heritage Impact

The application site is not located within a designated conservation area and there are no buildings on site which are listed. There is however a Grade II listed building (Bus Depot and Transport Musuem) building which neighbours the site to the west. It is therefore necessary to assess the impact on the setting of this listed building.

Policies EN3 and DC19.1 of the Core Strategy, along with Section 16 of the NPPF, underline the need for due consideration to be given to the impact of new developments on heritage assets, including the setting of listed buildings.

In this case, the neighbouring Grade II listed asset has historic, aesthetic and communal value as a good example of the development of the transport system in Victorian Manchester, with some significant architectural details. The proposed development would be sited close to the bus station continuing the established front building line and referencing the existing gables. There would be visual improvement to the heritage asset from by eliminating the derelict appearance of the existing vacant site which detracts from the setting of the listed building

Following initial concerns that the height, scale, and massing of the apartment block appeared overly dominant in relation to the listed bus station, particularly as it exceeded the height of the heritage asset and failed to read as subservient, the building has been redesigned. The revised proposal now steps down in height at the section closest to the bus station, retains the established front building line, and removes frontage parking to create a more sympathetic relationship with the heritage building.

Architecturally, the introduction of broken gables to the principal elevation references those found on the listed bus station. This design choice helps to visually break down the building's massing and contributes to a more coherent and contextually responsive composition.

In addition, the overall scale and massing of the proposal have been reduced, with the main roof ridge now aligning with that of the listed building. This adjustment establishes a more harmonious and proportionate relationship within the street scene, respecting both the character and prominence of the heritage asset.

On balance, it is considered that the proposed development would have a less than substantial impact upon the setting of the neighbouring Grade II listed building and any impact arising from the proposed development is outweighed by the public benefits that would be delivered. Namely, meeting housing growth aspirations for the area, significant environmental improvements and the creation of direct and indirect employment through the construction of the development.

Waste Management

The application has been accompanied by a waste management strategy which indicates the provision of a dedicated bin storage areas which is located to the north eastern corner of the site.

Internally, the proposed apartments incorporate sufficient storage space to accommodate waste, food caddies and recycling containers, until the need to transport the waste by residents to the dedicated waste stores.

Whilst the indicative waste management strategy is considered acceptable Environmental Health have requested that the applicant provide more information as the proposed capacity of containers. A suitable condition has been included which requires further details to be submitted and agreed prior to first occupation of the apartments.

Trees and Landscaping

The application site is currently overgrown and has naturally regenerated with self-seeded species such as Goat Willow, Elder, Birch and Ash. All existing trees located around the site's perimeter are proposed for removal to facilitate the development. This includes one individual tree and five groups of trees.

The submitted Arboricultural Assessment concludes that the trees on site are of low arboricultural value, offering no realistic long-term benefit or viable contribution to the site. The Council's Arboriculturalist supports this view. Whilst the loss of any tree is regrettable, their removal would enable replacement planting either within the site or off-site to create a more cohesive, appropriate and sustainable landscape with improved amenity benefits.

Opportunities for substantial replacement planting within the site are limited due to the proposed form and density of the development. Nevertheless, new soft landscaping is be incorporated wherever practicable to maximise amenity and biodiversity value. In this instance, this will be focused along the Queens Road frontage and within a small area within the rear car park.

As full on-site replacement cannot be achieved, additional planting would be secured through off-site provision via the statutory Biodiversity Net Gain process.

Due to the highly urbanised nature of the site and its surroundings coupled with the exiting site context, it is considered that an appropriate balance of landscaping and setting for the building can be achieved in this instance which would enable the development potential of the site to be maximised.

A condition is included which requires the submission and agreement of a more detailed landscaping scheme.

Boundary Treatment

The existing site boundary comprises a stone wall is in a poor and dangerous condition with parts falling towards the road due to tree roots pushing through the structure and a lack of site management. The proposed boundary includes a combination of 675mm low brick walls with 1100mm metal railings above to the street facing elevations and a 2.1 metre high timber fence to the rear (north) elevation. This arrangement is considered acceptable in principle subject to agreeing materials by way of an attached planning condition.

Ecology and Biodiversity

Greater Manchester Ecology Unit (GMEU) have assessed the submitted Preliminary Ecological Appraisal which found the site to comprise other neutral grassland, mixed scrub, ruderal/ephemeral and individual trees.

No objection is raised to the proposal on ecological grounds. A condition however has been included to promote bio-diversity on the site above statutory requirements for which it is envisaged that aside from planting, bird and bat boxes could be provided.

Montbretia was also identified on site, which is listed under schedule 9 part 2 of the Wildlife and Countryside Act 1981 (as amended). It is advised that a condition be included to ensure its safe eradication.

In terms of statutory biodiversity net gain, GMEU considered that there is no reason to doubt the assessment of the baseline or proposed value of the site which notes that there would be a loss of 2.26 habitat units at the site. Given the relatively small number of units required to achieve an overall 10% net gain, there is no objection to the purchase of these from an off-site provider. It is considered that the Local Planning Authority can be reasonably confident that these will be available when it comes to discharging the BNG condition. The statutory Biodiversity Gain Plan condition applies.

Crime and Disorder

The proposed development would eradicate fly tipping at the site and offer substantial environment improvement, as well as enhanced site security by introducing natural surveillance, activity, boundary treatment and a degree of guardianship to the site that is not currently experienced.

The application is also accompanied by a Crime Impact Statement in associated with Greater Manchester Police (Design for Security). The Statement makes a number of recommendations in relation to security measures, to be secured by way of a condition which requires 'Secure by Design' accreditation to be achieved. It is considered that provided the recommendations of the Crime Impact Statement are implemented, the impact to crime and security is satisfactory.

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 Queens Road and Cheetham Hill Road and within a short walking distance of Queens Road Metrolink station.

The Fort Retail Park is situated a short distance to the south west along Cheetham Hill Road with a number of local shops and services located further to the east along Queens Road. The City Centre is situated a couple of kilometres to the south.

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.

Flood Risk and Drainage

A condition is included for the submission and agreement of a surface water drainage scheme which should be designed in accordance with the drainage hierarchy.

Environmental Standards

City Council policy places strong emphasis on delivering low-carbon, energy-efficient development, and proposals are required to demonstrate a clear and robust commitment to these aims.

The application is accompanied by an Energy Statement which assesses the anticipated energy performance of the proposal. The design has been developed to maximise opportunities for reducing energy demand and carbon emissions, with careful consideration given to the site layout, building orientation, and the incorporation of passive design measures to minimise overall energy consumption.

As outlined in the Energy Statement, the proposed design measures are expected to reduce total carbon emissions by 77.18% compared with the requirements of current Building Regulations. Key measures include an enhanced building fabric, improved air tightness and thermal bridging performance, highly efficient mechanical ventilation with heat recovery (MVHR) to all dwellings, electric panel heaters for space heating, highly efficient hot water heat pumps, an energy-efficient lighting strategy utilising predominantly LED fittings, and a roof-mounted photovoltaic (PV) array.

A condition is included requiring the submission and approval of a verification report to ensure that these measures are fully implemented within the completed development.

Construction Management

To ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area, a condition is included which requires 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.

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 polices 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:

A1480(02)AP001 Rev P1 (Location Plan and Existing Site Plan), received by the City Council as Local Planning Authority on 15 August 2025, drawing referenced A1480(03)AP005 Rev P4 (Proposed Queens Rd Street View), received by the City Council as Local Planning Authority on 2 February 2026 and drawings referenced A1480(03)AP003 Rev P7 (Proposed Floor Plans), A1480(03)AP002 Rev P5 (Proposed Site Plan and 3D Views) and A1480(03)AP004 Rev P6 (Proposed Elevations), received by the City Council as Local Planning Authority on 10 February 2026.

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 development that is hereby approved shall commence unless and until samples and specifications 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 materials.

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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

4) Prior to the commencement of development, a construction management plan outlining working practices during development and demolition shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- 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 plan.

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

5) 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.

6) No development or preparatory site works (including vegetation clearance, earthworks, access formation, demolition, or material deliveries) shall commence until a comprehensive Invasive Species Management Method Statement has been submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with the agreed details.

Reason - Montbretia has been detected on site and to prevent the introduction, spread, or re-establishment of invasive non-native species within and from the site, pursuant to the Wildlife and Countryside Act 1981 and policies DM1 and SP1 of the Manchester Core Strategy.

7) 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:

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

-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.

-Details of surface water attenuation to align with the Manchester, Trafford and Salford Strategic Flood Risk Assessment. For brownfield sites a minimum of 50% betterment is required for reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates.

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

-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.

-An assessment of surface water pollution risk in-line with CIRIA C753 and, where required, evidence of pollution control measures (preferably through SuDS) to treat surface water prior to discharge.

-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). Where minimum easements cannot be met, evidence is required from the structural engineer that the building foundations are appropriately designed to protect the building and SuDS feature.

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 of the Manchester Core Strategy and policy JP-S4 of the Places for Everyone Joint Development Plan.

8) Prior to the first occupation of the development hereby approved, details of the implementation, maintenance and management of the surface water drainage scheme, as

approved by Condition 7, shall be submitted to and approved 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.

-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 EN8 and EN14 of the Manchester Core Strategy and policy JP-S4 of the Places for Everyone Joint Development Plan.

9) a) Notwithstanding details submitted, prior to the commencement of development, 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.

10) 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.

11) Notwithstanding details submitted, the apartments hereby approved shall not be occupied until there has been submitted to and approved in writing by the City Council as Local Planning Authority, a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed prior to first occupation of the apartments and the development shall be carried out in accordance with the approved details which 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.

12) Notwithstanding details submitted, no above ground development shall commence until a hard and soft landscaping treatment scheme, has been submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

13) Prior to first occupation of the development 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. 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 any site clearance or earthworks a reasonable avoidance measures method 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.

15) a) 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.

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 and to minimise impacts on protected species that may commute and forage in the area pursuant to Core Strategy policies DM1 and EN15 and policies JP-P1 and JP-G8 of the Places for Everyone joint development plan.

16) 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.

17) Notwithstanding details submitted, no above ground development shall commence 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.

18) Notwithstanding details submitted, 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.

19) The car parking show on the approved drawings to serve the development hereby permitted shall be laid out, demarcated and made fully available for use prior to the development first being occupied and shall be retained thereafter. 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.

20) 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.

21) Prior to the first occupation of the development, a Travel Information Pack to be issued to future occupiers of the development hereby approved shall be submitted to and approved in writing by the City Council as Local Planning Authority. The Travel Information Pack shall include, but not be limited to:

-Information on local walking and cycling routes;

-Public transport services, timetable information and ticketing options;

-Details of the nearest bus stops, rail and tram stations, and community transport (where applicable);

-Information on car-sharing schemes and any on-site or nearby electric vehicle charging provision;

-Promotion of sustainable travel behaviour, including any incentives or discounts available to new occupiers.

The approved Travel Information Pack shall be provided to all first occupiers at the point of occupation of each apartment. The development shall thereafter be carried out in accordance with the approved details.

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

22) Prior to occupation of the development hereby approved, full details of all necessary off-site highway work, shall be submitted to and approved in writing by the City Council as Local Planning Authority. Details shall include:

-The provision of tactile paving and dropped kerbs to the site vehicular access points.

-No waiting at any time TROs in the form of double yellow lines will be required at the proposed vehicular access to ensure adequate clearance for vehicles accessing/egressing the site and to prevent on-street parking.

-Reinstatement of footway to the redundant vehicular crossover on Queens Road.

-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.

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation.

Reason - In the interests of highway safety and residential amenity, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy and policies JP-C4 and JP-C6 of the Places for Everyone Joint Development Plan.

23) a) Notwithstanding details submitted, prior to the commencement of above ground works a scheme for acoustically insulating the proposed residential accommodation against noise from Queens Road 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 apartments, 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.

24) a) Any 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 units 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 part a) 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 policy DM1 of the Manchester Core Strategy, saved policy DC26 of the Unitary Development Plan and policy JP-P1 of the Places for Everyone Joint Development Plan.

25) a)The development hereby approved shall be implemented in accordance with the measures contained with the submitted Energy Statement prepared by Energy Counsel (Ref: Z70633 Rev A) received by the City Council as Local Planning Authority on 12 December 2025.

b) Within 3 months of the completion of the construction of the authorised 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, including dated photographic documentary evidence of the implementation and completion of required 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.

26) 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.

27) 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.

Informatives

1) Swift Bricks

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

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) 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
Heritage & Urban Design
Greater Manchester Police
Transport For Greater Manchester
Greater Manchester Ecology Unit

Shahbarose Arabic Kitchen, 103 Queens Road, Manchester, M8 8UT
Two Apples Shisha Bar, 103 Queens Road, Manchester, M8 8UT
Store, 103 Queens Road, Manchester, M8 8UT
Bus Depot, Queens Road, Manchester, M8 8UT
Flat 3, 5 Appleford Drive, Manchester, M8 8XA
Flat 1, 5 Appleford Drive, Manchester, M8 8XA
Flat 2, 5 Appleford Drive, Manchester, M8 8XA
4 Dove Walk, Manchester, M8 8UB
2 Dove Walk, Manchester, M8 8UB
24 Queens Road, Manchester, M8 8UF
20 Queens Road, Manchester, M8 8UF
16 Queens Road, Manchester, M8 8UF
14 Queens Road, Manchester, M8 8UF
3 Holborn Drive, Manchester, M8 8US
22 Queens Road, Manchester, M8 8UF
2 Falfield Drive, Manchester, M8 8UD
Flat 4, 5 Appleford Drive, Manchester, M8 8XA
18 Queens Road, Manchester, M8 8UF
1 Holborn Drive, Manchester, M8 8US
6 Bradburn Walk, Manchester, M8 8WG
4 Bradburn Walk, Manchester, M8 8WG
2 Bradburn Walk, Manchester, M8 8WG
5 Lanreath Walk, Manchester, M8 8WF
3 Lanreath Walk, Manchester, M8 8WF
1 Lanreath Walk, Manchester, M8 8WF
8 Corbridge Walk, Manchester, M8 8WD
6 Corbridge Walk, Manchester, M8 8WD
4 Corbridge Walk, Manchester, M8 8WD
2 Corbridge Walk, Manchester, M8 8WD
4 Falfield Drive, Manchester, M8 8UD
3 Falfield Drive, Manchester, M8 8UD
1 Falfield Drive, Manchester, M8 8UD
2 Appleford Drive, Manchester, M8 8XA
4 Holborn Drive, Manchester, M8 8US
2 Holborn Drive, Manchester, M8 8US

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
Historic Landfill Site 50m Buffer -
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) -
Area Team Boundary - Name: NORTH AREA