MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	142985/VO/2025
Date registered valid:	19 May 2025
Proposal:	City Council Development - Erection of modular-building, including associated landscaping to provide a flexible space for youth and community activities (Class F.2) following demolition of existing building
Address:	Old Visitors Centre Building to North-West Corner of Crumpsall Park Off Ash Tree Road, Manchester, M8 5SA
Ward(s):	Crumpsall Ward
Applicant:	Mr Patrick Barber, Manchester City Council
Agent (if any):	Lorna Clements, Corstorphine and Wright
Case officer:	Steven McCoombe Tel: 0161 234 4607 Email: steven.mccoombe@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	1 December 2025

Application details

Type of application: Regulation 3 Consent

Development type: Minor Other

Date of site visit: 24 June 2025

Standard consultations:
Printed: 27 May 2025 Expired: 17 June 2025

Neighbour notifications
Printed: 27 May 2025 Expired: 17 June 2025

Site notice
No site notice has been produced

Press advert
No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site relates to the edge of Crumpsall Park, fronting Ash Tree Road and is currently occupied by a grassed area, metal storage container and single storey pavilion building formerly occupied as a visitors centre.



The site is enclosed to the front by a stone wall with metal railings above.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site form part of and backs onto Crumpsall Park. The area surrounding the park is predominantly residential in character. To the opposite side of Ash Tree Road is a part single, part two storey Methodist Church.

Description of development

Planning permission is sought by the City Council for the erection of a single storey, modular building to be used as a youth hub on part of the existing playing field, together with associated access, parking and boundary treatment.

The proposed building would be located on the site of the existing pavilion building and grassed area. No off-road parking is proposed.

The current proposal represents revised to that originally submitted. Following the discovery of an easement, the revised layout adopts an L-shaped footprint, rotating the main hall perpendicular into the park. This approach retains all the required accommodation for the user groups, while reducing the overall building footprint by approximately 10sqm.

The intention of the proposed facility is to increase the provision of youth services in Chorlton through the provision of a multi-purpose youth centre targeted at people aged 10-19 and for young people with special educational needs and disabilities to provide a range of activities for physical, social and emotional enrichment.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Arboriculture – No objection, subject to the content of the submitted Arboricultural Impact Assessment being adhered to.

Environmental Health – No objection. Conditions are recommended in relation to hours of working, operational hours, acoustic insulation, external equipment, ground conditions and waste management.

Highway Services - Given that the development will result in an additional 120.6sqm, the number of vehicular trips associated with site is expected to be similar to the existing conditions.

There is no on-site car parking associated with the development and as such, all vehicular demands associated with the site are anticipated to contribute to the level of vehicles parked on-street. o Noted that on-street parking does occur along Ash Tree Road.

10 cycle parking spaces proposed which is considered acceptable in principle.

A Construction |Management Plan, Waste Management Plan and Event Management Plan should be in place at the site. Conditions are requested.

Greater Manchester Ecology Unit (GMEU) – The following principal comments are made:

No further surveys or licencing requirements are needed to demolish B1 as no bat roosts were identified.

Sensitive lighting strategy should be implemented to reduce disturbance to bats (and other wildlife) in the locality.

It is recommended that two integrated bat boxes be incorporated into the new modular building following completion of the proposed works.

As per the GCN report, a Precautionary Working Method (PWM) should be implemented for amphibians during construction, and this should be secured by condition.

The updated BNG appears to be accurate to the proposed plans, and the proposal is achieving 10.26% net gain. The onsite gains are not considered to be 'significant' and therefore a simple management plan should be submitted for the management of the created habitats, and the gains can be secured by condition.

Conditions are requested in relation to safeguarding nesting birds and small mammals.

The Biodiversity Gain Condition will apply should this planning application receive permission

Policy

Local Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

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

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

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

Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Policy EN4 (Reducing CO_2 Emissions by Enabling Low and Zero Carbon Development) concerns reducing CO_2 emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodies carbon in new development and refurbishment schemes is also sought.

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

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

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

Policy EN18 (Contaminated Land and Ground Stability) - The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

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

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

Policy T1 – Sustainable Transport – sets out how the council will deliver sustainable transport goals including by supporting proposals that promote regeneration by improving access to jobs and services, particularly for those most in need and for those without a car

Policy T2 – Accessible areas of opportunity and need – sets out strategy for managing the pattern of development to improve accessibility in the city, stating that car parking standards are

maximums and cycle and disabled car parking standards are minimums, with account for circumstances at the council's discretion.

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

The below saved policy of the Unitary Development Plan is also considered relevant:

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

Places for Everyone Greater Manchester Joint Development Plan (March 2024)

This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policy is set out below:

Policy JP-S1 (Sustainable Development) – This policy states that to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.

Policy JP-P1 (Sustainable Places) - seeks to raise the quality of all places in a way that is sustainable in the long-term, to enhance the wellbeing for residents, as well as making Greater Manchester more attractive to potential visitors and investors.

The following key attributes that all development, wherever appropriate apply:

1. Distinctive, with a clear identity that:

    A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;

    B. Enables a clear understanding of how the place has developed; and

    C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used.

Policy JP-G2 – Green Infrastructure Network – sets out a strategic approach to the protection, management and enhancement of green infrastructure, including that development within and around the green infrastructure network should be consistent with delivering major green infrastructure improvements within them and should contribute to improvements.

Policy JP-G6 – Urban Green Space – sets out that development should be designed to support the positive use of nearby green spaces such as by offering high-quality setting, natural surveillance and facilitating easy access by walking and cycling.

Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) - This policy states that through local planning and associated activities a net enhancement of biodiversity resources will be sought. It states further than in relation to development, proposals would be expected to:

a) Follow the mitigation hierarchy of: i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then ii. Adequately mitigating any harm to biodiversity, then iii. Adequately compensating for any remaining harm to biodiversity

b) Avoid fragmenting or severing connectivity between habitats;

c) Achieve a measurable net gain in biodiversity of no less than 10%;

d) Make appropriate provision for long-term management of habitats and geological features connected to the development;

e) Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and

f) Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.

In addition, the below guidance and documents are also considered to be important material considerations.

Policy JP-P5 – Education, Skills and Knowledge – sets out that enhancements in education, skills and knowledge to benefit existing and new residents will be promoted, including by enabling the delivery of new and improved accessible facilities.

Policy JP-P6 – Health – sets out strategy to tackle health inequality, including by facilitating greater integration of health and social care and the provision of integrated wellness hubs, including the location of health, community and wellness services.

Policy JP-P7 – Sport and Recreation – sets out how sport and recreational facilities will be protected and enhanced, including by locating and designing recreation facilities in relation to housing so that they are accessible but minimise the potential for complaints.

Policy JP-C8 – Transport Requirements of New Developments – sets out general strategy for transport in new developments, including requirements for design, parking infrastructure and access and servicing.

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

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

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the city in relation to key objectives for growth and development. Building on the investment to date in the city's green

infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

National Planning Policy Framework

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

The Framework underlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF. Sections 4, 5, 11 and 12 are considered relevant to the consideration of this application.

Issues

Principle

As part of a nationwide project, the Youth Investment Fund is looking to improve the existing provisions across 28 sites throughout the country. This site, along with a number of others in Manchester, form part of that project. Given the above and the improvement to youth facilities within this part of Crumpsall that the proposal would deliver, there is no objection in principle to the proposed development. Specific planning issues are outlined further below.

Site Layout

The proposed development comprises a single, detached, rectangular shaped block sited in place of the existing pavilion building, albeit with a different footprint.



Proposed layout

The proposed building adopts an L-shaped footprint, orienting the main hall perpendicular to the park. This revised layout offers several advantages including improved visibility into the park from Ash Tree Road due to the reduced frontage, enhanced screening of external stores from the road, while providing greater shelter from the park along with increased retention of soft landscaping, supporting Biodiversity Net Gain objectives.

In addition, the design minimises the impact on surrounding trees and their root protection areas. A new pedestrian and cycle access will be created from Ash Tree Road, complemented by a covered cycle store for secure bike parking.

A boundary fence is proposed along the southern edge to separate the youth hub from the neighbouring nursery. The parkland setting will be further enriched through additional tree and wildflower planting.

Overall, the proposed arrangement is considered acceptable.

Design, Scale and Appearance

The proposed building is a simple structure designed to be functional and low key. The building would be single storey with a flat roof, enveloped in timber cladding and contrasting black aluminium openings.



Image of the building showing height, massing and materials palette proposed

Given the existing context and the surrounding area being largely two-three storeys in scale, the proposed building responds appropriately and sympathetically into the immediate context with any impact arising from its design, scale and appearance being negligible. The minimalist palette would ensure the building integrates sympathetically into the local surroundings without being strident or out of character.

Residential Amenity

The proposed building would be located along the garden boundary with a dwelling to Ash Tree Road. Despite the proximity to the boundary between the two sites, given the height of the proposed building, the separation distance and the lack of any directly facing windows, it is not considered that the development would lead to excessive overshadowing or any loss of privacy.

Whilst the proposal includes a new building with potential or intensification of use, the building is modest in size and only anticipated to accommodate up to 25 young people plus staff at any one time and not in continuous use. Given the relationship of the building with the nearest residential occupiers, the limited provision and use of accessible parking spaces, controls over the hours of use (10am to 9pm) and on-site management, the proposed scheme is considered compatible with a playing field site and within a busy neighbourhood area at the edge of district centre. Conditions are included to ensure appropriate acoustic insulation and limits on the use of any external plant equipment.

On this basis, the impact to residential amenity is considered satisfactory.

Visual Amenity

Given the design and location of the proposed youth facility, it is not considered that the proposal what have a detrimental impact on the existing levels of visual amenity enjoyed within the vicinity of the site or along this section of Ash Tree Road.

Highway Impact

Whilst no off-road parking is proposed, the proposed youth hub is expected to generate minimal vehicle traffic due to its limited capacity and intermittent use. Many attendees are anticipated to be local residents or individuals already using the park, with most expected to arrive on foot, by bicycle, or via public transport. Given the target demographic, primarily non-drivers, demand for

car parking is expected to be low. To support cyclists, the proposal includes 10 bicycle parking spaces.

If visitors are dropped off or picked up by car, these vehicles are likely to stop briefly at the roadside, without contributing significantly to overall parking demand.

Pedestrian access would be enhanced with a new gate off Ash Tree Road.

For servicing, deliveries and collections are expected to occur only 3–4 times per week, using vehicles no larger than a transit van. These vehicles would not significantly impact roadside parking.

Overall, the proposal is not expected to have any significant impact on the operation of the local highway network.

On balance the proposal is not expected to have any significant impact on the operation of the local highway network.

Waste Management

The proposal incorporates an external bin store with space for segregated waste and recycling. Collections would be managed by occupier. Whilst this arrangement is considered acceptable in principle, further details are required in terms of the capacity of receptables and frequency of collection. An appropriate condition is included.

Trees and Landscaping

An Arboricultural Impact Assessment (AIA) accompanies the application to assess the impact on existing trees. Whilst some tree works are proposed, no existing trees are proposed to be removed.

The Council's Arboriculturalist raises no objection to the proposal, subject to tree protection measure detailed with the AIA being adhered to. A suitable condition is included. A further condition is included which requires the submission and agreement of a landscaping scheme in order to uplift the appearance of the site and to enhance biodiversity.

Ecology and Biodiversity

In terms of statutory biodiversity net gain requirements, GMEU consider that the site has some ecological value, consisting of modified grassland, scrub and individual trees.

The application has been accompanied by a bat report and great crested newt (GCN) to assess any impacts on these protected species. GMEU consider that both reports provide robust assessments, and no further surveys or licencing requirements are needed to demolish the building as no bat roosts were identified. Conditions are advised in relation to safeguarding nesting birds, amphibians and small mammal prior to site clearance works.

In terms of biodiversity net gain, after construction of the development, there would be a 10.26% net gain requirement in biodiversity which meets statutory requirements. A condition requiring a habitat management and monitoring plan is included.

In addition, ecological enhancements would be delivered on site through the provision of bat and bird boxes which would represent an improvement above current conditions.

On this basis, the impact to ecology and biodiversity net gain requirements is considered acceptable.

Environmental Standards

Wherever feasible, natural ventilation is to be prioritised, with limited use of mechanical systems to ensure occupant comfort. The building would operate entirely on electricity, incorporating air source heat pumps for heating and electric water heaters that provide hot water at the point of use, enhancing overall energy efficiency. A condition is included to ensure the proposed standards are adhered to.

Climate Change

It is recognised that during the construction phase of the development there is the potential for an impact to air quality because of vehicle exhaust emissions associated with traffic generated by the construction vehicles. However, in this case the modular design of the building would allow the structure to largely be constructed off site with only minor works necessary on site. Any impact can be effectively controlled via the implementation of a Construction Management Plan.

During the operational phase, the proposal would only result in a modest uplift in vehicular trips and therefore the overall significance of potential impacts is considered to be low, particularly given the location of the site at the edge of a busy district centre.

Crime and Disorder

To ensure the development incorporates sufficient security measures, a condition is included which require details of security measures to be included, which shall be to 'Secured by Design' standards, particularly door and window openings. Through the implementation of such measures, any impacts arising from crime or anti-social behaviour can be appropriately managed.

Construction Management

To ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area or the highway, a condition is included which requires the submission and approval of a construction management plan which would detail amongst other matters, 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:

Location Plan and drawing referenced 23519-0220/P-00 (location plan) received by the City Council as Local Planning Authority on 19 May 2025, drawing referenced 23519-0320/P-06 (proposed site plan) received by the City Council as Local Planning Authority on 10 November 2025 and drawings referenced and drawings referenced 23519-3202/P-02 (proposed roof plan) and 23519-3701/P-02 (proposed elevations) and 23519-0370/P-03 (proposed floor plan), received by the City Council as Local Planning Authority on 1 December 2025.

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

3) Notwithstanding details submitted, 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 details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority in the interests of the visual amenity of the area within which the site is located, 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 shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt should include;

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

The development shall only be carried out in accordance with the approved construction/demolition management plan.

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

5) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

6) No above ground development shall commence until a detailed hard and soft landscaping treatment scheme (including replacement tree planting and permeable hard surfacing) 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 is 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.

7) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998" Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy.

8) (a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than those identified with the Arboricultural Implications Assessment, produced by Ascerta (Ref: P.2066.24), received by the City Council, as Local Planning Authority on 10 November 2025.

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

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

9) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

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.

10) Prior to any site clearance or earthworks, a reasonable avoidance measures statement and precautionary working method statement for amphibians, 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 Core Strategy and policy JP-G7 of the Places for Everyone Joint Development Plan Document.

11) Prior to first occupation of the development hereby approved and in addition to 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.

12) The development hereby approved shall include a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of each phase (save for the enabling works phase), full details of such a scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of each phase and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Manchester Core Strategy.

13) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

14) Notwithstanding details submitted, the development hereby approved shall not be occupied until a 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. No bins shall be stored outside the curtilage of the site other than on the day of collection.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

15) The development hereby approved shall not be operational outside the following hours:

10.00 hrs to 21.00 hrs daily.

Reason - To safeguard residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

16) A detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the units hereby approved. In this condition a Travel Plan means a document which includes:

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

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

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

17) Prior to the first occupation of the building hereby approved, an Event Management Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The

Plan shall include details of traffic/parking marshalling during events and shall remain in use as long as the use is in operation.

Reason - To mitigate harm to the operation of the highway and the amenity of noise sensitive occupiers, pursuant to saved policy DC26 of the Unitary Development Plan and policies DM1 and SP1 of the Manchester Core Strategy.

18) a) The building hereby approved shall be acoustically insulated and treated to limit the break-out of noise with a noise study of the premises and a scheme of acoustic treatment shall be submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall be implemented in full before the use commences.

b) Upon completion of the development and within 3 months of first occupation, a Verification Report is required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria has 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 agreed noise criteria.

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

19) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the 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 before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

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 in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the verification report shall be detailed along with any measures required to be undertaken prior to operation of the scheme to ensure compliance with the agreed noise criteria.

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

20) The building hereby approved shall not be occupied until details of the security measures to be incorporated into the development, which shall be to 'secured by design' specification, have been submitted to and approved in writing by the City Council as Local Planning Authority. This shall include details of external fittings, boundary treatment and dusk till dawn lighting. The development shall only be carried out in accordance with these approved details which shall be retained thereafter.

Reason - To reduce the risk of crime pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

21) In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be
occupied until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the City Council as Local Planning Authority and the development shall be carried out in accordance with the
agreed Remediation Strategy and validated. If no contamination is found, then a post completion report shall be submitted to evidence this prior to 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.

22) Prior to the commencement of development, a Habitat Management and Monitoring Plan for the on-site biodiversity enhancements shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall be implemented and maintained in accordance with the agreed details and shall be retained thereafter.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to policy EN15 of the Manchester Core Strategy, policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
Greater Manchester Ecology Unit

Flat 3, 69 Ash Tree Road, Manchester, M8 5SA
Flat 2, 69 Ash Tree Road, Manchester, M8 5SA
Flat 1, 69 Ash Tree Road, Manchester, M8 5SA
Crumpsall Methodist Church, Lansdowne Road, Manchester, M8 5SF
75 Ash Tree Road, Manchester, M8 5SA
Flat 3, 81 Ash Tree Road, Manchester, M8 5SA
Flat 3, 83 Ash Tree Road, Manchester, M8 5SA
Flat 1, 83 Ash Tree Road, Manchester, M8 5SA
Ground Floor, 77 Ash Tree Road, Manchester, M8 5SA
Flat 1, 75 Ash Tree Road, Manchester, M8 5SA
Flat 2, 67 Ash Tree Road, Manchester, M8 5SA
Flat 2, 65 Ash Tree Road, Manchester, M8 5SA
Flat 2, 63 Ash Tree Road, Manchester, M8 5SA
Flat 3, 61 Ash Tree Road, Manchester, M8 5SA
71 Ash Tree Road, Manchester, M8 5SA
Crumpsall Park Lodge, Ash Tree Road, Manchester, M8 5SA
73 Ash Tree Road, Manchester, M8 5SA
81 Ash Tree Road, Manchester, M8 5SA
79 Ash Tree Road, Manchester, M8 5SA
Flat 2, 83 Ash Tree Road, Manchester, M8 5SA
Flat 6, 50 Ash Tree Road, Manchester, M8 5SA
Flat 5, 50 Ash Tree Road, Manchester, M8 5SA
Flat 4, 50 Ash Tree Road, Manchester, M8 5SA
Flat 3, 50 Ash Tree Road, Manchester, M8 5SA
Flat 2, 50 Ash Tree Road, Manchester, M8 5SA
Flat 1, 50 Ash Tree Road, Manchester, M8 5SA
Flat 6, 52 Ash Tree Road, Manchester, M8 5SA
Flat 5, 52 Ash Tree Road, Manchester, M8 5SA
Flat 4, 52 Ash Tree Road, Manchester, M8 5SA
Flat 3, 52 Ash Tree Road, Manchester, M8 5SA
Flat 2, 52 Ash Tree Road, Manchester, M8 5SA
Flat 1, 52 Ash Tree Road, Manchester, M8 5SA
Flat 2, 81 Ash Tree Road, Manchester, M8 5SA
Flat 1, 81 Ash Tree Road, Manchester, M8 5SA
Flat 3, 79 Ash Tree Road, Manchester, M8 5SA
Flat 2, 79 Ash Tree Road, Manchester, M8 5SA
Flat 1, 79 Ash Tree Road, Manchester, M8 5SA
Second Floor, 77 Ash Tree Road, Manchester, M8 5SA
First Floor, 77 Ash Tree Road, Manchester, M8 5SA
Flat 3, 75 Ash Tree Road, Manchester, M8 5SA
Flat 2, 75 Ash Tree Road, Manchester, M8 5SA
Flat 3, 67 Ash Tree Road, Manchester, M8 5SA
Flat 1, 67 Ash Tree Road, Manchester, M8 5SA
Flat 3, 65 Ash Tree Road, Manchester, M8 5SA
Flat 1, 65 Ash Tree Road, Manchester, M8 5SA
Flat 3, 63 Ash Tree Road, Manchester, M8 5SA
Flat 1, 63 Ash Tree Road, Manchester, M8 5SA

Flat 4, 61 Ash Tree Road, Manchester, M8 5SA
Flat 2, 61 Ash Tree Road, Manchester, M8 5SA
Flat 1, 61 Ash Tree Road, Manchester, M8 5SA

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
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: NORTH AREA