Planning & Design Statement

Linford Gardens
No. 114 Boundary Lane
Manchester

M15 6FD

Regulated by RTPI

August 2026

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1 INTRODUCTION

1.1 This Planning and Design Statement has been prepared on behalf of Greenmark Estates Ltd in support of a planning application for single-storey upward extensions (utilising existing roof space and incorporating solar panels at proposed roof level) to create 14 new residential apartments (Use Class C3) across two existing apartment blocks located at Linford Gardens, No. 114 Boundary Lane, Manchester M15 6FD.

1.2 The proposal seeks to make efficient use of the airspace above an existing residential development in a highly sustainable location and will make a positive contribution to the city's housing supply.

1.3 The Statement addresses the following matters:

- A description of the site and surroundings;
- A review of the background and history of the site;
- A summary of the development proposal;
- A review of relevant planning policy;
- Conclusions.

1.4 Accordingly, this Statement addresses the design principles and concepts that have been applied to the development in respect of the location, use, layout, scale and appearance - in relation to the site's context. As such, the Statement meets the requirement to formally state how design and access issues have been considered.

1.5 This Statement should be read in conjunction with the following documentation submitted in support of the application:

- Drawings Package (prepared by Create It Studio Architects);
- Daylight and Sunlight Assessment (prepared by T16 Design);
- Energy Report (prepared by Base Energy), and
- CGI images (prepared by IMD).

1.6 The submissions conclude that the development proposal is acceptable, and supportable, in planning terms and that full permission should be granted.

2 SITE AND SURROUNDINGS

2.1 The application site relates to two detached part four/part five-storey apartment blocks (constructed in the early 21st century) with shared vehicle parking, landscaping, and a bin store within a mixed residential and commercial part of Hulme. The site is located within both Central Manchester and the Regional Centre as designated on the Core Strategy Proposals Map.

2.2 The apartment building in the north-east corner of the site ('Block A') contains 13 self-contained two-bedroom apartments whereas the apartment building in the south-west corner of the site ('Block B') comprises 17 self-contained two-bedroom apartments. The primary access points are on Boundary Lane (for Block A) and Epping Street (for Block B), although entry to all apartments is also provided from an inner courtyard which is accessed from Boundary Lane.

2.3 A mix of apartment blocks, schools, hotels and university buildings are situated within close proximity. The site is bounded by Meredith Court (a 9-storey apartment block) to the north and two-storey terraced houses to the south (Nos. 1-9 Epsley Close and No. 16 Epping Street). Meanwhile, additional terraced housing is situated to the west opposite Epping Street and the Sixth Form building of Trinity Church of England High School is situated to the east opposite Boundary Lane.

2.4 The site benefits from a GMAL level of 8 (representing the highest level of accessibility). A bus stop is conveniently located on Boundary Lane immediately adjacent to the inner courtyard entrance, whilst the other corresponding bus stop is positioned approximately 90 metres to the south. These provide frequent connections between Chorlton and Piccadilly Gardens. In addition, the site is within 500 metres (a 7-minute walk) to the west of the Wilmslow Road Bus Corridor, which provides excellent connectivity between Manchester city centre and Parrs Wood via Didsbury, Withington, Fallowfield and Rusholme.

2.5 Despite its central location, the site is only a short walk from numerous open spaces, with the closest being a park at 63 Epping Street approximately 280 metres (a 4-minute walk) to the north. All Saints Park is situated approximately 680 metres (a 9-minute walk) to the north-east whilst Hulme Park is positioned within 1 kilometre (a 14-minute walk) to the north-west. Moreover, Snyder Park and Whitworth Park are located approximately 700 metres (a 10-minute walk) and 1 kilometre (a 14-minute walk) respectively to the south-east.

2.6 Accordingly, the location of the site is highly sustainable and suitable to accommodate new residential development.

2.7 There are no statutory/locally listed structures on or adjacent to the site nor is it located within a conservation area.

2.8 Please refer to the extract of the site location plan and images overleaf.

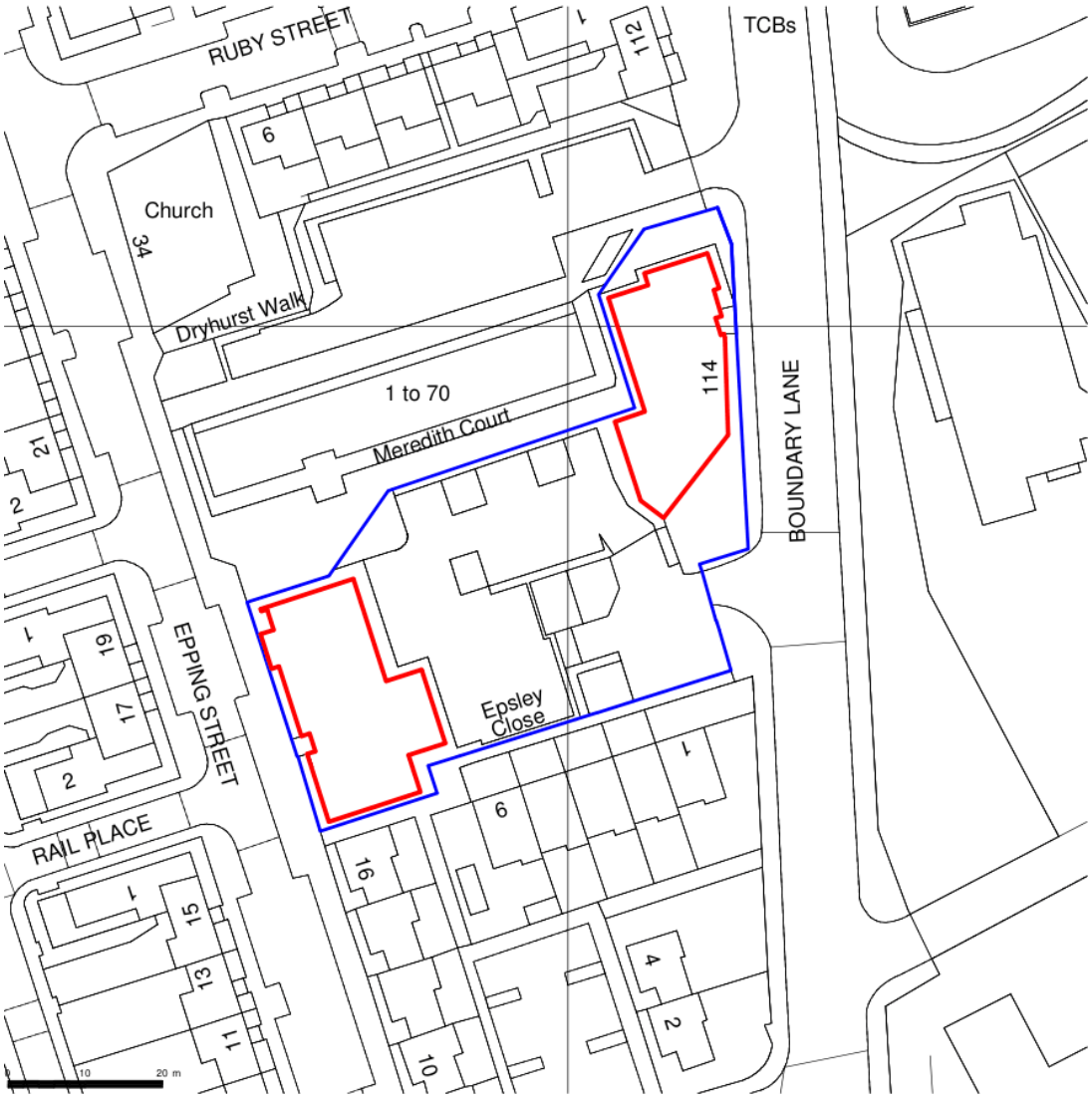


Figure 1: Extract of site location plan.



Figure 2: Streetview of Block B (which fronts onto Epping Street) from the junction between Rail Place and Eden Close, facing north-east-east. This displays the 9-storey Meredith Court on the left side, as well as the residential dwellings on Rial Place.



Figure 3: Streetview of Block B from the junction between Epping Street and Brindle Place, facing south-south-east. This displays the terraced housing along Epping Street.



Figure 4: Streetview of Block B from further down Epping Street, facing south-east. This illustrates the site's relationship with Meredith Court, which features modern cladding.



Figure 5: Streetview of Block B from Flatley Close, facing north. This displays the rear of the terraced houses on Epping Street on the left and the rear of the terraced houses on Epsley Close on the right, with Meredith Court in the background.



Figure 6: Block B as viewed from the inner courtyard of Linfield Gardens, with the bin store located in the centre and Meredith Court on the right.



Figure 7: Block A as viewed from the inner courtyard, facing north.



Figure 8: Streetview of Block A, facing west. This pictures its primary frontage on Boundary Lane.



Figure 9: Streetview of Block A from further down Boundary Lane, facing south-west. This demonstrates how Meredith Court dominates the streetscene.



Figure 10: Streetview of the site from Boundary Lane, facing north-east. The bus stop is visible on the right, whilst the roof of Block B and the upper floors of Meredith Court can be glimpsed between the trees.

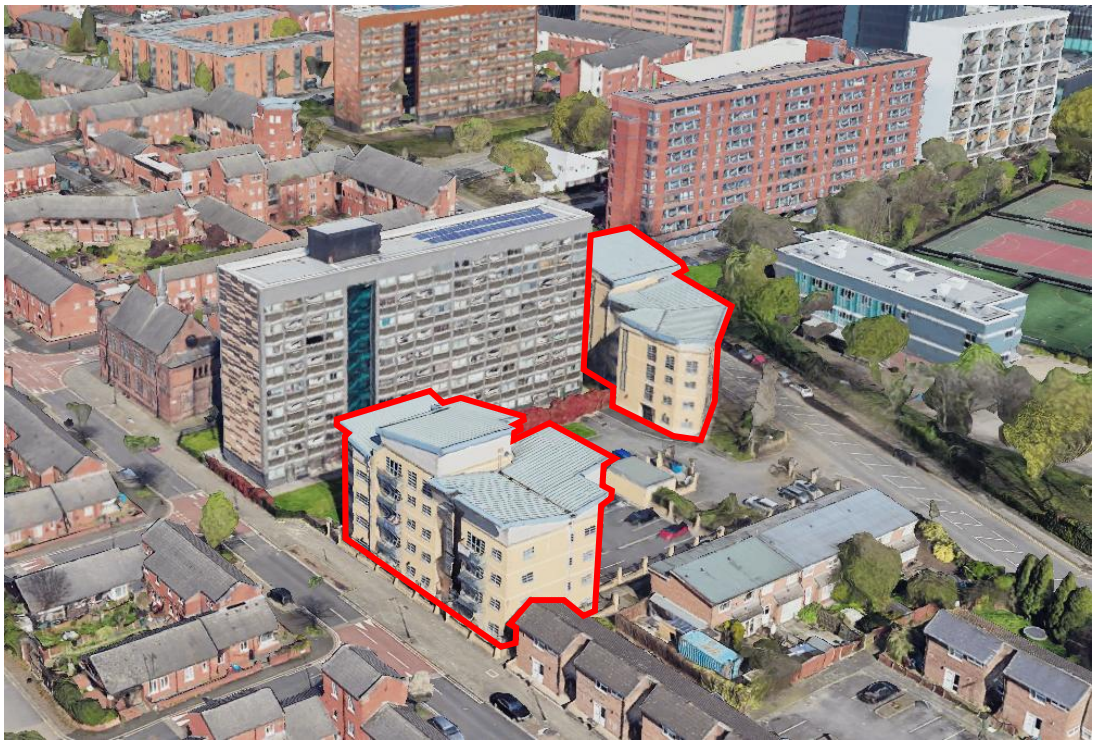


Figure 11: Aerial view of the site, facing north-north-east, with both Block A and Block B outlined in red. This captures the surrounding context, with further high-rise development visible in the background.

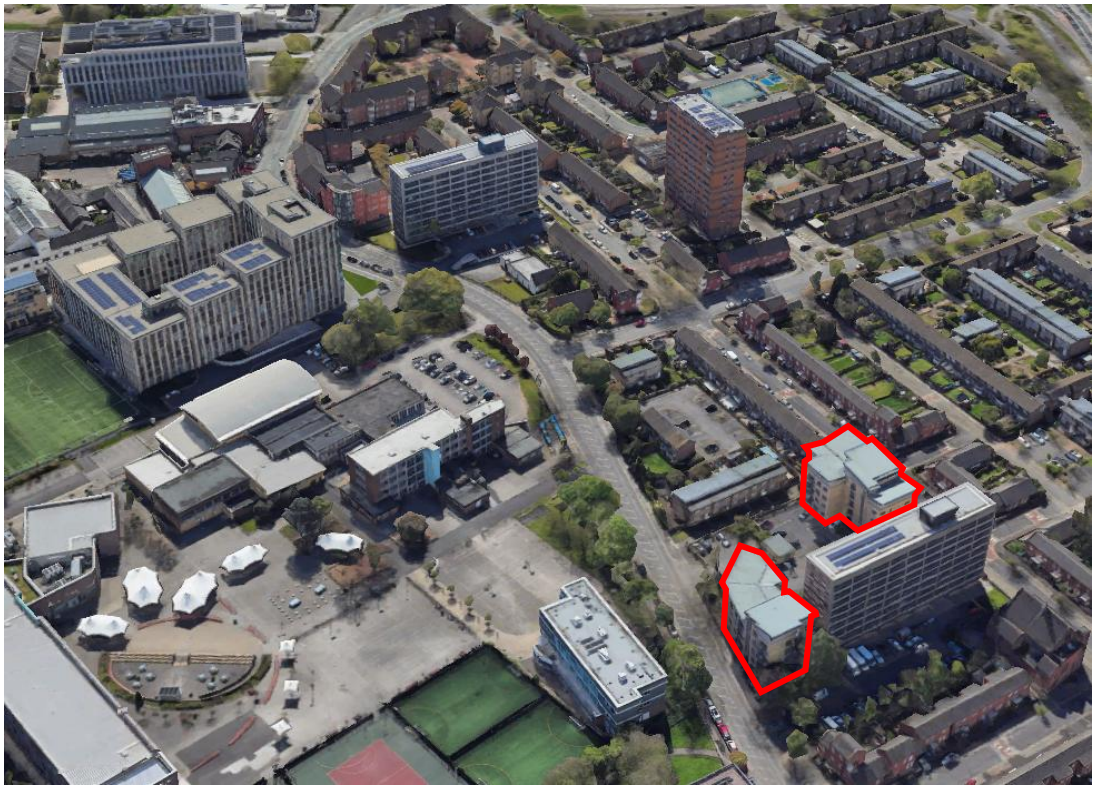


Figure 12: Aerial view of the site, facing south, with both Block A and Block B outlined in red. This shows high-rise development is also present in the opposite direction.

3 PLANNING HISTORY

3.1 A review of the Council's online records reveals that the site has been subject to two planning applications as summarised below.

The Site

3.2 The existing development traces its origins to application Ref 063799/FO/SOUTH1/01 for the 'erection of one part 4/part 5 storey block of 13 self-contained flats and one part 4/part 5 storey block of 17 self-contained flats with associated car parking and landscaping and the provision of a 6 space car park for 1-9 Epsley Close' at the Crown Hotel, Epping Street/Epsley Close/Boundary Lane, Hulme. This was approved on 7th May 2002 and subsequently constructed. Please refer to the Decision Notice at Appendix 1.

3.3 Most recently, an application (Ref 137974/FO/2023) for the 'erection of a single-storey secure bike store within the car park area' at Linford Gardens, 114 Boundary Lane, Manchester M15 6FD was approved on 16th October 2023. This has been implemented.

3.4 Please find the Decision Notice attached in Appendix 2 and the Delegated Report enclosed in Appendix 3.

Surrounding Area

3.5 Importantly, there are several examples of applications which have utilised the airspace above existing properties for new residential development in Manchester, including the following:

- Ref 103013/FO/2013/C1 for the 'addition of two storeys to create 3 apartments' at Montana House , 136 Princess Street, Manchester, M1 7AF was approved on 14th April 2014.

- Ref 119205/FO/2018 for the 'erection of three-storey side extension, roof-top extension to form additional storey, and remodelling of existing apartments to create 9 no. apartments in total with associated car parking and landscaping' at 7 Wynnstay Grove, Manchester M14 6XG was approved on 26th April 2018.

- Ref 128804/FO/2020 for the 'erection of a two-storey rooftop extension to form 9 duplex apartments and the conversion of the existing redundant internal car park to create a further 4 duplex apartments' at Barclay House, 35 Whitworth Street West, Manchester M1 5NG was approved on 8th October 2021.

- Ref 141994/FO/2025 for the 'change of use of second and third floors from commercial use (Use Class E), and erection of rooftop extension to create 11no residential apartments (Class C3), creation of external bin store, and other

associated external works including demolition, building alterations and window replacement' at the Equitable Building, St Ann Street, Manchester was approved on 12th November 2025.

3.6 These applications demonstrate that the principle of adding additional storeys to existing developments is acceptable, subject to other planning considerations.

4 THE PROPOSAL

4.1 The application seeks consent for the erection of upwards extensions at each residential block to provide a total of 14 duplex apartments (1 x 1-bed, 7 x 2-bed and 6 x 3-bed). Overall, this would lead to the provision of 42 apartments at the Linford Gardens development.

4.2 Block A currently accommodates 13 apartments. This application proposes 6 new apartments at Block A, although apartment No. 13 at fourth floor level will be reconfigured, resulting in a total of 18 apartments over six storeys.

4.3 Meanwhile, Block B, which currently accommodates 17 apartments, will host 8 new apartments. Again, all existing apartments in Block B will remain unchanged except for apartment No. 17 at fourth floor level, culminating in a residential block of 24 apartments over six storeys.

4.4 All proposed residential units achieve the Nationally Described Space Standard, with the majority of apartments exceeding the minimum floorspace requirements. Please refer to Table 1 and Table 2 for the schedules of new accommodation overleaf.

4.5 The scheme proposes extensions and alterations which relate solely to the upper floors of Linford Gardens. As demonstrated within the drawings package that supports this application, the built footprint will remain the same.

4.6 To confirm, the maximum height of each apartment block as existing will not be exceeded, since roof void space exists at the height of the proposed sixth floor which will be encompassed and utilised as habitable floorspace.

4.7 The proposed external materials will match existing to successfully assimilate with the host properties and surrounding context. All floors will be constructed from blonde brick except for the top floors, which will display grey bricks for variation. Furthermore, the proposed fenestration will harmonise with the existing arrangement by predominantly replicating the same window/balcony pattern to ensure a balanced external appearance.

4.8 Careful consideration has been given to ensure all elements of the additional storeys respond positively to local distinctiveness, sit comfortably in terms of external massing and visual appearance within the street scene and contribute positively to the character of the local area.

4.9 The proposed scheme has been carefully designed to reflect the scale, density and character of properties within the immediate street scene, which features significant variation in terms of the size and siting of residential properties.

4.10 All proposed habitable rooms will benefit from large windows providing high-quality outlook and good levels of sunlight/daylight throughout.

4.11 Provision already exists for safe and secure cycle and refuse storage within Linfield Gardens, further details of which may be provided as necessary.

4.12 Solar panels will also be erected at the proposed roof level of each block (above the fifth floors).

Apartment	National Space Standard Requirement (sqm)	Gross Internal Area (sqm)	External Amenity Provision	Outlook
A13 (3 bed/4 person)	84	90	Juliet Balcony	Dual
A14 (3 bed/4 person)	84	84	Private Balcony	Dual
A15 (3 bed/5 person)	93	100	Private Balcony	Dual
A16 (3 bed/5 person)	93	99	N/A	Dual
A17 (2 bed/3 person)	70	75	Juliet Balcony	Triple
A18 (2 bed/4 person)	79	83	Private Balcony	Dual

Table 1: Schedule of New Accommodation at Block A.

Apartment	National Space Standard Requirement (sqm)	Gross Internal Area (sqm)	External Amenity Provision	Outlook
B17 (3 bed/4 person)	84	85	Private Balcony	Dual
B18 (2 bed/4 person)	79	83	Juliet Balcony	Dual
B19 (3 bed/5 person)	93	93	Private Balcony	Dual
B20 (2 bed/3 person)	70	72	Private Balcony	Single
B21 (2 bed/3 person)	70	71	N/A	Dual
B22 (1 bed/2 person)	58	68	N/A	Dual
B23 (2 bed/4 person)	79	80	Private Balcony	Dual
B24 (2 bed/3 person)	70	77	N/A	Single

Table 2: Schedule of New Accommodation at Block B.

5 PLANNING POLICY

5.1 This section provides a review of relevant national and local planning policy and guidance.

National Policy

5.2 The National Planning Policy Framework (NPPF) was revised in December 2024 and sets out the Government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development.

5.3 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or
- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

5.4 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

5.5 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework.

Delivering a Sufficient Supply of Homes

5.6 Paragraph 61 explains that in order to support the Government's commitment to significantly boosting the supply of homes, it is important that a sufficient amount and variety of land comes forward for development where it is needed, that needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

5.7 Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirement set out in adopted strategic policies or against their local housing need where

strategic policies are more than five years old. The five year supply should include an appropriate buffer. Where the local authority chooses to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan the buffer should be 5% to ensure choice and competition in the market for land. In the event that there has been significant under delivery over the previous three years when measured against the Housing Delivery Test, then a 20% buffer should be applied. Furthermore, from 1st July 2026, where a local planning authority has an annual average housing requirement 80% or less of the most recent housing need figure calculated (using the standard method set out in the national planning practice guidance), then a 20% buffer should be applied.

5.8 The NPPF is clear at paragraph 11 that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites or the Housing Delivery Test indicates that the delivery of housing was substantially below the housing requirement over the previous three years.

Promoting Sustainable Transport

5.9 To protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities; address the needs of people with disabilities by all modes of transport; create safe and secure places minimising conflicts between traffic and pedestrians; allow for the efficient delivery of goods and access by service and emergency vehicles; and be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Making Effective Use of Land

5.10 The NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land.

5.11 Paragraph 125 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for new homes and other identified needs. Furthermore, sub-section (d) of this paragraph explains that planning should also promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

5.12 Sub-section (e) of paragraph 125 outlines that Councils should support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be

consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards) and can maintain safe access and egress for occupiers.

5.13 The chapter also discusses how appropriate densities can be achieved. Paragraph 129 sets out that the planning system should support development that makes efficient use of land, taking into account the following:

- The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- Local market conditions and viability;
- The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- The desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- The importance of securing well-designed, attractive and healthy places.

Achieving Well Designed Places

5.14 This chapter sets out at paragraph 135 that planning policies and decisions should aim to ensure that developments:

- 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.
- Are visually attractive as a result of good architecture and layout and appropriate and effective landscaping;
- 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);
- Establish a strong sense of place, using the arrangements of streets, spaces, buildings types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- 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

- Create places that are safe, inclusive and accessible and which promote health and well-being.

Decision Taking

5.15 Guidance in paragraph 39 states that local planning authorities should approach decision-taking in a positive and creative way. They should work proactively with planners to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Local Plan

5.16 The Local Plan for Manchester currently consists of the Places for Everyone Joint Development Plan (adopted March 2024) and the Core Strategy (adopted July 2012), alongside saved policies of the Unitary Development Plan (UDP). The Core Strategy is supported by a range of Supplementary Planning Documents (SPDs). The policies relevant to the determination of the application are summarised below.

Places For Everyone (PfE) Joint Development Plan

5.17 Policy JP-Strat1 (Core Growth Area) outlines that the economic role of the Core Growth Area will be protected and enhanced, with sustainable development supporting major growth in the number of jobs provided across the area providing opportunities to create jobs for local communities. Complementary to, but not at the expense of, its economic function it will see a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities.

5.18 Policy JP-Strat2 (City Centre) sets out that the City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, but the increasingly important residential role of the City Centre will be expanded. Development will generally be high density. It will enable people to take advantage of the access to education and training and the extensive public transport offer, reducing the need to travel to work whilst supporting economic growth and reducing levels of poverty.

5.19 Policy JP-Strat5 (Inner Areas) explains that the continued regeneration of the inner areas will be promoted and will be linked to reducing levels of deprivation and poverty and supporting the improved health and wellbeing of the communities. High levels of new development will be accommodated in this highly accessible and sustainable location. New development will be predominantly residential and will be integrated with existing communities, enhancing the quality of places and their local character.

5.20 Policy JP-S1 (Sustainable Development) advises 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.

5.21 Policy JP-S6 (Clean Air) states that development should be located in areas that maximise the use of sustainable travel modes (so as to reduce reliance on forms of transport that generate air pollution).

5.22 Policy JP-H1 (Scale, Distribution and Phasing of New Housing) states that a minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305. The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of key assets. In Manchester, the minimum annual number of net additional dwellings between 2022-2039 is set at 3,533.

5.23 Policy JP-H3 (Type, Size and Design of New Housing) outlines how development across the plan area should seek to incorporate a range of dwelling types and sizes. All new dwellings must:

- Comply with the nationally described space standards; and
- Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.

5.24 In particular, paragraph 7.30 states that a key part of the overall strategy is to maximise the amount of development on brownfield sites in the most accessible locations and maximise the loss of greenfield and Green Belt as far as possible. In order to deliver the necessary densities, an increasing proportion of new dwellings will be in the form of apartments and town houses, continuing recent trends.

5.25 Policy JP-H4 (Density of New Housing) states that new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.

5.26 For proposals within the City Centre, the minimum net residential density is 200 dwellings per hectare, whilst for proposals within GMAL 6 and above, the minimum net residential density is 50 dwellings per hectare. Where more than one density applies to the same part of the site, the highest density should be used.

5.27 In order to achieve an appropriate mix of housing across the plan area, developments should include the provision of houses and/or apartments having regard to the following and the need to achieve high quality design:

C. 120+ dwellings per hectare: primarily apartments, incorporating houses and/or ground-floor duplexes where practicable

5.28 Policy JP-P1 (Sustainable Places) aims for the plan area to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with:

- Distinctive, with a clear identity that:
    - Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;
    - Enables a clear understanding of how the place has developed; and
    - Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used
- Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design
- Socially inclusive:
    - Responding to the needs of all parts of society;
    - Enabling everyone to participate equally and independently;
    - Providing opportunities for social contact and support; and
    - Promoting a sense of community;
- Resilient, capable of dealing with major environmental events;
- Adaptable, able to respond easily to varied and changing needs and technologies;
- Durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained;
- Resource-efficient with:
    - A low carbon footprint;
    - Efficient use of land;
    - Minimised use of new materials; and
    - High levels of recycling;

- Safe, including by designing out crime and terrorism, reducing opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster;
- Supported by critical infrastructure, such as energy, water and drainage and green spaces;
- Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage;
- Incorporating inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places; and
- Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place.

5.29 Policy JP-C1 (An Integrated Network) sets out how an accessible, low carbon Greater Manchester with worldclass connectivity can be supported with the following measures:

- Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;
- Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;
- Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):

    a) Pedestrians (and people using mobility aids);

    b) Cyclists, powered two-wheelers, and public transport users;

    c) People doing business or providing services (such as taxis/private hire, deliveries or waste collection), and

    d) People in personal motorised vehicles

5.30 Policy JP-C6 (Walking and Cycling) aims to help deliver a higher proportion of journeys made by walking and cycling.

5.31 Policy JP-C8 (Transport Requirements of New Development) requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. This will be achieved by (amongst other things) reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development.

Manchester Core Strategy

5.32 Policy SP1 (Spatial Principles) advises that the key spatial principles which will guide the strategic development of Manchester to 2027 are (amongst other things):

- The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living.
- Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas.
- The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.
- New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport.

5.33 This sets out the Core Development Principles - development in all parts of the City should:

- Make a positive contribution to neighbourhoods of choice including:
  - Creating well designed places that enhance or create character;
  - Making a positive contribution to the health, safety and wellbeing of residents;
  - Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income. protect and enhance the built and natural environment;
  - Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

5.34 Policy EC3 (The Regional Centre) stipulates that housing will be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.

5.35 Policy EC8 (Central Manchester) states that the Council will promote development which has had regard to creating a positive sense of place at the interface of the health and education institutions along Oxford Road and the residential areas, using design and public realm.

5.36 Policy H1 (Overall Housing Provision) outlines which development will come forward based on availability, suitability and achievability of developing capacity sites. It outlines that 90% of residential development will be on previously developed land, with new developments taking advantage of existing buildings where appropriate.

5.37 Proposals for new residential development should take account of the need to:

- Reflect the spatial distribution which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). Schemes should make provision for parking cars and bicycles (in line with policy T2); and the need for appropriate levels of sound insulation;
- Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision;
- Prioritise sites which are in close proximity to centres or high frequency public transport routes;
- Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations) and;
- Be designed to give privacy to both its residents and neighbours.

5.38 Policy H5 (Central Manchester) advises that Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be

sustained. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.

5.39 Policy EN1 (Design Principles and Strategic Character Areas) outlines that 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. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

5.40 The Central Arc Character Area is predominantly comprised of 1960s social housing estates and zoned industrial areas bisected by the transport network and largely resulting from the comprehensive redevelopment of the past. Much of the Central Arc is experiencing regeneration with some contemporary urban solutions, for example in Hulme, now complete, and some still to be progressed. The opportunity exists for development on a large scale using innovative urban design solutions.

5.41 Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) states that applications for residential development of 10 or more units and all other development over 1,000 sq. m will be expected as a minimum to meet the target shown in Tables 12.1 or 12.2, unless this can be shown not to be viable. This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement. Such a statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.

5.42 Policy EN14 (Flood Risk) states that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).

5.43 Policy EN19 (Waste) advises that the council will:

- Require all developers, including those of new waste management facilities within the District, to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal);

5.44 Policy T1 (Sustainable Transport) aims to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling

and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

5.45 Policy T2 (Accessible Areas of Opportunity and Need) stipulates that the Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections;
- Is easily accessible by walking, cycling and public transport;
- Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities. In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. Standards are set for two different area types:
  - District Centres; and
  - Areas not within the City Centre or District Centres.

  The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.
- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

5.46 Policy DM1 (Development Management) states that development management should have regard to the following specific issues:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions such as noise.

- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effects relating to biodiversity, landscape, archaeological or built heritage;
- Green Infrastructure including open space, both public and private;
- The use of alternatives to peat-based products in landscaping/gardens within development schemes;
- Flood risk and drainage;
- Existing or proposed hazardous installations;
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

Saved Policies of the Unitary Development Plan

5.47 Policy DC26 (Development and Noise) outlines that the council will control the noise impacts regarding development, the council will consider both:

a. the effect of new development proposals which are likely to be generators of noise; and

b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

5.48 New noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

5.49 The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

Guide to Development in Manchester SPD

5.50 The Guide to Development in Manchester SPD was adopted in April 2007 and places significant importance on new development creating a 'sense of place' under seven key principles as follows:

- character and context;
- continuity and enclosure;
- legibility;
- ease of movement;
- quality of the public realm;
- diversity; and
- adaptability

5.51 The SPD states that increased development density can be appropriate where it is necessary to reinforce community identity, promote a more economic use of land, increase demand for local facilities and contribute to safer, self-policed streets. However, density levels must be informed by the character of an area and the specific circumstances of a proposal.

6 PLANNING CONSIDERATIONS

6.1 The planning issues relevant to the determination of the development proposal are assessed in detail below.

Principle of Development

6.2 The site relates to two existing residential apartment blocks within an area of Hulme which is located in both the designated Regional Centre and Central Manchester.

6.3 Importantly, Policy EC3 of the PfE Plan stipulates that the Regional Centre will generally be a location where higher density residential development is appropriate. Policy JP-Strat5 also states that high levels of new development will be accommodated within the Inner Areas. New development will be predominantly residential and will be integrated with existing communities, enhancing the quality of places and their local character.

6.4 As demonstrated within Section 3 of this Statement, there are many examples of applications which have utilised the airspace above existing properties for new residential development in Manchester.

6.5 Furthermore, sub-section (e) of paragraph 125 of the NPPF outlines that Councils should support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards) and can maintain safe access and egress for occupiers.

6.6 Policy H1 of the Core Strategy outlines that 90% of residential development will be on previously developed land, with new developments taking advantage of existing buildings where appropriate.

6.7 The proposal would result in a net gain of 12 dwellings above existing buildings within a highly accessible location within Central Manchester. As such, it would make a significant and valuable contribution to the city's housing supply.

6.8 Accordingly, the principle of erecting additional storeys to provide habitable floorspace is considered to be acceptable provided that there are no unacceptable impacts upon amenity of the neighbouring occupiers, highways or the visual character or appearance of the surrounding area.

Design

6.9 The proposed works have been carefully considered in their scale, massing, design and materiality to ensure there will be no harmful impact upon the character of the local area. Please refer to Figures 13 and 14 for a comparison of the existing and proposed development.



Figure 13: CGI of the existing development, with Boundary Lane in the foreground and Meredith Court in the background. Block A is situated on the right whilst Block B is positioned on the left.



Figure 14: CGI of the proposed development, illustrating the upwards extension of each block. This demonstrates how the proposal will successfully assimilate within the immediate area and represents a high-quality design.

6.10 As summarised within Section 4 of this Statement, the proposal has been carefully considered to take into account the defining characteristics of the area. Due consideration has been afforded to the Guide to Development in Manchester SPD regarding the scale, massing and materiality to ensure the proposed extensions will result in a modern, high-quality appearance.

6.11 As demonstrated on the drawings package, the proposed design of the roof, external materials and fenestration successfully harmonise with and compliment the host buildings. Moreover, the proposed extensions have been sensitively designed to incorporate complementary materials to further assimilate the proposal with the existing buildings.

6.12 The height of the neighbouring 9-storey Meredith Court has significantly contributed to the context of the local area since it was constructed in 1968. The proposal will still remain subservient in scale since the maximum roof heights of the apartment blocks will not increase. Hence, Linford Gardens will maintain a harmonious relationship with Meredith Court.

6.13 In addition, a range of high-rise developments (both modernist and contemporary) exist nearby, as pictured in Section 3 of this Statement. As such, the proposal will complement the scale, form, layout and materials of adjacent buildings and the surrounding area.

6.14 Importantly, the built footprint will remain the same as existing.

6.15 Given the above, the proposal is not considered to cause harm to the character or appearance of the host buildings or the wider area. The application therefore complies with Policy EN1 of the Core Strategy and the Guide to Development in Manchester SPD.

Residential Amenity

Living Conditions for Future Occupiers

6.16 All proposed apartments have been designed to meet the Nationally Described Space Standard (as demonstrated on the enclosed drawings package) to ensure an acceptable usable floor area in accordance with relevant policy requirements. In fact, the majority of the proposed units comfortably exceed the minimum floorspace requirements.

6.17 As highlighted in Section 2, all future occupiers will be able to access a range of open spaces within a short-walking distance, including a park at 63 Epping Street, All Saints Park, Hulme Park, Snyder Park and Whitworth Park.

6.18 Furthermore, half of the 14 proposed units will benefit from external amenity space in the form of private balconies (which will match the existing balconies at lower levels), whilst an additional three units will accommodate Juliet balconies.

6.19 All proposed habitable rooms will benefit from large windows to provide high-quality outlook and good levels of sunlight/daylight for future occupiers too.

Impact on Neighbouring Properties

6.20 The scale and position of the proposed extensions have been carefully considered to ensure that there will be no adverse impact upon the occupiers of any neighbouring dwellings.

6.21 The overall net gain of 12 residential units will not result in an unacceptable level of noise or disturbance, particularly given the site's central location within a high-density context.

6.22 Furthermore, given that the proposed extensions will not protrude further than the existing footprint, they will have no unacceptable impact upon the amenity of neighbouring occupiers by way of outlook, sunlight/daylight or enclosure.

6.23 This is demonstrated by a Daylight and Sunlight Assessment (prepared by T16 Design) which accompanies this submission and assesses the proposal in respect of daylight, sunlight and overshadowing matters, having regard to industry standard guidance.

6.24 The report analyses the impact of the proposed development on the neighbouring windows of Nos. 15, 16, 17 and 19 Epping Street, Nos. 1 and 2 Rail Place, Nos. 5-9 Flatley Close, and Meredith Court, as well as Trinity Church of England High School.

6.25 All of the 95 assessed windows retain in excess of 80% of their current Vertical Sky Component (VSC) values. The scheme is therefore compliant with BRE recommendations in relation to daylight impacts.

6.26 Accordingly, the scheme has been designed in a manner which ensures that acceptable levels of privacy, outlook, amenity and sunlight/daylight will be maintained for all neighbouring properties.

6.27 The proposed scheme therefore complies with Policy JP-P1 of the PfE Plan and Policy DM1 of the Core Strategy, as well as saved Policy DC26 of the UDP.

Highways

6.28 Given the constrained location of the site within a Regional Centre, there is unfortunately no scope to accommodate additional car parking to serve the proposed apartments.

6.29 However, there is already provision for 30 car parking spaces within the inner courtyard and fewer than 50% of existing residents own a car. Meanwhile, the existing development also benefits from safe and secure cycle storage and waste storage, further details of which may be provided as necessary. Therefore, sufficient space exists to accommodate any additional refuse requirements or vehicle/cycle parking demand generated by the proposed development.

6.30 As detailed within Section 2, the site is within a highly sustainable location benefitting from a GMAL level of 8 (representing the highest level of accessibility). It is therefore considered to be an acceptable location for residential development with a range of amenities and social infrastructure accessed using active modes.

6.31 On the basis of this assessment, the proposal represents an appropriate use of the site and will have no material impact on the surrounding transport network in accordance with the Local Plan.

6.32 Paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios. Against this background, we do not consider that there is any reason to refuse the scheme on highways grounds.

6.33 Accordingly, the proposal complies with PfE Policies JP-C6 and JP-C8 and Core Strategy Policies T1, T2 and EN19.

Flood Risk

6.34 Whilst it is acknowledged that a significant portion of the inner courtyard of Linford Garden lies within Flood Zone 2, the scope of development relates solely to the upper levels of the apartment blocks, virtually all of which are located within Flood Zone 1.

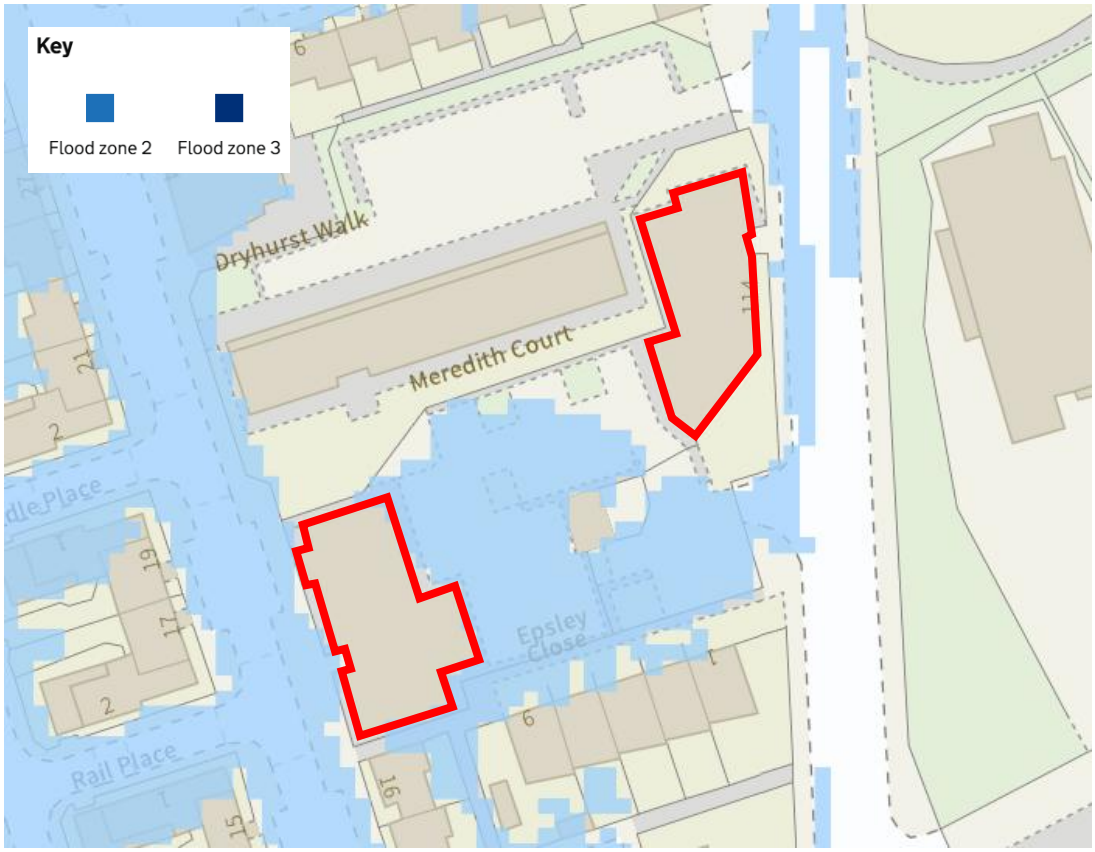


Figure 15: Flood Risk map with the apartment buildings outlined in red.

6.35 Crucially, the built footprint will remain as existing; it is therefore considered that the development will have no impact upon surface water run-off and will not increase flood risk for properties in the surrounding area.

6.36 As a result, the proposal is considered to comply with Policy EN14 of the Core Strategy.

Energy

6.37 This submission is also supported by an Energy Statement (prepared by Base Energy), which sets out the design approach with regards to energy, carbon dioxide emissions, and sustainability.

6.38 The design of the development will incorporate energy efficient building fabric and services in addition to low carbon technology:

- Thermal specification meeting and exceeding Part L 2021 limiting U-values
- A design which limits air permeability, targeting 3.0
- A design which limits thermal bridging where feasible
- Energy saving building services including low energy lighting, heating controls, heat recovery ventilation
- Solar PV Panels & Air source heat pumps for HWS only

6.39 This results in an overall 69% carbon emissions reduction over Part L 2021. Hence, the proposal complies with Policy EN6 of the Core Strategy.

7 CONCLUSIONS

7.1 It is concluded that the scheme is in accordance with the NPPF and the Council's adopted Local Plan. It therefore constitutes appropriate development and should be supported for the following reasons:

- The site is an existing building within an accessible urban location. As such, the principle of extending the residential buildings upwards is acceptable provided that there will be no adverse impact upon the amenity of the occupiers of any neighbouring properties or upon the visual character of the surrounding area;
- The design of the proposed scheme has been informed by the surrounding context and the varied size and scale of built form immediate surrounding area. Importantly, the proposed design of the upwards extensions, external materials and fenestration successfully harmonise within the existing buildings. The detailed assessment presented as part of this submission demonstrates that the proposal will have no harmful impact upon the visual character of the surrounding area;
- The proposed residential units will comply with the relevant floorspace standards, and future occupiers will benefit from a good level of amenity in terms of sunlight/daylight, outlook and external amenity space;
- The proposed extensions will not result in any adverse impact upon the outlook or amenity of the occupiers of any of the adjoining neighbouring properties;
- This application represents an appropriate use of the site and will have no material impact on the surrounding transport network;
- The development relates solely to the upper floors of Linford Gardens. Accordingly, it will have no impact upon surface water run-off and will not increase flood risk for properties in the surrounding area, and
- The design of the development will incorporate energy efficient building fabric and services in addition to low carbon technology.

7.2 Overall, the scheme continues to adopt the principles of sustainable development in relation to social, economic and environmental factors. It has been demonstrated to comply with the NPPF, the PfE Plan (most notably Policies JP-Strat1, JP-Strat2, JP-Strat5, JP-S1, JP-S6, JP-H1, JP-H3, JP-H4, JP-P1, JP-C1, JP-C6 and JP-C8), the Core Strategy (most notably Policies SP1, EC3, EC8, H1, H5, EN1, EN6, EN14, EN19, T1, T2 and DM1), as well as the saved policies of the UDP and the Guide to Development in Manchester SPD.

7.3 On this basis, the proposal should be considered acceptable in planning terms.



MIALEX

Appendix 1

MIALEX

MANCHESTER CITY COUNCIL

Planning

Growth & Neighbourhoods Directorate

Register of Applications

Application Reference

063799/FO/SOUTH1/01

Date Registered

12 Dec 2001

Applicant's Name & Address

Cheshire Portfolios Ltd.,
Old School House, 2a, Hibbert Street, Manchester M32 0HD

Agent's Name & Address (where applicable)

Martin Pearson Architects,
3, Hawthorn Lane, Wilmslow, Cheshire SK9 1NA

Location

Crown Hotel, Epping Street/Epsley Close/Boundary Lane, Hulme

Proposal

Erection ofone part 4/part 5 storey block of 13 self contained flats and one part 4/part 5 storey block of 17 self contained flats with associated car parking and landscaping and the provision of a 6 space car park for 1-9 Epsley Close

Ward(s)

Hulme Ward

Decision

Approved

Date of Decision

07 May 2002

Conditions and Reasons:

1) The development must be begun not later than the expiration of five 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 drawings numbered Site edged red received 20/03/02, 308/P1 rev D, 308/P2 rev E, 308/P3 rev D, 308/P4 rev B, 308/P5 rev c, 308/P6 rev A and 308/P3 rev A.

Reason

For the avoidance of doubt
3) The landscaping scheme to form part of the development shall be implemented not later than 12 months from the date the building is first occupied; any tree removed, dying or becoming severely damaged or seriously diseased within 2 years of planting shall be replaced by trees of a similar size and species to those originally required to be planted.

Reason

To secure the satisfactory development of the site and in the interests of visual amenity.
4) Trees which are to be retained shall be protected during construction by the erection of a fence of a type and in a position to be approved by the City Council prior to the commencement of development.

Reason

In order to protect the trees from damage.
5) Samples of the materials to be used in the external elevations shall be submitted to and approved by the City Council before the development is commenced.

Reason

In the interests of visual amenity and to ensure a satisfactory development.
6) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied.

Reason

To ensure that there is adequate car parking for the development proposed when the building is occupied.
7) All excavation work beneath the canopies of trees to be retained shall be carried out by hand.

reason

To prevent unnecessary damage to the roots of retained trees.
8) The development hereby approved shall not be commenced unless and until a study into the physical impact of the proposed development on television signal (terrestrial and satalite) reception in the area that contains the applicationsite has been carried out. The study shall identify any measures necessary to maintain the existing level and quality of signal reception and such measures shal be implemented as son as is practicable and in any event before the development is first occupied.

reason

In the interests of amenity and to ensure that the development at least maintains the existing level and quality of television signal within the wider area.
9) No more than one terrestrial television aerial asnd one satalite dish shall be mounted on each og the proposed blocks of flats without the prior approval of the City Council

Reason

To protect the visual amenity of the area from undue clutter.

Appendix 2

MIALEX

MANCHESTER CITY COUNCIL

Important – Planning permission & notices of consent

Compliance with conditions

- Your planning approval or consent is attached. It will contain conditions that you must comply with.
- Please read the conditions and understand their requirements and restrictions, for example submission and approval of details or measures to protect trees.
- Some conditions will require action before you start development and it is imperative that you seek to have these discharged before any work commences.
- Whilst every effort has been made to group conditions logically, it is your responsibility to ensure that you are aware of the requirements and/or restrictions of all conditions.
- If you fail to comply with the conditions this may result in a breach of planning control and this may lead to enforcement action.
- Failure to comply with conditions may also result in the development not being lawful.
- It is in your interests to demonstrate that conditions have been complied with. Failure to do so may cause difficulties if the property is sold or transferred.
- A fee is payable for each request to discharge conditions.
- For advice on any of these matters, please contact Planning, Manchester City Council, PO Box 532, Town Hall, Manchester M60 2LA or email planning@manchester.gov.uk

MANCHESTER CITY COUNCIL

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant

Zafar Ahmed
Greenmark Estates Limited
114 Linford Gardens
Boundary Lane
Manchester
M15 6FD

Agent (if used)

Mr Saghir Hussain
Create It Studio Architects
Universal Square
Devonshire Street North
Manchester
M12 6JH

Part 1 – Particulars of the application/development

Proposal: Erection of a single-storey secure bike store within the car park area

Location: Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD

Date of application: 4 September 2023

Application number: 137974/FO/2023

Part 2 – Particulars of decision

Manchester City Council gives notice that the development referred to in Part 1 has been **Approved** in accordance with the application and plans submitted subject to the condition(s) listed below (if any).

Article 35 Declaration

Officers have collaborated with the applicant in a positive and proactive manner. 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, and other material considerations. No significant problems have arisen during the consideration of this application.

Condition(s) attached to this decision

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:

a.	Drawing - Location Plan	04 Sep 2023	LOCATION AND SITE PLAN
b.	Drawing - Site Plan	04 Sep 2023	PROPOSED

c. Drawing - Existing PLAN 04 Sep 2023 A1462(01)AP002 P1 FLOOR
d. Drawing - Proposed PLAN AND ELEVATIONS 04 Sep 2023 A1462(02)AP003 P1 FLOOR

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy.

3) The materials to be used on the external surfaces hereby permitted shall match those as specified on the application form in type, size, colour, and texture.

Reason - To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the structure. Pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy

4) 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 DM 1 and EN 18 of the Manchester Core Strategy

Informatives

Building Regulations 2010
This permission does not grant approval under Building Regulations.

Street Naming & Numbering Requirements
Manchester City Council is responsible for allocating street naming and numbering within Manchester for new developments or property conversions. Individuals or businesses are not permitted to allocate their own property numbers, building or street names.

If your development includes the creation of new dwellings (either new build or conversion of existing buildings), creation of new commercial properties or the subdivision of existing properties you must ensure that you request new or changes to addresses through us so they can be officially allocated and registered in accordance with the Public Health Act 1925 Sections 17-19 & Greater Manchester Act 1981 Section 22.

Failure to do this may result in difficulties for the developer/occupier when requiring services such as connections to utilities, phone lines and postal services and may delay your development.

You can apply online at the following address:
http://www.manchester.gov.uk/info/100011/roads_parking_and_transport/1988/naming_and_numbering_of_houses_buildings_streets_and_roads/2

Mining Information
The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Please read the Standing Advice from the Coal Authority in Appendix A.

The applicant should be advised that any requirements for licensing, hoarding/ scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Contact Manchester (Tel: 0161 234 5004 / Email: highwaylicences@manchester.gov.uk).

a. Access to the cycle store should be restricted to genuine uses, either with an access control system or keys issued to users. A numeric keypad should be avoided as numbers can be shared beyond those with legitimate access.
b. There should be a light above the entrance into the cycle store that operates on a photocell/dusk-til-dawn sensor.

Date: 16 October 2023

Signed: 

Julie Roscoe
Director of Planning, Building Control & Licensing

Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Notes

1. This permission refers only to that required under the Town and Country Planning Act 1990 does not include any consent or approval under any other enactment, byelaw, order or regulation.

2 If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, they may appeal to the Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990 within six months of the date of the notice of the decision.

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the gov.uk website – www.gov.uk/appeal-planning-decision The Inspectorate will publish details of your appeal on the internet. Alternatively If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but they will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the City Council (planning@manchester.gov.uk) and the Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK.

3. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

4. If either the local planning authority of the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990

5. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to them. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

Appendix A

The Coal Authority

STANDING ADVICE - DEVELOPMENT LOW RISK AREA

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:
www.gov.uk/government/organisations/the-coal-authority

Standing Advice valid from 1st January 2023 until 31st December 2024

Appendix 3

MIALEX

Planning

Growth & Development

Delegated officer report for planning application

Application no.	137974/FO/2023
Date registered valid:	4 September 2023
Proposal:	Erection of a single-storey secure bike store within the car park area
Address:	Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Ward(s):	Hulme Ward
Applicant:	Zafar Ahmed, Greenmark Estates Limited
Agent (if any):	Mr Saghir Hussain, Create It Studio Architects
Case officer:	Joshua Lee Tel: 0161 219 2851 Email: joshua.lee@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	**05/10/2023**

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 13/09/2023

Standard consultations:

Manchester City Council Highway Services: Printed: 7 September 2023 Received:

Greater Manchester Police: Printed: 7 September 2023 Received: 05/10/2023

Neighbour notifications

Printed: 7 September 2023 Expired: 28 September 2023

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

Proposal relates to a small piece of land within the Linford Gardens residential development on the boundary with the adjacent Meredith Court. Linford Gardens features 2no 4 storey apartment blocks, with parking, landscaping, and a bin store.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable



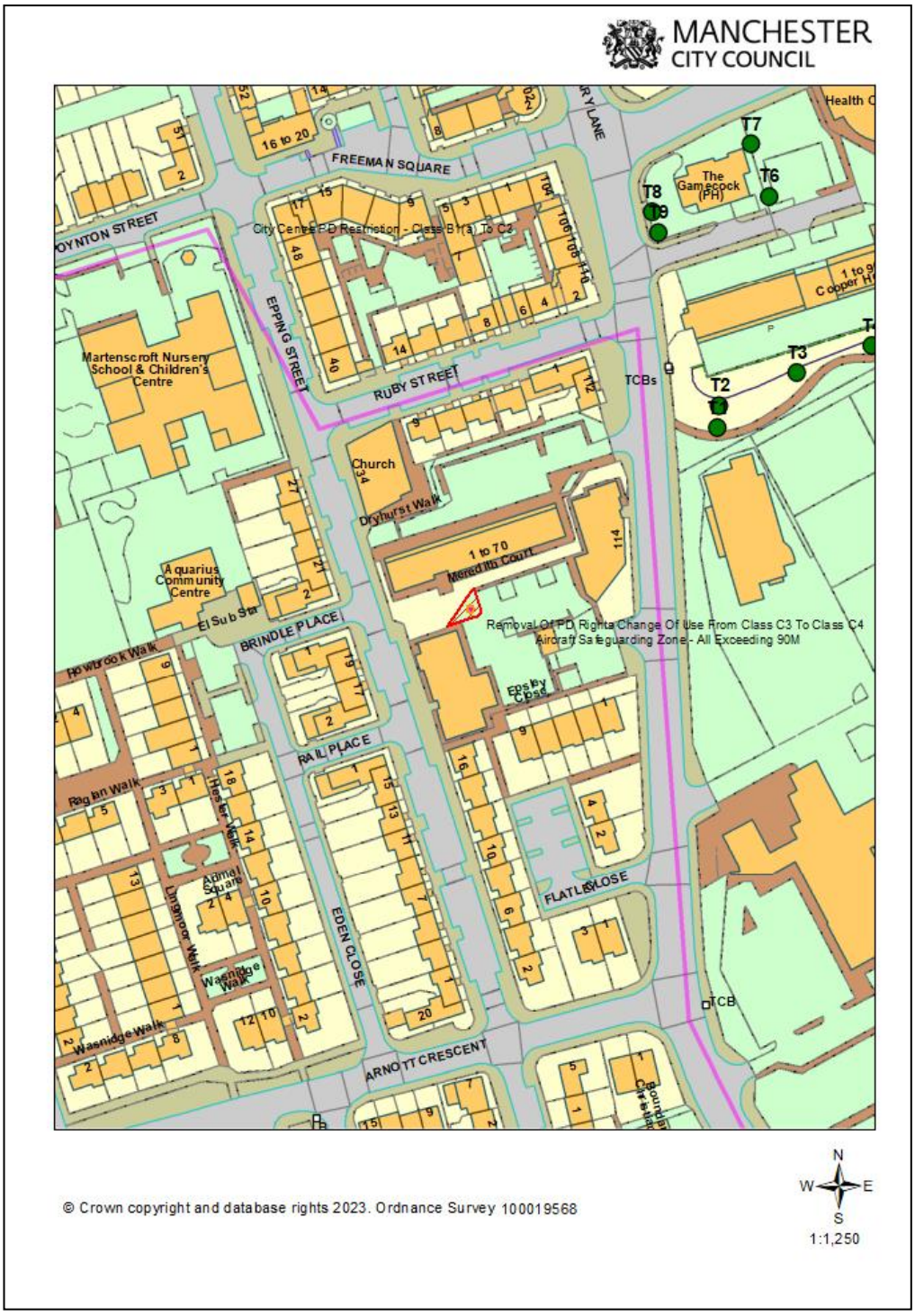
Figure 1. Street scene



Figure 2. Location of proposal

Description of area

The proposal is located in a mixed residential and commercial part of the Hulme ward of Manchester. The site is located in the Regional Centre (EC 3) with apartment blocks, schools, hotels, and university buildings within a close proximity.



Description of development

The applicant is proposing the erection of a single-storey secure bike store within the car park area.

The proposed building sits on a corner of pavement within the main car park at the boundary with Meredith Court.

The proposed building is single storey and measures 9950mm x 7450mm x 11530mm.

The internal area is 33.5sqm and securely stores 20 bicycles.

The proposal features a metal louvered double door to the car park.

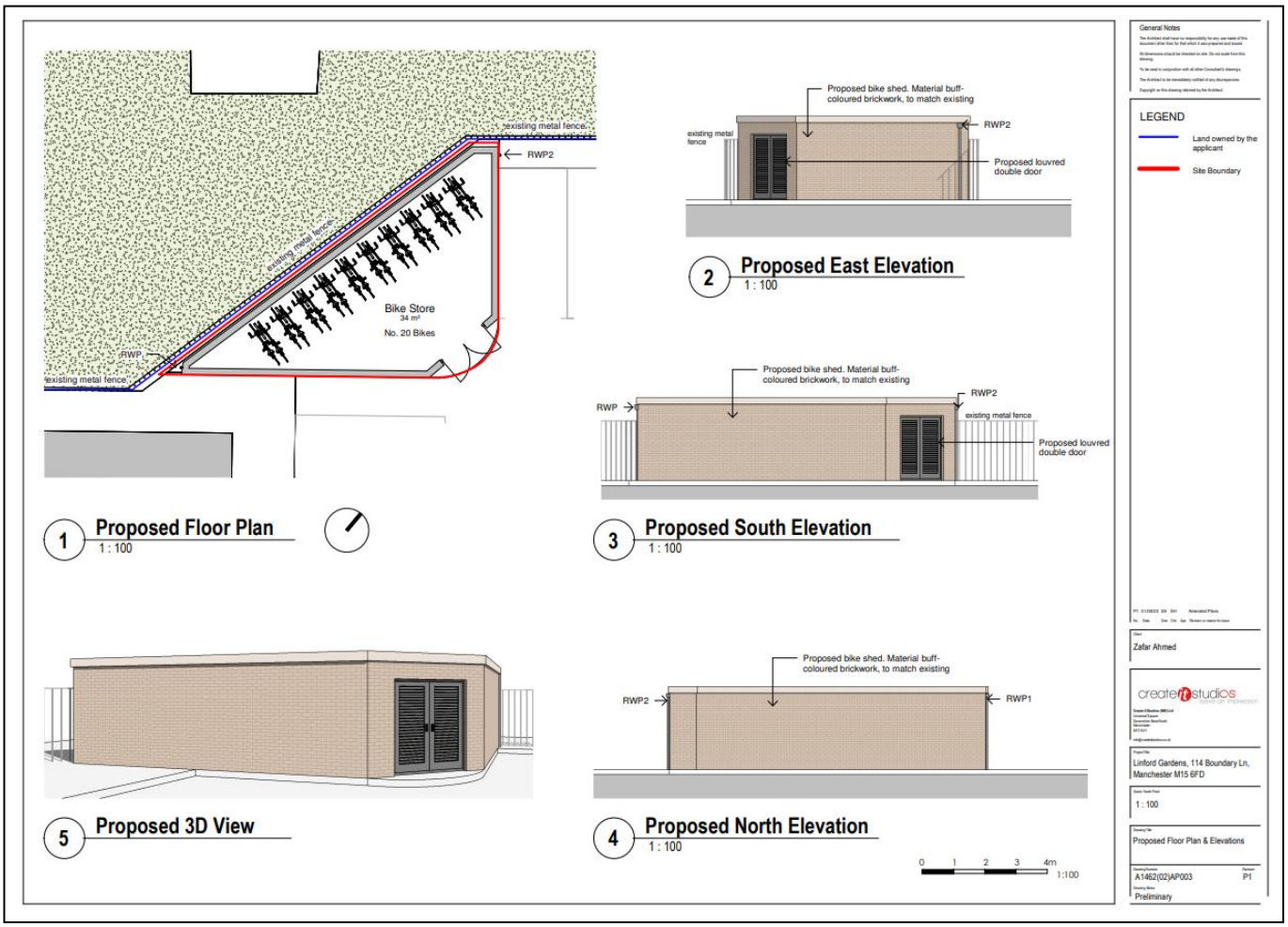


Figure 3. Proposed plan and elevations

Planning History

063799/FO/SOUTH1/01

Description: Erection of one part 4/part 5 storey block of 13 self-contained flats and one part 4/part 5 storey block of 17 self-contained flats with associated car parking and landscaping and the provision of a 6-space car park for 1-9 Epsley Close
Decision: Approved 07/05/2002

Consultations & Notification Responses

Consultations

Manchester City Council Highways Services

Manchester City Council Highways Service were consulted on this application.

Highway Services had no objection to the proposed development and attached an informative regarding licensing, hoarding / scaffolding, and any associated temporary traffic management arrangements.

Greater Manchester Police – Design for Security

Greater Manchester Police – Design for Security team were consulted on this application and had the following comments.

1. *Access to the cycle store should be restricted to genuine uses, either with an access control system or keys issued to users. A numeric keypad should be avoided as numbers can be shared beyond those with legitimate access.*
2. *There should be a light above the entrance into the cycle store that operates on a photocell/dusk-til-dawn sensor.*

These comments have been added as informatives to the decision.

Manchester City Council Environmental Health

Manchester City Council Environmental Health records indicate that the proposal site is on or in the vicinity of an infilled pond/potentially contaminative historic land uses.

A watching brief condition has been added to the decision.

Notifications

Local Residents

As per Appendix 1, Occupiers of properties surrounding the application site were notified of the proposal.

No comments, objections, or representations in respect of this application was received.

Policies & Principle

Summary of relevant policy

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

The following policies are considered relevant in the consideration of this application.

- The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012 and is the key document in the Manchester Local Plan. It sets the out the long-term strategic policies for Manchester's future development and forms the framework that planning applications are assessed against. The following Core Strategy Policies are considered relevant to this proposal:
    - DM 1 - Development Management
    - SP 1 - Spatial Principles
    - EC 3 – Regional Centre

  - EN 1 - Design Principles and Strategic Character Areas
  - EN 8 – Adaptation to Climate Change
  - EN 14 – Flood Risk
  - EN 16 - Air Quality
  - EN 18 - Contaminated Land and Ground Stability
  - EN 19 - Waste
  - T 1 – Sustainable Transport
- Extant Unitary Development Plan (UDP) - The Core Strategy replaced much of the UDP, but some UDP Development Control policies are extant (remain). The following extant policy are still considered relevant to this proposal.
  - DC26 - Development and Noise
- The National Planning Policy Framework (The NPPF) - The National Planning Policy Framework (NPPF) was first published on 27 March 2012 with the latest version published 05 September 2023. This sets out the government's planning policies for England and how these are expected to be applied. The following sections are considered relevant to this proposal:
  - Section 4 – Decision-making
  - Section 9 – Promoting sustainable transport
  - Section 12 – Achieving well-designed places
  - Section 14 - Meeting the challenge of climate change, flooding and coastal change

Principle of development

In this instance the principle of the proposal is considered acceptable, and it is not believed that there are any factors of sufficient weight in amenity terms that would warrant refusal of the application.

On balance, the proposed development is deemed to accord with all relevant policy of the Manchester Core Strategy, Extant UDP and the NPPF as assessed in the following sections of this report.

The Manchester Core Strategy Development Plan (2012-2027)

The proposal has been assessed against the following policies of the Core Strategy:

DM 1 – Development Management

All new developments should follow the 'Development Principles' and accord with the design guidance set out in the Supplementary Planning Documents.

The proposal has been assessed against the following issues:

Appropriate siting, layout, scale, form, massing, materials, and detail

The applicant is seeking the erection of a single-storey secure bike store within the car park area.

The proposal uses brick to match the materials of the existing buildings (as stated in the application form).

The proposed development extends only within the red-line boundary of the site and as such, does not impinge upon the adopted highway.

Overall, it is considered that the proposed development has appropriate siting, layout, scale, form, massing, materials, and detail and is therefore in accordance with the development management principle.

Impact on the surrounding areas in terms of the design, scale, and appearance of the proposed development. Development should have regard to the character of the surrounding area.

The proposal is visible from the street scene however due to the scale it has minimal effect on the character of the street.

Visual impacts in connection with the proposed development are not considered to have any significant impacts to the character of the area, and therefore the appearance is acceptable.

On balance, the proposal is considered comparable in terms of size and its position to others found in the immediate area, therefore it is felt that the proposal can be accommodated at the application property and is considered that the proposal would not interfere with the existing characteristics of the area.

The proposal is considered acceptable and detailed as what is normally expected of such a structure. The design of the proposal would be in keeping with the existing and surrounding properties in the area and in terms of the proposed materials it is intended to use matching brick as specified in the application form.

Overall, it is considered that the proposed development has minimal impact on the surrounding areas in terms of the design, scale, and appearance and is therefore in accordance with the development management principle.

Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.

The proposal is expected to have a negligible effect on privacy.

The proposal is expected to have a negligible effect on Air Quality.

The proposal in of itself is expected to have a negligible effect on local noise levels. It is recognised that demolition and/or construction works are often noisy and obtrusive to the local residential amenity. Contractors are expected to follow best practice to minimise the temporary effect on residents referring to construction guidance on controlling emissions.

The current on-site parking offering is to be retained and as such, Highways have no concerns regarding vehicular build up on street. Given the minimal scale of construction works involved, the level of construction vehicles is unlikely to generate any significant on-street parking demands.

On balance the proposal has minimal effect on privacy, local light, noise, vibration, air quality, odours, litter, vermin, and birds and is therefore in accordance this development management principle.

Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.

The proposal does not alter the existing access to the premises or create an unnecessary barrier to access and egress.

The proposal is therefore in accordance with this development management principle.

Community safety and crime prevention.

The proposal adds a secured bike store to the site.

Greater Manchester Police – Design for Security team were consulted on the proposal and had the following comments.

1. *Access to the cycle store should be restricted to genuine uses, either with an access control system or keys issued to users. A numeric keypad should be avoided as numbers can be shared beyond those with legitimate access.*
2. *There should be a light above the entrance into the cycle store that operates on a photocell/dusk-til-dawn sensor.*

These comments have been added as informatives to the decision.

The proposal is in accordance with this development management principle.

Adequacy of internal accommodation and external amenity space.

The proposal adds internal bike storage to the site whilst having a minimal impact on the amenity of external space and is therefore in accordance with this development management principle.

Refuse storage and collection.

The proposal in of itself has a negligible effect on waste from the site, using existing refuse storage and collection on site. It is recognised that demolition and/or construction works often generate commercial waste. Contractors are expected to follow best practice of waste management.

The proposal is in accordance with this development management principle.

Vehicular access and car parking

The proposal has minimal on the existing vehicle access and car parking at the property.

The proposal adds secure storage for 20no bicycles to the benefit of existing and future residents.

The bike store will be located within the car parking area associated with Linford Gardens and provide parking for 20 bikes. The bike store will be sheltered and secure, which is acceptable to Highways.

The current on-site parking offering is to be retained and as such, Highways have no concerns regarding vehicular build up on- street.

The proposal is in accordance with this development management principle.

Effects relating to biodiversity, landscape, archaeological or built heritage

Manchester City Council Environmental Health records indicate that the proposal site is on or in the vicinity of an infilled pond/potentially contaminative historic land uses.

A watching brief condition has been added to the decision.

The proposal does not sit within a Conservation Area or near a designated heritage asset.

On balance the proposal has minimal effect on local biodiversity, landscape, archaeological or built heritage and is therefore in accordance with this development management principle.

Green Infrastructure including open space, both public and private

The proposal has negligible impact on green infrastructure and balances development with existing green space.

The proposal is therefore in accordance with this development management principle.

Flood risk and drainage.

The site does not sit in a flood risk area and therefore no flood statement or assessment was required.

The proposal has a negligible impact on drainage using the existing drainage on site.

The proposal is therefore in accordance with this development management principle.

SP 1 - Spatial Principles

This policy outlines the guiding spatial principles and core development principles of Manchester City Council.

Most notably the core development principles highlight development should ‘make a positive contribution to neighbourhoods of choice’.

This proposal is considered to accord with the principles of this policy.

EC 3 – Regional Centre

This policy outlines the key principles of development with the Manchester Regional Centre and priorities for employment, large scale leisure and higher density residential development.

This proposal is considered to accord with the principles of this policy.

EN 1 – Design Principles and Strategic Character Areas

This policy outlines key design principles for development in Manchester most notably that all development in Manchester will be expected to follow the seven principles of urban design.

This proposal sits within the ‘Central Character Area’.

This proposal is considered to accord with the principles of this policy.

EN 8 – Adaption to Climate Change

This policy outlines the key principles of how all new development will be expected to be adaptable to climate change.

The proposal adds secure storage for 20no bicycles helping residents to transition to sustainable transport modes.

The development is considered to accord with the aspirations of this policy.

EN 14 – Flood Risk

This policy outlines the key principles around Flood Risk Management in the city.

The proposal does not sit in a flood risk area.

This proposal is considered to accord with the principles of this policy.

EN 16 – Air Quality

This policy sets out the key principles of air quality management in the city. The policy seeks to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport.

The proposed development would not give rise to air quality issues when the development is operational.

The proposal adds secure storage for 20no bicycles helping residents to transition to sustainable transport modes.

This proposal is considered to accord with the principles of this policy.

EN 18 - Contaminated Land and Ground Stability

This policy sets out the principle of development on contaminated land or unstable land.

Manchester City Council Environmental Health records indicate that the proposal site is on or in the vicinity of an infilled pond/potentially contaminative historic land uses.

A watching brief condition has been added to the decision.

This proposal is considered to accord with the principles of this policy.

EN 19 – Waste

This policy sets out the key principle of waste management in the city. In a district such as Manchester with a significant existing population and a vision for a growing economy and population a key issue is that of ensuring that this does not automatically lead to a proportionate increase in waste arisings.

Existing waste management arrangements would be retained.

The proposal is considered to accord with the principles of this policy.

T 1 – Sustainable Transport

This policy outlines the key principles of creating a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

The proposal adds secure storage for 20no bicycles helping residents to transition to sustainable transport modes.

This proposal is considered to accord with the principles of this policy.

Extant Unitary Development Plan (UDP)

The Core Strategy replaced much of the UDP, but some UDP policies are extant (remain) and are relevant to this proposal.

DC26 - Development and Noise

This policy outlines the key issues to reduce the impact of noise on people living and working in, or visiting, the City.

This proposal is considered to accord with the principles of this policy.

The National Planning Policy Framework (NPPF)

The National Planning Policy Framework sets out the government's planning policies for England and how these are expected to be applied.

The NPPF has been adhered to and considered at all stages of the application.

Section 4 - Decision-making

Section 4 of the NPPF outlines how local planning authorities should approach decisions on proposed development in a positive and creative way.

Section 4 of the NPPF has been adhered to and considered at all stages of the proposal.

Section 9 - Promoting sustainable transport

Section 9 of the NPPF highlight the development management principles to promote sustainable transport.

The proposal adds secure storage for 20no bicycles helping residents to transition to sustainable transport modes.

Section 12 - Achieving well-designed places

Section 12 of the NPPF outlines the need to achieve well-designed places.

Section 14 - Meeting the challenge of climate change, flooding and coastal change

Section 12 outlines how the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change.

This proposal is considered to accord with the principles of these policies.

Other Material Considerations

Other material considerations & policy may be relevant to the proposal as follows:

- Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007)
- Manchester Residential Quality Guide (July 2016) (MRQG)
- Manchester, Salford, and Trafford Strategic Flood Risk Assessment
- Manchester City Council Highways Developer Design Guidance – Sustainable Drainage Systems
- Manchester City Council Planning and Noise Technical Guidance (2022)
- Air Quality & Planning Technical Guidance (2022)
- Planning and Contaminated Land Technical Guidance (2021)

- Greater Manchester Joint Waste Development Plan Document (GMJWDPD)
- Waste Storage and Collection Guidance for New Developments (2017)
- Hot Food Takeaway Supplementary Planning Document (2017)
- Manchester City Council Houses in Multiple Occupation Guidance and Amenity Standards (2020)
- Manual for Streets (2007)
- National design guide & National Model Design Code (2021)
- Outdoor advertisements and signs: a guide for advertisers (2007)

Relevant policy and guidance have been considered within policies of the Core Strategy and Extant UDP.

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.

Conclusion

The proposal is considered acceptable in this location, in terms of design, scale and massing, without unduly detrimentally affecting the amenities of the occupiers of surrounding properties, or the character and appearance of the surrounding street scene, and there are no material considerations of sufficient weight to indicate otherwise. For the above reasons, the proposal is unlikely to have any detrimental impact and therefore accords with the relevant Core Strategy, Extant UDP, NPPF policies and other material considerations.

Recommendation: Approve

Article 35 Declaration

Officers have collaborated with the applicant in a positive and proactive manner. 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, and other material considerations. No significant problems have arisen during the consideration of this application.

Condition(s) to be attached to decision for approval.

1. 3-year time limit

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. Specified plans

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

a.	Drawing - Location Plan	04 Sep 2023		LOCATION AND SITE PLAN
b.	Drawing - Site Plan	04 Sep 2023		PROPOSED
c.	Drawing - Existing	04 Sep 2023	A1462(01)AP002 P1	FLOOR PLAN
d.	Drawing - Proposed AND ELEVATIONS	04 Sep 2023	A1462(02)AP003 P1	FLOOR PLAN

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy.

3. Specified materials

The materials to be used on the external surfaces hereby permitted shall match those as specified on the application form in type, size, colour, and texture.

Reason - To ensure the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the structure. Pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy.

4. Ground contamination watching brief.

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 DM 1 and EN 18 of the Manchester Core Strategy

Informative(s) to be attached to decision for approval.

1. Highways Licences

The applicant should be advised that any requirements for licensing, hoarding/ scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Contact Manchester (Tel: 0161 234 5004 / Email: highwaylicences@manchester.gov.uk).

2. Design for Security

a. Access to the cycle store should be restricted to genuine uses, either with an access control system or keys issued to users. A numeric keypad should be avoided as numbers can be shared beyond those with legitimate access.
b. There should be a light above the entrance into the cycle store that operates on a photocell/dusk-til-dawn sensor.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Greater Manchester Police

Flat 65, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 11, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 38, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 2, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 60, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ

Flat 20, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 15, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 67, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 8, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 19, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 27, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 41, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 54, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 24, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 9, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
9 Epsley Close, Manchester, M15 6FJ
Flat 45, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 1, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 37, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 30, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 30, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 22, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 33, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 53, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 63, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 52, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 2, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 15, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 17, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 4, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 24, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 14, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 13, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
1 Epsley Close, Manchester, M15 6FJ
Flat 70, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 21, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 11, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 26, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 29, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ

Flat 25, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 1, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 68, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
3 Epsley Close, Manchester, M15 6FJ
Flat 49, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 23, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 48, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 4, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 17, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 66, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 36, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 14, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 20, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 26, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 18, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 10, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 43, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 51, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 3, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 6, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 19, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 12, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 55, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 62, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 7, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 56, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
7 Epsley Close, Manchester, M15 6FJ
Flat 64, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 61, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
5 Epsley Close, Manchester, M15 6FJ
Flat 34, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 35, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 9, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 57, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ

Flat 23, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 44, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 31, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 25, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 40, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 18, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 21, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 5, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 42, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 28, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 16, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 47, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 5, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 16, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 7, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 32, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 28, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 46, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 39, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 50, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 27, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 69, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 59, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 22, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 29, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 31, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 58, Meredith Court, 2 Epsley Close, Manchester, M15 6DZ
Flat 6, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 12, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 10, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 8, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD
Flat 3, Linford Gardens, 114 Boundary Lane, Manchester, M15 6FD

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA