MANCHESTER CITY COUNCIL

Non-Material Amendment under Section 96A of the Town & Country Planning Act 1990 (as amended)

Part 1 – Particulars of the application

Proposal:

Non material amendment to planning permission referenced 144669/FO/2025 to allow alterations to the wording of conditions 5 (Metrolink CMP), 7 (electromagnetic compatibility plan), 9 (local labour), 13 (surface water drainage) and 31 (Bird Hazard Management Plan) in order to alter the timescales to facilitate demolition and site clearance works

Location:

Birtles House Unit 1 Market Place Civic Centre Manchester M22 5RE

Application reference:

OTH-2026-001247

Applicant:

Muse Places and Wythenshawe Community Housing Group

Date of application:

05 August 2026

Part 2 – Particulars of decision

Manchester City Council gives notice that the application referred to in Part 1 has been **approved** on the following basis:
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It should be noted that this decision does not supersede the decision notice attached to planning permission 144669/FO/2025. These documents should be read in conjunction with one another. Therefore, the conditions previously applied to approval 144669/FO/2025 still apply to this development. However, due to the acceptance of the amendments outlined above, the following amended conditions now apply.

Condition(s) amended by this decision

5) a) No demolition or site clearance works shall take place until a Metrolink Specific Construction Management Plan (CMP) with detailed method statements of construction and risk assessments, has been submitted to, and agreed in writing by Manchester City Council as Local Planning Authority and an Asset Protection Agreement, if deemed necessary, has been entered into. The approved details shall include agreed safe methods of working on Metrolink infrastructure and adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period. The Construction Management Plan shall include details of: -loading and unloading of plant and materials; -storage of plant and materials used in constructing the development; -construction methods to be used; including the use of cranes if intended (which must not over sail the tramway); -site hoarding and scaffolding; and -measures to control the emission of dust and dirt during construction and the deposition of detritus on the tramway.

b) No development shall take place until a Metrolink Specific Construction Management Plan (CMP) with detailed method statements of construction and risk assessments, has been submitted to, and agreed in writing by Manchester City Council as Local Planning Authority and an Asset Protection Agreement, if deemed necessary, has been entered into. The approved details shall include agreed safe methods of working on Metrolink infrastructure and adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period. The Construction Management Plan shall include details of: -loading and unloading of plant and materials; -storage of plant and materials used in constructing the development; -construction methods to be used; including the use of cranes if intended (which must not over sail the tramway); -site hoarding and scaffolding; and -measures to control the emission of dust and dirt during construction and the deposition of detritus on the tramway.

Reason - To ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

6) No development (excluding demolition and site clearance works) shall take place until:

- A full risk assessment/road safety audit has been carried out for the access road and track crossing by all modes and it has been clearly demonstrated to the satisfaction of Transport for Greater Manchester that the proposed development will not impart greater risk to user of the track crossing or tramway as a result; and

-the design of any mitigation resulting from the assessment will have been subject to TfGM's Metrolink's Engineering Assurance and agreed by Metrolink. The development shall only be implemented in accordance with the agreed details. Reason - To safeguard Metrolink infrastructure and operations pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

7) (a) Prior to the commencement of development (excluding demolition and site clearance works) an electromagnetic compatibility plan shall be submitted to and agreed in writing, by the City Council, as Local Planning. This plan shall demonstrate compliance with BS50121-3-2, BS50121-4, and BS50121-5, together with Network Rail EMC assurance process NR/L2/RSE/30041 and shall include for pre development testing. (b) Prior to the first use of the development, a verification report is required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm compliance with the criteria agreed in part (a). In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the Manchester City Council, as Local Planning Authority (agreement to

be in consultation with Transport for Greater Manchester). Any measures shall thereafter be retained and maintained in situ.

Reason - In the interest of safeguarding Metrolink infrastructure pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

9) a) Prior to the demolition and site clearance works taking place, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the demolition and site clearance works, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development. In this condition a Local Benefit Proposal means a document which includes: i) The measures proposed to recruit local people including apprenticeships . ii) Mechanisms for the implementation and delivery of the Local Benefit Proposal. iii) Measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives. b) Prior to first occupation of the development hereby approved, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

b) Prior to the commencement of development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development. In this condition a Local Benefit Proposal means a document which includes: i) The measures proposed to recruit local people including apprenticeships . ii) Mechanisms for the implementation and delivery of the Local Benefit Proposal. iii) Measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives. b) Prior to first occupation of the development hereby approved, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

c) Prior to first occupation of the development hereby approved, a detailed report which takes into account the information and outcomes about local labour recruitment, pursuant to part (a) and (b) items (i) and (i) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone Joint Development Plan.

13) Notwithstanding details submitted, prior to the commencement of the development (excluding demolition and site clearance, hereby approved, an updated surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include: -Finalised details of finished floor levels. -Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours. -Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice. -Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable. -Development must be limited to greenfield runoff on Greenfield sites up to a 1 in 100-year event, including climate change allowance. -A finalised drainage layout showing all components, outfalls, levels and connectivity. -An existing and proposed impermeable areas drawing to accompany all discharge rate calculations. -Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must Include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change. -A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s. -A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements). -Construction details of flow control and SuDS elements. -A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753). The development shall be constructed and completed in accordance with the approved details prior to the first occupation of the development.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN8 and EN14 and policy JP-S4 of the Places for Everyone Joint Development Plan.

31) a) Prior to demolition and site clearance taking place, a Bird Hazard Management Plan (BHMP) for the demolition and site clearance works shall be submitted to and approved in writing by the Local Planning Authority in consultation with Manchester Airport. Thereafter the scheme shall be implemented in accordance with the approved details. The BHMP should include robust measures to prevent species of birds that are hazardous to aircraft gaining access to the space between the roof and the PV array panels, with regular maintenance inspections.

b) Prior to the commencement of development (excluding demolition and site clearance works), a Bird Hazard Management Plan (BHMP) for the development has

been submitted to and approved in writing by the Local Planning Authority in consultation with Manchester Airport. Thereafter the scheme shall be implemented in accordance with the approved details. The BHMP should include robust measures to prevent species of birds that are hazardous to aircraft gaining access to the space between the roof and the PV array panels, with regular maintenance inspections.

Reason - In the interests of flight safety and birdstrike avoidance to prevent the creation of a habitat for birds hazardous to aviation, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Date: 01 September 2026

Signed: 

Julie Roscoe
Director of Planning, Building Control & Licensing

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