MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	144154/VO/2025
Date registered valid:	14 November 2025
Proposal:	Installation of new access bridge at Chorlton Water Park.
Address:	Barlow Hall Bailey Bridge, Chorlton Water Park, Manchester, M21 7PG
Ward(s):	Chorlton Park Ward
Applicant:	Mr Richard Munns, Manchester City Council
Agent (if any):	David Tye, Paul Butler Associates
Case officer:	Ellie Knowles Tel: 0161 219 6633 Email: ellie.knowles@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	**26 January 2026**

Application details

Type of application: Regulation 3 Consent

Development type: Public Service Infrastructure Development

Date of site visit: 2 December 2025

Standard consultations:
Printed: 11 December 2025 Expired: 4 January 2026

Neighbour notifications
No neighbour notifications have been printed and sent.

Site notice
Posted: 2 December 2025 Expired: 23 December 2025

Press advert
Published: 2 December 2025 Expired: 16 December 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

The site area is approximately 6.7km south-west of Manchester City Centre and is centred on SJ821916. The application site is identified on the site edged red shown in figure 1, below. The site where the bridge will be erected is predominantly highway land and unsealed tracks and footpaths. The application area includes the former abutments on the north and south banks of the River Mersey which supported the former Barlow Hall Bailey Bridge (now removed under prior approval reference: 140821/DEM/2024) which spanned the river at this position until May 2025.

Land to the north of the application site comprises of Chorlton Water Park. To the south of the application site is Kenworthy Woods and beyond this the South Manchester Substation at Fairy Lane. To the east and west is the River Mersey with bankside footpaths and tracks following the meandering course of the river.

Several public footpaths are located within the immediate surrounding area (including TPT/NCN 62) with the surfacing noted as predominantly soft with localised areas of gravel hardstanding/tarmacked track. Beyond these routes the areas surrounding the proposed bridging point include a variety of habitat with river, grassland, woodland, scrub and artificial land.

The application site topography generally slopes down towards the north. On both banks there is a steep slope from the top of the bank to the River Mersey flowing below. The riverbank is approximately 8.00m high from the base of the river channel to the top of the bank, at a slope angle of c. 40 degrees. The banks here and locally appear to be an artificially raised manmade flood defence rather than forming part of a natural riverbank topography.

The application site is located within designated Green Belt land and lies within Flood Zones 2 and 3.



Figure 1: Site Location Plan, Former Barlow Hall Bridge over the River Mersey.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of development

Planning permission is sought by the City Council for the installation of a new bridge to be constructed over the River Mersey alongside enabling works to the existing river abutments which are to be extended upwards to accommodate the new bridge deck. The proposed bridge would be of steel construction, with a galvanised finish (grey).

On completion the works will provide a permanent bridge link and reinstate an access route to Chorlton Water Park for members of the public and for maintenance vehicles.

The location of the new bridge over the River Mersey is proposed to be located on the site of a previous bridge, known as Barlow Hall Bailey Bridge, Chorlton, Manchester, M21 7PG.

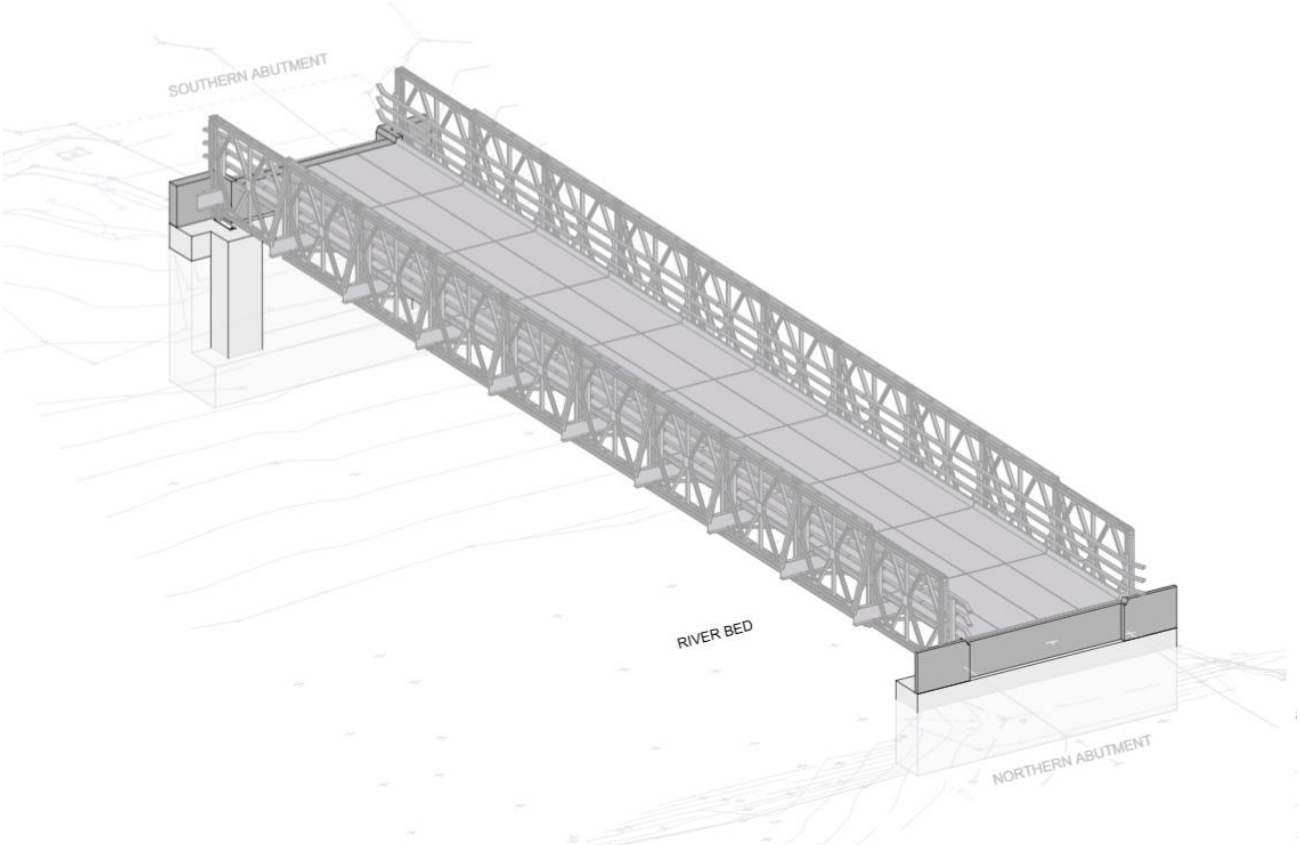


Figure 2: Extract from drawing 240960-PEV-XX-ZZ-DR-S-9000 P01 showing an axonometric of the proposed bridge.

Consultations & Notification Responses

Local responses

Four letters of representation were received from local residents raising the following matters:

- The replacement of Bailey Bridge is essential for ease of travel and for physical health of local people.
- Design should demonstrate greater creativity and ambition.
- Installation of bridge is extremely welcome, alterative crossing points are challenging for users.
- With Kenworthy Woods supporting a number of species sensitive to disturbance, consideration of access controls to prevent unauthorised use of the bridge would be appreciated. Ie. access only permitted for maintenance vehicles.
- The (re-)provision of the bridge will form an important local link to the adjacent National Cycle Network route 62, the TransPennine Trail recreational route, and local cycle paths and footpaths leading to the popular destination of Chorlton Water Park.
- The nearest [existing] crossing point is around 1km upstream at Princess Road, meaning a 2km diversion to cross the river and return to the same point on the opposite bank.

Consultee responses

Environment Agency – No objections**,** conditions recommended regarding Construction Environmental Management Plan, Flood Risk Assessment and Environmental permit informative.

Greater Manchester Ecology Unit – No objections**,** conditions recommended regarding Construction Environmental Management Plan, Reasonable Avoidance Measures, No shrub clearance during nesting season and removal/management of invasive species. Including informative about protected species (Bats).

Highway Services – No objections, a detailed Construction Management Plan condition recommended.

Environmental Health – No objections, informative provided with regard to 50m Landfill Buffer Zone.

Neighbourhood Team Leader (Arboriculture) – No objections.

MCC Flood Risk Management – The LPA is advised to consult the Environment Agency (EA) regarding this application because the proposed development includes extents within Flood Zone 2 & 3.

Greater Manchester Police – No objections. Signage recommended for public safety by way of an informative.

Canal & River Trust – This application falls outside the notified area for its application scale and location. We are therefore returning this application to you as there is no requirement for you to consult us in our capacity as a Statutory Consultee.

TransPennine Trail & Walking Wheeling Cycling Trust – This application is welcomed as it replaces the old bailey bridge that was removed a few years ago, providing a vital connection for residents and active travel users.

To the north of the site the bridge joins the TPT/NCN 62 and is a major route for locals to explore the wider network.

A ramp gradient of 1:12 is not LTN 1/20 compliant. To be accessible to all users the gradient should be 1:20. We request the shallower gradient is considered.

Advice from the British Horse Society should be taken to ensure the holding areas are suitable for equestrians.

With regards to a CMP, they advise the following

- Should the fencing impact on the TPT/NCN due to its close proximity, please notify both organisations.
- Advance signage of works would benefit users who may be sensitive to noise and horses

Chorlton Civic Society – The proposal is welcomed to replace the much-missed bridge and consider the design appropriate.

Relevant Planning History

At the application site –

140821/DEM/2024 – Prior Approval for the demolition of existing bridge. Approved 17.09.2024.

History of negotiations

No negotiations were entered into with the agent, given that the scheme was considered policy compliant.

Local Planning Policies

Places for Everyone (2022-2039) – Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on March 21, 2024.

The PfE Plan and its policies are now a material planning consideration in the determination of planning applications. The PfE Plan and its policies must therefore be given full weight in the planning balance.

Manchester Core Strategy Development Plan Document (2012-2027) - The Core Strategy was adopted on the 11 July 2012 and replaces a large number of policies in Manchester's Unitary Development Plan. Parts of the policies have been superseded by the Places for Everyone Plan.

The Unitary Development Plan (UDP) for the City of Manchester (1995) - The Unitary Development Plan for the City of Manchester was adopted in 1995 and has largely been replaced with the policies contained within the Core Strategy. However, there are a number of policies that are extant.

The relevant **Places for Everyone** policies for this application are as follows:

JP-S1 – Sustainable Development
JP-S4 – Flood Risk and the Water Environment
JP-G2 – Green Infrastructure Network
JP-G3 – River Valleys and Waterways
JP-G8 – A Net Enhancement of Biodiversity and Geodiversity
JP-G9 – The Green Belt
JP-P1 – Sustainable Places
JP-C6 – Walking and Cycling

The relevant **Core Strategy** policies for this application are as follows:

DM 1 – Development Management
SP 1 – Spatial Principles (partially superseded by PfE)
T 1 – Sustainable Transport (partially superseded by PfE)
T 2 – Accessible areas of opportunity and need
EN 1 – Design Principles and Strategic Character Areas
EN 9 – Green Infrastructure
EN 13 – Green Belt
EN 14 – Flood Risk (partially superseded by PfE)
EN 15 – Biodiversity and Geological Conservation (partially superseded by PfE)
EN 17 – Water Quality
EN 18 – Contaminated Land and Ground Stability

The relevant saved **UDP** policies for this application are:

DC22 – Footpath Protection
DC26 – Development and Noise
CB21 – Mersey Valley Recreational Policy: Access
CB23 – Mersey Valley Landscape and Nature Conservation Policy: Landscape Quality
CB29 – Mersey Valley Access Policy: Footpaths, horse riding routes and cycle routes
CB44 – Mersey Valley Policies on the Control & Form of Built Development: New Development within the Valley
CB45 - Mersey Valley Policies on the Control & Form of Built Development: safeguard the line and amenity of existing and proposed footpaths, horse riding and cycle routes.

The relevant supplementary planning guidance documents for this application are:

- Manchester, Salford, and Trafford Strategic Flood Risk Assessment
- Design for Access 2
- The Manchester Green and Blue Infrastructure Strategy (G&BIS)

National Planning Policy Framework

The National Planning Policy Framework (December 2024) sets out broad national policies on themes such as housing, historic environment, town centres, design, climate change and the Green Belt. Central to the broad policy direction contained within the NPPF is the notion of sustainable development; development which effectively balances economic, social and environmental factors. The Local Planning Authority consider the following sections relevant to this proposal.

- Section 2 – Achieving sustainable development
- Section 4 – Decision-making
- Section 8 – Promoting healthy and safe communities
- Section 9 – Promoting sustainable transport
- Section 12 – Achieving well-designed places
- Section 13 – Protecting Green Belt land
- Section 14 – Meeting the challenge of climate change, flooding and coastal change
- Section 15 – Conserving and enhancing the natural environment

Paragraph 135 states – Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 154 states – Development in the Green Belt is inappropriate unless one of the following exceptions applies:

h) Other forms of development provided they preserve its openness and do not conflict with the purposes of including land within it.
(iii) local transport infrastructure which can demonstrate a requirement for a Green Belt location;

The Draft National Planning Policy Framework (December 2025) sets out the Government's planning policies for England and how these should be applied. A draft revised NPPF was published for consultation on 16 December 2025. The consultation period runs for 12 weeks and will close on 10 March 2026.

The draft NPPF proposes significant changes to the structure and content of national policy. These include a move to Local Plan-style policy sections, a clearer distinction between plan-making and decision-making policies, and the reintroduction of strategic planning through Spatial Development Strategies. Other notable changes include an expanded presumption in favour of sustainable development, policies promoting higher densities around transport hubs, and support for small and medium-scale housing schemes through a new "medium development" category. The draft also integrates National Development Management Policies, strengthens climate change and biodiversity policies, and introduces measures to encourage clean energy and critical minerals development.

Once adopted, the revised NPPF will replace the current framework and form a key part of national planning policy. At this stage, as the document is subject to consultation and has not yet been finalised, while still a material consideration, it can only be afforded limited weight in the determination of planning applications. In this instance, the relevant sections is outlined below:

Policy GB7 (Development which is not inappropriate in the Green Belt) – This policy states the categories of development which are not inappropriate in the Green Belt, and therefore should not be regarded as harmful to the Green Belt or required to demonstrate very special circumstances.

- GB7 Paragraph 7(iii) – refers to transport, electricity network and water infrastructure required in a Green Belt location;

Policy DP3 (Key principles for well-designed places) – This policy states that in order for development proposals to respond to their context and create well-designed places development proposals should consider context, liveability, climate, nature, movement, built form, public space and identity.

Issues

Principle of development:

The replacement bridge over the River Mersey would reinstate a key piece of transport infrastructure which will enable the connectivity between Chorlton Water Park (north) and Kenworthy Woods (south), for pedestrians, wheelers, cyclists, horse riders and maintenance vehicles.

The proposal therefore represents a key component of a wider pedestrian connectivity infrastructure that is central to delivering Core Strategy Objectives. Matters associated within the Green Belt, impact on flood risk and ecology are discussed in the other sections of this report.

Impact on the Green Belt:

The NPPF (2024) attaches great importance to Green Belt land to prevent urban sprawl and keep the land permanently open. Paragraph 154 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Paragraph 154 identifies certain forms of development which is not inappropriate in the Green Belt provided it preserves the openness of the Green Belt. Local transport infrastructure is identified as not inappropriate if the requirement for the infrastructure in the Green Belt location can be demonstrated.

The proposed replacement bridge has been designed to give a similar visual appearance to the former bridge crossing at this site, which comprised a functional crude steel structure.

In considering the impact on Green Belt, officers note that paragraph 154 of the NPPF recognises that certain forms of development are not inappropriate, including transport infrastructure which can demonstrate a requirement for a Green Belt location. This is on the proviso that they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. As discussed earlier, the proposed replacement footbridge is part of a piece of key transport infrastructure for this section of the River Mersey, which will help improve connectivity, including linking Chorlton Water Park (north) and Kenworthy Woods in an area where there is no safe crossing facility within 2km of this section of the River Mersey. Therefore, this is a piece of transport infrastructure which is required in this Green Belt location. Given the above position, it is considered that the proposals satisfy paragraph 154 (h)(iii).

The proposals must then also be considered against the proviso in paragraph 90 – i.e. that the development is not inappropriate provided it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it. The proposal is wholly sited within the Green Belt. The structure would be visible from certain viewpoints, namely the northern and southern banks of the River Mersey, but the impact would not be significant.

Even if a counter argument was taken that the mere reintroduction of such infrastructure, together with landscape mitigation, failed to preserve openness and as such it was inappropriate development, it would then rely on the applicant to demonstrate ‘very special circumstances’ to justify the development. In this instance, whilst the applicant has not advanced ‘very special circumstances’ as its own assessment also considers the development not to adversely impact on openness, the scheme will provide significant public benefits, as outlined above, and these can be attributed significant weight, to the extent that they could be considered to outweigh any harm to openness and would constitute ‘very special circumstances’.

Overall, the scheme is considered to be in accordance with the Policy JP-G8 Places for Everyone, Policy EN 13 of the Core Strategy and guidance within the NPPF.

Impact on visual amenity:

The proposed replacement structure will clearly be visible to pedestrian users when traversing the local network of footpaths sited along the banks of the River Mersey and Chorlton Water Park. However, such structures are not uncommon across waterways in a semi-rural context. Moreover, the proposal will replace an existing structure of similar scale and design.

It is considered that the scale and design of the proposed footbridge represent a

functionally designed structure, which is sympathetic to the river valley and Green Belt setting. Furthermore, the proposed materials and architectural style of the new bridge are reflective of the former Bailey bridge.

The proposed main construction bracing of the bridge and the parapet will be a hot dipped galvanised finish, which would provide long-term protection from decay. The initial colouration would be a grey (shiny) in appearance, however, overtime the zinc coating should eventually weather to a matte grey, which should create a less visually obtrusive appearance within the context of the surrounding riverside landscape. This is considered acceptable due to the galvanisation's 100-year design life.

In this respect, it is considered the proposal would comply with policy DM1 and SP1 of the Core Strategy and saved UDP policy CB44.

Impact on residential amenity:

By reusing the previous bridge location, the new bridge will continue to display appropriate separation from neighbouring properties, circa 200m due west, thereby retaining and maintaining privacy and amenity. Therefore, it is not considered that the proposed footbridge will have any significant impact on the amenity of nearest residential properties.

Impact on highway and pedestrian safety:

The proposed development would provide a permanent bridge link and reinstate an access route between Chorlton Water Park and Kenworthy Woods over the River Mersey. The replacement bridge will not carry significant volumes of traffic and is intended primarily as a bridge for pedestrians, wheelers, cyclists and horse riders. Maintenance vehicles will use the bridge on an ad hoc basis. As such, the proposed footbridge is considered to be of significant benefit to local and potential future residents by providing a safe crossing facility over this section of the River Mersey.

The bridge is not intended to accommodate two-way vehicle flows and retains the existing passing places to the northern and southern banks which will allow for safe operation at all times. For emergency access provision has been made for emergency vehicle access in line with statutory requirements.

A Construction Management Plan has been accompanied with this proposal, which has been reviewed by Highway Services. The submission of a detailed CMP is requested prior to commencement of the development, in the interests of safeguarding the amenities of nearby residents, visitors and highway safety.

As such, subject the submission of a detailed CMP, the proposals are considered acceptable from a highways and pedestrian / wheelers / cyclist perspective and in accordance with adopted planning policies, the NPPF.

PROWs/Footpaths

The proposed replacement bridge connects into existing footways including the adjacent National Cycle Network route 62, the TransPennine Trail recreational route.

The proposed siting replicates that of the former bridge, now removed. This has the advantage of allowing existing routes aside the bridge to be repurposed with only minimal modifications being required to the existing approach routes to the bridge by minor regrading to facilitate the

works. This mitigates the need to make changes to or divert existing routes, PROWs or footpaths, complaint with saved UDP policy DC22, CB29 and CB45.

Accessibility:

In concluding on the highway/access considerations above, the proposed footbridge is considered to bring substantial public benefits in terms of providing a safe crossing facility across this section of the River Mersey. The proposal represents a key piece of strategic pedestrian / cycling / wheeling infrastructure which is central to achieving Core Strategy policy ambitions and objectives. It has also been designed to be fully inclusive and suitable for all users in accordance with Design for Access 2. Level access will be provided on the bridge deck applied with an anti-skid factory coating and the approaches will be graded to meet 1:20 (gradient).

Biodiversity:

A Preliminary Ecological Appraisal has been undertaken as part of the application.

The Environment Agency (EA) and GMEU have reviewed the proposal given its location within the riparian corridor of the River Mersey.

It is considered that there will be no need for statutory biodiversity net gain requirements, on the basis that the works in the compound area are of a temporary nature and the habitat is reinstated after the works have taken place.

To ensure impacts are avoided or adequately mitigated during the construction phase of the development, a Construction Environmental Management Plan (CEMP) is required by way of pre-commencement planning condition. The agent has confirmed no lighting is proposed.

Subject to securing these mitigation measures, the scheme will be compliant with Policy JP-G8 Places for Everyone, Policy EN 15 of the Core Strategy and guidance within the NPPF.

Drainage and Flood Risk:

With regards to drainage, the installation of the bridge will slow run off as rainfall will not fall directly into the river, instead wetting the bridge before saturation and run off occurs, thereby the new bridge will slow surface runoff to an extent compared with the existing position.

Prior to the development of the application a new soffit level for the bridge was identified and agreed with the Environment Agency. The new bridge will be constructed to utilise the existing abutments and be elevated by approximately 1 metre to meet the Environment Agency (EA) flood protection requirements.

The application has been accompanied by a Flood Risk Assessment (ref: SHD/MDE/240960/17-2/R001) given its location within Flood Zones 2 and 3. The submitted FRA (para 4.1.1.1) stipulates that the finished floor levels of the development shall be set no lower than 27.07 metres above Ordnance Datum (AOD). The EA advise that the development is conditioned in accordance with the submitted FRA.

Trees:

The proposal would not involve the loss trees within the vicinity, as such MCC Arboriculture have raised no objections.

Conclusion:

Given the above issues, it is considered that the proposal is acceptable in terms of its principle, impact on the openness of the Green Belt, impact upon visual and residential amenity, biodiversity and Flood Risk, as it broadly complies with saved policies DC22, CB21, CB23 CB29, CB44 and CB45 of the UDP, policies DM1, SP1, EN 1, EN 9, EN 13, EN 14, EN 15, EN 17, EN 18 and of the Core Strategy, Policies JP-S1, JP-S4, JP-G2, JP-G3, JP-G8, JP-G9, JP-P1 of the Places for Everyone joint development plan document and chapter 12, 13, 14 and 15 of the NPPF.

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

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan, Places for Everyone and other material considerations. In this instance negotiations took place with regards to the proposed gradients. The application has been determined with the attachment of appropriate conditions.

Condition(s) to be attached to decision for approval

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 documents labelled:

- 240960-PEV-XX-XX-DR-S-0900 P01: Main Bridge Plan
- 240960-PEV-XX-ZZ-D-S-9000 P01: Proposed Elevations
- 240960-PEV-XX-ZZ-DR-S-9010 P01: Northern Abutment Details
- 240960-PEV-XX-ZZ-DR-S-9015 P01: Southern Abutment Details
- 25539-26803-AGL-COM-001-DR-CD-101-P01:
- 25539-27564-AGL-COM-001-DR-CD-201-P02:

- Construction Management Plan (Prepared by Jamieson Contracting; Dated November 2025)
- Ground Investigation Report: MC/CHO/240960/17- 2/R001 (Prepared by Pick Everard; Dated 24 October 2024)
- Preliminary Ecological Appraisal (Prepared by Thompson Environmental Consultants for Pick Everard; Dated September 2024)

- Design & Access Statement: REV 4 (Prepared by Paul Butler Associates, Dated 14/11/2025; Received 23/01/2026)

Stamped as received by the City Council as Local Planning Authority on 01/10/2025 unless specified otherwise.

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

3) Prior to the commencement of development, a detailed 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;

- The duration/phasing of construction works and associated vehicle trips;
- Routing of construction traffic and associated swept-path assessment;
- The document should also consider contractor parking and ongoing construction works in the locality;
- Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas;
- Identify measures to control dust and mud, including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location.

Development shall be carried out in accordance with the approved construction management plan.

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

4) No development, site clearance, or earth moving shall take place or material or machinery brought on site until a construction environmental management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas, has been submitted to, and approved in writing by, the LPA.

The scheme shall include though is not limited to the following elements:

- details of maintenance regimes
- details of any new habitat created on-site
- details of treatment of site boundaries and/or buffers around water bodies
- details of management responsibilities
- details of timings to avoid salmonid and/or cyprinid fish breeding seasons
- details of silt/debris management plan to ensure this does not enter the River Mersey
- details of invasive non-native species management and eradication plans for both the development area and works compound
- details of pollution prevention plan: precautions for refuelling machinery, use of spill kits etc

All measures will be implemented and maintained for the duration of the construction period and for future operations in accordance with the approved details.

Reason - To minimise the environmental impacts of construction activities, in accordance with policy EN9, EN15 and EN17 of the Core Strategy and the National Planning Policy Framework and policy JP-G8 of the Places for Everyone Joint Development Plan.

5) The development shall be carried out in accordance with the submitted flood risk assessment (ref SHD/MDE/240960/17-2/R001, dated 11 Dec 2025) and the following mitigation measures it details:

- Finished floor levels shall be set no lower than 27.07 metres above Ordnance Datum (AOD) (As recommended in 4.1.1.1 of the FRA)

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason - To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided, pursuant to Policy EN17 of the Manchester Core Strategy.

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

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

7) Prior to any site clearance or construction works, a Reasonable Avoidance Measures (RAM) method statement, in relation to common amphibians, reptiles, large and small mammals, shall be submitted to and approved in writing by the City Council as local planning authority. The approved RAMS shall be implemented as part of the development and remain in place for the duration of the construction period.

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.

Informatives

1) The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any of the following activities:

- erecting any temporary or permanent structure in, over or under a main river, such as a culvert, outfall, weir, dam, pipe crossing, erosion protection, scaffolding or bridge
- altering, repairing or maintaining any temporary or permanent structure in, over or under a main river, where the work could affect the flow of water in the river or affect any drainage work
- building or altering any permanent or temporary structure designed to contain or divert flood waters from a main river
- dredging, raising or removing any material from a main river, including when you are intending to improve flow in the river or use the materials removed
- diverting or impounding the flow of water or changing the level of water in a main river
- quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- any activity within 8 metres of the bank of a main river, or 16 metres if it is a tidal main river
- any activity within 8 metres of any flood defence structure or culvert on a main river, or 16 metres on a tidal river
- any activity within 16 metres of a sea defence structure
- activities carried out on the floodplain of a main river, more than 8 metres from the river bank, culvert or flood defence structure (or 16 metres if it is a tidal main river), if you do not have planning permission (you do not need permission to build agricultural hay stacks, straw stacks or manure clamps in these places)

For further guidance please visit Flood risk activities: environmental permits - GOV.UK or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environment-agency.gov.uk.

The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

2) Environmental Health bring the attention of the developer that the application site is within the 50 meter buffer zone of a landfill site in case any landfill gas is encountered during the groundwork phase.

3) The applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat and the signs of bats is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

4) The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic/pedestrian management arrangements and pedestrian diversion, including Section 50, will need discussion and agreement with MCC Highways Network teams via Contact Manchester (Tel. 0161 234 5004) Email - highwaylicences@manchester.gov.uk and highwaynetworkmanagement@manchester.gov.uk

5) Greater Manchester Police advise signage should be applied to the bridge before first use of the development for the interests of public safety.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Canal & River Trust
Greater Manchester Ecology Unit

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 3 (high risk) -
Flood Zone Plus Climate Change -
Benefitting From Flood Defences -
Green Belt Land - Greater Manchester Green Belt Local Plan 1984
Green Belt Land - Green Belt Area (LDF)
Historic Landfill Site 50m Buffer -
Main River Consultation Zone -
Area Team Boundary - Name: SOUTH AREA