

Application Number	Date of Appln	Committee Date	Ward
128698/FO/2020	30th Nov 2020	3 June 2021	Longsight Ward

Proposal Erection of a detached building with a ground floor and four floors above (maximum height of 5 storeys) comprising 39 residential units (Class C3) , 8 retail/commercial units (Class E) to the ground floor, formation of a 22-space car park and servicing area accessed via Siddall Street, boundary treatments, waste storage enclosures and landscaping

Location Vacant Land Bounded by Stockport Road, Swallow Street, Siddall Street and Pennington Street, Manchester, M12 4QN

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Executive summary

Proposal – This planning application relates to a cleared area of vacant site bounded by Swallow Street (north), Stockport Road (east), Pennington Street (south) and Siddall Street (west). The eastern boundary to Stockport Road would relate to neighbouring retail and commercial uses that characterise Stockport Road. Residential uses predominantly comprising of back of pavement, 2-storey housing is located to the north, west and south of the application site. A building with a maximum height of 3 storeys is located to the south of the site and at the junction of Stockport Road and comprises of ground floor retail and a commercial use with apartments above. The principle of a mixed use residential and retail development was established on 21 November 2021 by planning permission ref: 117411/FO/2017 for the erection of a four storey building comprising 10 ground floor retail units and 24 apartments above.

The proposed development would involve the erection of a 5-storey building with an L-shaped configuration presented to Stockport Road and its returning junction with Pennington Street. The ground floor would comprise of 8 retail / commercial units (Class E). The upper floors would consist: 13 one bedroom apartments, 24, two bedroom apartments and 2, three bedroom duplexes (39 units in total). The Stockport Road (eastern) and Pennington Street (western) wings of the building would enclose two sides of a courtyard comprising car parking and servicing area. The rear external area would incorporate 22 residents' car parking spaces, including 2 accessible spaces.

Objection – Five local objections have been received and are summarised below:

- i. The height of the development would be excessive and would also result in an undue loss of daylight to existing houses;
- ii. Increased vehicular activity and congestion would be detrimental to pedestrian and highway safety. These circumstances would also be harmful to residential amenity;
- iii. To mitigate for the potential loss of on-street car parking consideration should be given to the introduction of a residents car parking scheme as part of the development.

Key Issues –

- i. The benefits the sustainable development of a vacant brownfield site with the potential to positively contribute to the diversification of the local housing supply and the quality of the retail and commercial offer within Levenshulme District Centre.
- ii. The capacity of the site to accommodate the proposed height and magnitude of the development and potential impacts on residential amenity, traffic generation and character of the area.
- iii. The viability of the development in terms of its capacity to support a contribution towards affordable housing.

A full report is attached for Members consideration

Description

This planning application relates to a cleared area of vacant, largely grassed land bounded by Swallow Street (north), Stockport Road (east), Pennington Street (south) and Siddall Street (west). Notwithstanding, the location of the site within Longsight ward, it is located within Levenshulme District Centre. The eastern boundary to Stockport Road would relate to neighbouring retail and commercial uses that characterise Stockport Road.

A three storey building used for the supply of building materials is located to the north of the site at the junction of Swallow Street and Siddall Street. Residential uses predominantly comprising of back of pavement, 2-storey housing is located to the north, west and south of the application site. A building with a maximum height of 3 storeys is located to the south of the site and at the junction of Stockport Road and comprises of ground floor retail and a commercial use with apartments above.

The site is enclosed with fencing and has previously been affected by fly-tipping. Some self-seeded bushes are situated centrally within the site. Double yellow lines (TROs) are located adjacent to the boundaries with Stockport Road returning at the respective junctions with Swallow Street and Pennington Street.

The principle of a mixed use residential and retail development was established on 21 November 2021 by planning permission ref: 117411/FO/2017 for the erection of a four storey building to form 10 retail units on the ground floor with 24 apartments

above with associated 25 space car parking area and new vehicular access from Siddall Street.

The proposed development comprises of the erection of a 5-storey building with an L-shaped configuration presented to Stockport Road and its returning junction with Pennington Street. The ground floor would comprise of 8 retail / commercial units (Class E) with the principal shopfronts presented to Stockport Road and the returning elevations to Pennington Street and Swallow Street. The Pennington Street elevation would incorporate the access to the upper floor apartment comprising: 13 one bedroom apartments, 24, two bedroom apartments and 2 no. three bedroom duplexes (accessed via individual doorways within the Pennington Street elevation). The proposed flats would be accessed via a lift and stairs. The proposed site layout is shown in Fig.1.



Fig.1 – Proposed site layout

The Stockport Road (eastern) and Pennington Street (western) wings of the building would enclose two sides of a courtyard incorporating a car parking and servicing area, which would be accessed via a recessed gated entrance in central position along the Siddall Street boundary. The rear external area would incorporate 22 residents' car parking spaces, including 2 accessible spaces. The building would partially over sail the car parking spaces to the south of the site and 4 electric vehicle charging points would be provided. Servicing of the internal residential recycling and waste storage would be taken from the courtyard. An internal secure storage room for 43 residents' cycle racks would also be accessible via the courtyard.

The boundaries to the northern and western elements of the site would be defined by low walls and railings. Sliding gates and separate pedestrian gate would provide access and egress to the courtyard via Siddall Street. Separate gated access from Swallow Street would facilitate servicing and pedestrian access. A separate segregated waste and recycling store in support of the Class E use would be provided along with dedicated cycle rack

The main body of the building would comprise of 4-storeys articulated by the formation of a fifth floor that would be setback from the eaves line of the main roof. The formation of a 4-storey bay adjacent to the Pennington Street junction would provide further articulation. The building would have a horizontal configuration as it extends towards the Swallow Street boundary with definition added by the formation of a second floor with a ‘turret’ detail. The rise and fall of the eaves line would be related to the formation of bays and recesses at the first and second floors and defined by contrasting red and grey brickwork. The elevation would be punctuated by vertical rectangular windows and related detailing. The ground floor would incorporate a fully glazed shopfront with intermittent vertical narrow metal columns relating to the 8 proposed Class E units. Beyond the 4-storey bay the shopfront would be set back from the edge of the adjacent pavement and recessed to from an integral canopy. The glazed detailing would return to the respective ground floor elevations to Pennington Street and Swallow Street. The above details are illustrated in Fig.2.



ELEVATION A



ELEVATION B

Fig.2 – Proposed Elevations to Stockport Road and Pennington Street
 Above the returning glazed shopfront the Pennington Street, the building would rise to 4-storey through the formation of rising columns and recesses defined by

contrasting brickwork and vertical rectangular windows. The fifth floor would be set back from the eaves line of the fourth storey. Adjacent to Siddall Street site boundary, the height of the building would reduce to 2-storeys with a third storey formed above it and comprising a recessed southern elevation with a parapet and railing balustrade. The reduction in building height and composition of red and grey brick relates this part of the development to the scale and appearance of 2-storey housing on Pennington Street. The Pennington Street elevation incorporates entrances to the apartment reception area and the respective entrance to the two duplex apartments. The above details are also illustrated in Fig.2.



LeachRhodesWalker ARCHITECTS 8048 LAND SOUTH OF 786 STOCKPORT ROAD : COLOURED BUILDING ELEVATIONS - SHEET 2
 Scale: 1:200@A2 Auth By: C.J.G. Drawn By: KM Date: 12.05.21 Dwg No: 8048_L[00]211

Fig. 3 – Elevations to Siddall Street and Swallow Street

Red and grey brickwork and rectangular would be applied to Siddall Street and Swallow Street. The expanse of brickwork to the Swallow Street elevation would be relieved by the glazing to the returning ground floor shopfront. The above details are illustrated in Fig.3.

Consultations

Local residents – Five local objections have been received and are summarised below:

- i. The height of the development would be excessive and would also result in an undue loss of daylight to existing houses;

- ii. Increased vehicular activity and congestion would be detrimental to pedestrian and highway safety. These circumstances would also be harmful to residential amenity;
- iii. To mitigate for the potential loss of on-street car parking consideration should be given to the introduction of a residents car parking scheme as part of the development.

Highway Services – The following comments have been received:

- i. This development is in a sustainable location within Levenshulme and bounded by Stockport Road (A6), served by bus routes and in acceptable walking distance to Levenshulme station for national rail services;
- ii. The transport Statement predicts a maximum trip generation of 10 and 11 two-way vehicle movements during the AM and PM peak periods (08:00 - 09:00 and 17:00 - 18:00) in relation to the residential element. Commercial trips have not been forecast it unlikely that related trip generation would have any significant impact on the local highway network;
- iii. There will be no dedicated vehicular parking for the retail units reflecting the previous planning permission. It is recommended that electric vehicle charging facilities are attached to a minimum 20% of the on-site spaces. The car parking layout should meet required dimensions.
- iv. The proposed position and configuration of vehicular access points would be acceptable.
- v. The proposed provision of 43 cycle parking spaces within a secure store would be acceptable. However, further cycle storage of the retail unit is encouraged;
- vi. An on-street loading bay will be provided on Swallow Street. Whilst a designated loading facility is supported, its position will need to be determined as a part of the consideration of the related legal agreement concerning off-site highways works. The position of the loading bay will also be related to a road safety audit. Delivered as part of the legal agreement that should also include details of an extension of traffic regulation orders (TROs) in the form of double yellow lines to prevent on-street parking and facilitate all vehicular movements during any loading/servicing from the bays. Off-site highways work would also need to address appropriate highway reinstatement and introduction of new drop kerbs etc.;
- v. Any requirement for the repositioning of signage poles will need to be agreed with the Council.
- vi. A Servicing Management Strategy is requested to facilitate servicing deliveries and waste collection.
- vii. Conditions are requested regarding construction management and travel plans related the relevant phases of the development.

Environmental Health - The following recommendations have been made:

- i. Deliveries, servicing and collections, including waste collections should not be undertaken outside the hours of 7:30 am and 8.00 pm, Monday to Saturday with no deliveries/waste collections on Sundays/Bank Holidays;

- ii. Condition relating to the provision of fume extraction and noise insulation of external equipment before the occupation of the ground floor Class E uses and subject to the related operational requirements;
- iii. The development should be related to a construction management plan;
- iv. Opening hours should be related to the findings of a noise survey related the operation of external equipment required in relation to Class E uses;
- v. The development should be related to a scheme relating the control of glare and overspill from external lighting;
- vi. The implementation of the development should be related to the submitted acoustic survey;
- vii. The implementation of the development should be related to the submitted waste management plan;
- viii. The implementation of the development should be related to the detail of the air quality assessment, include its amendment to include 4 electric vehicles charging points as confirmed by the applicant;
- ix. The details of the ground condition survey should be supplemented with additional site investigations. In the absence of satisfactory, information at this stage, a comprehensive land contamination condition has been included.

Flood Risk Management Team – Recommended conditions to ensure that:

- i. Surface water drainage works are designed and in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems;
- ii. The development is not occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority.

Neighbourhoods (Trees) – No objection to the implementation of works set out in the submitted tree age and condition survey.

Work and Skills Team – It is acknowledged that the submitted statement relating to measures to provide local employment opportunities relating to construction and operational phases to the development. However, to give more certainty regarding the delivery of local employment opportunities a condition has been recommended and included that requirement for the developer to demonstrate:

- 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.

Greater Manchester Police Design for Security – Recommend that a condition be applied to reflect the physical security specifications set out in section four of the Crime Impact Statement (CIS) should be added, if the application is to be approved.

Transport for Greater Manchester – No comments received

United Utilities – Have recommended that surface water drainage be undertaken in accordance with the submitted details and appropriate arrangement made for foul water drainage.

Greater Manchester Ecology Unit – The following comments have been received:

- i. The site is in an urban location and appears to have limited potential for the site to support protected species. An ecology survey is required in support of the development;
- ii. Notwithstanding the above, the vegetation within the site could provide suitable nesting habitat for breeding birds. It is therefore advised that clearance of the site should be timed to avoid the main bird nesting season (March - August inclusive) unless it can be demonstrated that no active bird nests are present. If at any time any other protected species (e.g. bats or badgers) or invasive species (eg Japanese knotweed or Himalayan balsam) are found to be present on the site or affected by the development, work should cease immediately and Natural England/ecologist should be contacted;
- iii. Opportunities to enhance the site for biodiversity should be encouraged including bat roost features or bird nest boxes and the use of native species within the landscaping scheme. A green roof could also be incorporated into the design to add ecological value and the sustainability of the development.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 10 states that 'at the heart of the Framework is a presumption in favour of sustainable development.' In 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole. The Framework has been related to the proposed development, with reference to the following:

- i. Chapter 5 Delivering a sufficient supply of homes - States that to support the Government's objective of significantly boosting the supply of homes, it is

important that: a sufficient amount and variety of land can come forward where it is needed; the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay (paragraph 59). This should be reflected in the consideration of the size, type and tenure of housing needed for different groups in the community (paragraph 61). Chapter 5 states that the provision of affordable housing should not be sought for residential developments that are not major developments and that the re-use of brownfield sites should be encouraged (paragraph 63). It is considered that small and medium sized sites can make an important contribution to meeting the housing requirement of an area as they are often built-out relatively quickly (paragraph 68). It further requires that local planning authorities should support the development of entry-level exception sites, suitable for first time buyers (paragraph 71). In this case, it is considered that the size and tenure of the proposed development would positively contribute to the quality and supply of housing in the local area, secure the development of a brownfield site and has component that responds to an identified local need for family housing. It would also help to diversify the local housing market through the provision of high quality design with capability of achieving sustainable future occupation. The applicant has provided a housing viability report that has been independently assessed and confirms that the development would not support a contribution towards affordable housing. However, the development would be related to a s.106 Agreement that will require a future contribute toward affordable housing should the performance of the development deliver sufficient added value following its implementation. It is considered that the above arrangements and contribution to housing supply would secure compliance with chapter 5.

- ii. Chapter 7: Ensuring the vitality of town centres - Paragraph 85 states that planning decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. It also recognises that residential development can play an important role in ensuring the vitality of centres and encourage residential development on appropriate sites. It is considered that the proposed mix of uses would contribute positively to these objectives.
- iii. Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 91). The application site is enclosed with hoarding fence and has been affected vandalism and fly-tipping, has harmed residential amenity and the quality of the local environment. The implementation of the development would address these issues and facilitate the managed occupation of the site. Issues relating to the reduction of crime and anti-social behaviour and provision of appropriate security measures have been related to the layout and design of the proposed development. It is considered the implementation of the details of the submitted CIS would appropriately address these issues. The contribution of the site as open space has been assessed. The site has been previously developed and does not appear to have no established recreational use or

value. Its loss would not affect local open space provision. The local area has more formal open space provision, including Crowcroft Park. It is considered that the development would accord with chapter 8.

- iv. Chapter 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:
 - a) Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
 - b) Safe and suitable access to the site can be achieved for all users (paragraph 108).

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. Satisfactory off-street car parking would be provided within the context of district centre and the location of the site with access to the local bus network, Opportunities to encourage the option of more sustainable transport options would be related to the development through appropriate travel plan conditions and the delivery of cycle storage. The development would thereby accord with chapter 9.

- v. Chapter 11: Making effective use of land - States that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Paragraph 117 encourages the use of previously developed or 'brownfield' sites. Reference has been made to paragraph 122, which states, that planning decisions should support development that makes efficient use of land, whilst considering:
 - a) The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
 - b) The importance of securing well-designed, attractive and healthy places.

It is considered that chapter 11 has been positively responded to as the development would secure the re-use of a brownfield site and secures housing with a high quality of urban design. The scale, proportions and character development would also be appropriately related to the surrounding area.

- vi. Chapter 12: Achieving well-designed places - States that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities (paragraph 124). Paragraph 127 further states that planning decisions should ensure that development:
 - a. Will function well and add to the overall quality of the area (over the lifetime of the development);
 - b. Is visually attractive and related to good architecture, layout and landscaping;
 - c. Is sympathetic to local character and surrounding built environment, whilst not preventing or discouraging appropriate innovation or change, including increased densities;

- d. Establishes or maintains a strong sense of place, including the arrangement of streets, spaces, building types and materials;
- e. Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development.

The development would introduce additional height into the Stockport Road streetscene, which would add visual interest and positively contribute to the local urban form. The reduction in the height of the building within the western section of the site would ensure that the development would be proportionate and appropriately related to neighbouring 2- storey housing. The proposed materials and composition of the elevational design would also be positively related to the character of the local area. Chapter 12 would thereby be positively responded to.

- vi. Chapter 14: Meeting the challenge of climate change, flooding and coastal change - States that new development should:
 - a. Avoid increased vulnerability to the range of impacts arising from climate change;
 - b. Help to reduce greenhouse gas emissions, such as through its location, orientation and design (paragraph 150).

It further states that all plans should apply a sequential, risk-based approach to the location of development - taking into account the current and future impacts of climate change to avoid where possible, flood risk to people and property (paragraph 157).

It is considered that the site responds positively to chapter 14, through the incorporation of design techniques that reduce the potential for carbon emissions and measures to managed surface water drainage and capable of being finalised through conditions. Opportunities for landscaping and tree planting would also add to the reduction of carbon emissions. It is considered that chapter 14 would thereby be accorded with.

Planning Practice Guidance (PPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the PPG:

- i. Consultation and pre-decision matters - The PPG reasserts that local planning authorities are required to undertake a formal period of public consultation, prior to deciding a planning application. All necessary local consultation has been undertaken along the posting of site notices and press advertisement;
- ii. Design - Good quality design is an integral part of sustainable development. It is considered that the development presents a contemporary building with a configuration that balances the functional requirements of the proposed mix of

uses within a coherent and cohesive design. The above objectives would thereby be accorded with.

- iii. Flood Risk Planning and Flood Risk - The potential for increase flood risk has been appropriately assessed and necessary conditions attached to secure satisfactory drainage.
- iv. Health and well-being - States those local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in planning decision making. In this case the development would provide a high quality of design that would positively benefit the appearance of the area.
- v. Air quality - The PPG states the relevance of air quality to a planning decision will be dependent upon the proposed development and its location. Consideration should be given to the likelihood that the development would:
 - a. Significantly affect traffic in the immediate vicinity of the proposed development site or further afield;
 - b. Introduce new point sources of air pollution;
 - c. Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor air quality;
 - d. Give rise to potentially unacceptable impact (such as dust) during construction for nearby sensitive locations;
 - e. Affect biodiversity.

It states that where necessary, mitigation measures should be specifically related to the location of the development and be proportionate to the likely impact. An air quality assessment has been provided, which demonstrates that the development would not unduly affect existing air quality during its construction or operational phase. The inclusion to electric vehicle charging points would also help to management future vehicle emissions.

- vi. Land affected by contamination - States that the contaminated land regime under Part 2A of the Environmental Protection Act 1990 provides a risk based approach to the identification and remediation of land where contamination poses an unacceptable risk to human health or the environment. The application has been accompanied with a ground condition survey and it is considered that identified land contamination issues will be addressed through details required by condition.
- vii. Noise - Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. The PPG sets out the potential approaches to responding to noise and appropriate mitigation, which have been applied in the consideration of the proposed development. The development has been accompanied with an acoustic report and it is considered that identified noise impacts can be attenuated through the detailed design of the development and related to the development by condition.
- vii. Travel plans and traffic / transport assessments - The PPG has been considered in respect of the traffic and highways issues presented by the

development and potential measures to secure a reduction in reliance on private car usage. It is considered that the local highway network can accommodate the additional traffic generated by the development. However, positive benefits would be gained through the recommended conditions relating to the adoption and implementation of the travel plans in relation to the residential and Class E uses.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles)

Policy SP1 specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. 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.

It is considered that the proposed development would contribute positively to the formation of a sustainable community, which would be beneficial to the quality of the living environment experienced by existing and future residents. This would be achieved through the development of a high quality and sustainable design that would respond to the on-going need for housing in the local area and add vibrancy to its character. The development would improve the local retail offer and provide employment opportunities at the construction phase (through a local labour agreement) and through the on-going operation of the ground floor units. Policy SP1 would therefore be positively responded to.

Policy C 1 (Centre Hierarchy)

Policy C1 states that the development of town centre uses (as defined in national planning policy) will be prioritised in the centres identified in this policy, taking account of the different roles of the City Centre, District Centres and Local Centres. In order to maintain the vitality and viability of its centres, provide services as locally as possible and minimise the need to travel by car Manchester's centre hierarchy is:

- i. Manchester City Centre;
- ii. District Centres;
- iii. Local Centres.

Policy C1 states that district centres, such as Levenshulme, have an essential role in providing key services to the City's neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily. They are also a focus for the City's residential neighbourhoods, providing an important opportunity to define local character. It also states that these centres should primarily respond to the needs of the catchment and recognise the need to support the vitality and viability of other centres. It is considered that the development would support these objectives through its positive contribution to Levenshulme District Centre.

Policy C2 (District Centres)

Policy C2 states that development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. The delivery of this floor space should respect the network of centres across the City and in neighbouring districts. Development within this overall capacity which has the potential to impact on the current or future vitality and viability of other centres in Manchester or other districts will only be acceptable if there is no prospect of the affected centres accommodating growth themselves.

The following relevant objective policy C2 have been identified:

- i. Prioritise delivery of key 'visitor' services and states that retailing should be the principal use in Primary Shopping Areas and to ensure that provision is made in district centres for commercial and service uses, leisure and community facilities and other uses which make a positive contribution to vitality and viability of centres;
- ii. Promote the development of employment which provides opportunities for local people;
- iii. Promote the efficient use of land, including the re-use and regeneration of land and premises;
- iv. Contribute positively to the diversity and mix of uses within centres without undermining their primary retail function;
- v. Remedy deficiencies in access to facilities;
- vi. Ensure new development respects and enhances the character of existing centres and delivers improvements to the quality and accessibility of the centre;
- vii. Assessment of the impact of development on the local environment.

It is the case the development would bring a vacant site with limited amenity value back into active use. Levenshulme District Centre has enjoyed a recent uplift in vacant units being returned to active use. It is considered that the development would contribute to this process by enhancing the range of local retail provision. The development would contribute to the local economy, particularly in relation to local employment provision. The development would therefore be appropriately related to policy C2.

Policy C6 (South Manchester District Centres - Chorlton, Didsbury, Fallowfield, Levenshulme and Withington)

Policy C6 states that across the area there is capacity for both further convenience and comparison retailing floorspace. The need for the promotion of enhanced in Levenshulme has been identified and is responded to by the development, along with its contribution to the character of the centre, including a range of unit sizes, provision for convenience development and environmental improvements. It is considered that the development would accord with policy C6.

Policy EN1 (Design Principles and Strategic Character Areas)

Policy EN 1 states that opportunities for good design to enhance the overall image of the City should be fully realised to reinforce and enhance the local character and context of the development site. In this case, it is considered that the composition of the development would be appropriately related to Stockport Road with an appropriate transition in height achieved to secure a satisfactory interface with neighbouring 2-storey housing. The development would be related to the coherent use of materials that also reflect the character of surrounding context. It is therefore considered that policy EN1 would be accorded with.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development)

Policy EN4 has been related to the assessment of the submitted statement detailing measures to reduce CO2 emissions and to secure energy efficiency. The development has been related to 'fabric-led' design approach that would accord with the principles of the energy hierarchy in line within policy EN 4, which is considered that, due to the proposed high quality of energy efficient design, the development would deliver effective measures to reduce carbon emissions that respond to the physical constraints of the site and magnitude of development. On this basis, policy EN4 would be accorded with.

Policy EN 8 (Adaptation to Climate Change)

Policy EN8 states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In this case of this application reference has been given to the adaptability of the development to climate change with reference to:

- i. Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rainwater permeability;

- ii. The need to control overheating of buildings through passive design;
- iii. The opportunity to provide linked and diverse green space to enhance natural habitats, which will assist species adaptation.

Policy EN8 has been related to the proposed sustainable design of the proposed apartments and appropriate drainage management. As stated, the development has been related to a satisfactory environmental statement that demonstrates measures to reduce carbon emissions. Opportunities for landscaping and biodiversity enhancement would be realised as part of the development. Policy EN8 would thereby be complied with.

Policy EN9 (Green Infrastructure)

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

Policy EN9 has been related to the character, use and quality of the existing green space and the local provision of open and formalised recreational space. It is not considered that the site contributes to localised open space provision. The site retains hard surfacing and has been secured with hoardings for a number of years, whilst awaiting development. Furthermore, the site is within walking distance of Crowcroft Park and Rushford Park playing pitches are located beyond the railway line to the west of the site. It is therefore considered that the potential occupants of the apartments would have access to recreational open space and the development would be suitably related to policy EN9.

Policy EN 10 (Safeguarding Open Space, Sport and Recreation Facilities)

Policy EN10 states that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. The principle and development of the application site was established by extant planning permission ref: 117411/FO/2017, following an assessment of existing open and recreational space, which remains in place. As stated, the site boundaries have been enclosed by fencing and there is no evidence of its use for recreation or play. The development would not, therefore, impact on local provision and policy EN10 would thereby be complied with.

Policy EN 14 (Flood Risk)

Policy EN 14 states that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding. The submitted details and characteristics of the development have been assessed and it is considered that

additional requirements for the provision of sustainable drainage and its management can be addressed through condition. On this basis, it is considered that policy EN14 can be complied with.

Policy EN15 (Biodiversity and Geological Conservation)

Policy EN15 states, amongst other things, that the developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate. Policy EN15 has been related to the assessment of the ecological evaluation of the site and the details of the ecology report. A condition has been included to ensure the provision of bat and bird boxes and native tree planting provision that would benefit wildlife. Policy EN15 would therefore be complied with.

Policy EN 16 (Air Quality)

An air quality assessment has been submitted and assessed. It is accepted that impacts on air quality would be mainly related to the construction stage. Impacts during the operational stage would be limited to residential and service vehicle movement without significant impact on local air quality. A pre-occupation condition relating to the proposed apartments relating to the installation of electric vehicle charging points has been recommended. It is considered that these measures would help to maintain and / or improve future localised air quality pursuant to policy EN16.

Policy EN18 (Contaminated Land and Ground Stability)

Policy EN18 states that any proposal for development of contaminated land must be accompanied by a health risk assessment. This application has been accompanied by a Desk Study and Geo-Environmental Assessment, which has been assessed by the Contaminated Land Section whose recommendations have indicated that identified issues are capable of resolution through the recommended contaminated land condition thereby securing compliance with policy EN18.

Policy EN19 (Waste)

Policy EN19 requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

Policy EN19 has been related to the proposed waste management arrangements, which are acceptable in terms of capacity, with issues relating to the transfer of waste containers to collection points addressed through condition. Policy EN19 would thereby be complied with.

Policy H1 (Overall Housing Provision)

Policy H1 relates to the City Council strategy for the delivery of new housing between March 2009 and March 2027. The proposed development responds positively to policy H1 by:

- i. Contributing to the creation of mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people and people with specific support requirements;
- ii. Supporting growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- iii. Ensuring that the design and density of development contributes to the character of the local area;
- iv. Making appropriate provision for parking cars and appropriate levels of sound insulation;
- v. Being designed to give privacy to both its residents and neighbours.

It is considered that the development would be positively related to the quality and supply of the housing stock in the local area and would thereby accord with policy H1.

Policy H 5 (Central Manchester)

States that Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. It states that high density housing will be permitted within Longsight District Centre as part of mixed-use schemes.

Policy H 6 (South Manchester) - States that South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres including Levenshulme, as part of mixed-use schemes.

Policies H5 and H6 have been referenced given the proximity of the site to Longsight and Levenshulme District Centres. It is considered that the development would improve the delivery and quality of local housing and thereby responding positively to both policies

Policy H 8 (Affordable Housing)

Policy H8 sets the requirements for affordable housing or an equivalent financial contribution. It is relevant in this case as development would exceed the 15 or more threshold for affordable housing provision. Policy H8 requires that developers use a 20 % target for the incorporation of affordable housing. As stated, its has been direct affordable housing contribution would not be viable in his case However, The development would be related to a s.106 Agreement that will require a future contribute toward affordable housing should the performance of the development deliver sufficient added value following its implementation. It is considered that this approach would secure compliance with policy H8.

Policy H11 (Houses in Multiple Occupation)

Policy H11 has been related to a condition to ensure that the proposed duplex apartments are maintained as single occupancy accommodation and to prevent future occupation as small-scale houses in multiple occupation (Class C4) proposed housing is retained as Class C3 accommodation. This accords with the requirement of policy H11, which aims to secure a sustainable supply of family housing and maintaining an appropriate mix housing type and tenure.

Policy T1 (Sustainable transport)

Policy T1 relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case, the development would be supported 22 car parking spaces and storage for 43 cycles for use by residents. This provision is acceptable in such a sustainable location. This provision would be supplemented with travel plans to be related to the residential and Class E uses and delivered by conditions. On this basis, it is considered that the development responds positively to policy T1.

Policy T2 (Accessible areas of opportunity and need)

Policy T2 states 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 and to ensure good national and international connections; is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. The sustainable location of the application site, in terms of access to public transport and proximity to services within local centres would ensure that the development would be suitably related to the specified objectives of policy T2.

Policy DM1 (Development Management)

Policy DM1 states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Relevant considerations in this case are:

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development to ensure that development has regard to the character of the surrounding area;
- c. Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- d. Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

It is considered that the above assessment demonstrates how the development would accord with policy DM1 points a - h (inclusively). It is considered that the impact of the development on residential amenity would be suitably mitigated and managed through the details of the application and related conditions. Policy DM1 would therefore be accorded with.

Unitary Development Plan (Saved UDP) Policies -The following Unitary Development Plan saved policies are relevant to the assessment of the development:

Part 1

E3.3 (Environmental Improvement and Protection)

States that all development in Manchester should meet high standards of urban design and opportunities for good design, which enhance the overall image of the City should be fully realised, particularly along major radial roads, such as Stockport Road. In this case it is considered that the applicant has positively responded to the requirements of policy E3.3. by presenting a quality contemporary design that positively responds to the composition of the streetscene and Stockport Road as a major route to and from the city centre and through Levenshulme District Centre.

Policy S1.2 (Shopping)

States that, the Council in partnership with the private sector will encourage, the appropriate improvement and re-development of existing district centres to ensure that they remain the focus for both shopping and a full range of community facilities. Policy S1.2 identifies Levenshulme as a centre that would benefit from improvement to safety, enhanced environmental quality, measure to address traffic problems and increased economic viability. It considered that the operation of the site is capable of being appropriately managed in relation to traffic generation, servicing and security. The quality of the design of the development and its contribution the retail offer and local housing market would accord with these objectives of policy S1.2.

Part 2

Policy DC7 (New Housing Development)

Policy DC7.1 states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. Policy DC7 also requires that a satisfactory quality of development is achieved. In this case the layout of the proposed houses and the quality of design would accord with residential quality guidance. It is also considered that satisfactory access for people with disabilities would be achieved and policy DC7.1 would thereby be complied with.

Policy DC26 (Development and noise)

The following elements of policy DC26 are considered to be relevant:

Policy DC26.1 has been related to the proposals contribution to the local noise environment and how existing noise sources, including noise from neighbouring industrial / commercial uses, may impact on the proposed housing.

Policy DC26.4 requires that where an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, consideration is given to measures to deal with it satisfactorily. This particularly relevant given the potential noise generated along Stockport Road and by the nearby railway line.

Policy DC26.5 has been related to the assessment of the development, in terms of measures to minimise the impact of noise on future residents, including the incorporation of noise insulation.

The development has been accompanied with noise survey that indicates that the detailed design would secure appropriate attenuation from noise relating to the surrounding environment, traffic and between the proposed uses. Although ground floor Class E uses are not yet known a condition has been recommended in relation to any future equipment in support of these uses included the provision of noise attenuation. It is considered that issues relating to noise attenuation can be addressed to secure accordance with policy DC26.

Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance - The Guide aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester.

The following paragraphs are of relevance:

- i. Section 2 Design - Discusses the importance of the design of new development in relation to surrounding neighbourhoods and the character of its streets, in terms of its layout, design, scale, massing and orientation of its buildings to achieve a unified urban form to enliven the neighbourhood and its sustainability. It is considered that these design principles have been incorporated into the development, would uplift the quality of local urban form and relate appropriately to the constraints of the site and its context. An appropriate density of development would be achieved.
- ii. Section 3 Accessibility - The development achieves satisfactory arrangements for inclusive access to the proposed commercial units and apartments houses, including level access to external door thresholds and internal circulation space.
- iii. Section 4 Environmental Standards - Identifies the need to ensure that development is environmentally sustainable and designed to reduce carbon emissions. In response the development has been related to an environmental standards statement that demonstrates that the above objective would be accorded with. The development would also be supported with appropriate arrangements for the storage of segregated waste and recycling.

- iv. Section 7 Housing Density and Mix - States that the composition of the residential development has been assessed to determine if the development positively contributes to the range of housing choices and assists the sustainability of these neighbourhoods. It is considered that the development responds positively to these objectives through its contribution to the quality and a diversity in housing supply.
- v. Section 8 Community Safety and Crime Prevention - Relates the importance of creating safe environments through the incorporation of informal surveillance and crime prevention measures as an integral part of new development. These objectives have been related to the assessment of the proposed design and layout and the measures to be implemented to secure accordance with the CIS.

Providing for Housing Choice Supplementary Planning Document (SPD) and Planning Guidance (adopted 2nd September 2008) - This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision, The City Council is committed to establishing a strategy for affordable housing provision in Manchester. It is important that everyone living in Manchester has the opportunity of a decent, affordable and accessible home and that the range of available housing both supports the City's economic growth and develops and sustains neighbourhoods, attracting families and workers.

In this case, the proposed development would be exceed the 15 unit threshold for the provision of affordable housing. In this case the applicant has indicated that the proposed apartment would be sold on the opens market. As previously discussed, an exception for an affordable housing contribution has been demonstrated, However, arrangements will be put in place for the future re-appraisal of the financial performance of the development to determine the appropriateness of a future affordable housing contribution are been set out in this report. In these circumstances it is consider that the above guidance would be accorded with.

Manchester Residential Quality Guidance (MRQG) - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live. It also seeks to raise the quality of life across Manchester. It was approved by the Executive at its meeting on 14 December 2016 and maintains that the delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need incorporate the most appropriate and up to date technologies to significantly reduce emissions. The guidance is therefore relevant to all stages of the development process, including construction and operational management. It is considered that the proposed apartment layout would achieve and, in some instances, exceed the criteria for internal space as set out in the guidance. The quality of the design and layout of the development and quality of design would positively contribute to the character of the local area, encourage sustained long term occupation and thereby secure compliance with the MRQG.

Manchester's Great Outdoors - A Green and Blue Infrastructure Strategy for Manchester (GI) (2015 -25) adopted July 2015 - The strategy sets out a framework to guide the maintenance of and access to green space and blue space, i.e. waterways, canals and rivers etc., within the city. The strategy builds on the investment to date in the city's green infrastructure (GI) and the understanding of its importance in helping to create a successful city. In this case, the principle of redeveloping the site has been established through extant planning permission ref: 117411/FO/2017. Notwithstanding the above, it is not considered the development would undermine existing open space provision as the use of the site for recreational purposes does not appear to be historically established. It is not considered that the development would undermine to the objectives of the above strategy.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

In this case, officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Officers engaged in pre-application discussions with the applicant's agent and thereby established the parameters of the development and identified pertinent material considerations. These discussions informed the subsequently submitted planning application. Further discussions were undertaken during the consideration of the development in relation to the outcome of neighbour and statutory consultation. Consideration was given to the relationship of the development to neighbouring residential uses and Levenshulme District Centre. The viability of providing an affordable housing contribution was discussed alongside potential arrangements for a related legal agreement to facilitate a future reconciliation appraisal. These discussions resulted in the submission of further details that have enabled the full and appropriate consideration of the that the proposed development.

Principle of the development – The principle of a mixed retail, commercial development was established by extant planning permission ref: 117411/FO/2017. The proposed development would meet the policy objective of securing a new use for a brownfield site and contributing towards the supply and diversity of housing with significant regeneration benefits. The provision of Class E units that would be appropriately related to the district centre and its retail and commercial offer. The height, scale and massing of neighbouring buildings and would provide a quality of elevational design to secure a positive contribution Stockport Road as a city centre radial route. The composition of the proposed building, its height and window design would secure appropriate relationships to neighbouring housing, including 2-storey houses on Siddall Street and Pennington Street. The proposed development responds positively to Council policy and NPPF guidance relating the mix of uses within district centres, including encourage residential development on appropriate sites. This includes the introduction of new residential development, which can play an important role in ensuring the vitality of centres on appropriate sites. The development is in a sustainable location that would facilitate access to local services

without reliance on private car usage. The development also benefits from access to public transport and incorporates measures to encourage cycling. Notwithstanding the above, a level of proportionate car parking has been included that would be supported with electric vehicle charging to offset the related environmental impact. Appropriate servicing arrangements would be provided as part of the development, including segregated waste and recycling storage in relation to the respective Class E and residential uses. The separation of retail and residential uses and public and private spaces would be satisfactorily achieved. The operation of the development would be satisfactorily managed through the recommended conditions, including noise insulation, opening and servicing hours and restrictions to the uses that may be under undertaken under Class E. The principle of the development is therefore considered to be acceptable.

Notwithstanding the above, it is recommended that Members be minded to approve the development subject to a s.106 Agreement to secure a future reconciliation re-appraisal to determine if the delivered development should be related to an affordable housing contribution.

Affordable housing and s.106 Agreement to secure future reconciliation re-appraisal

- The applicant has indicated that the proposed apartments would be sold on the open market. A viability report has been submitted and independently assessed to confirm that the development would not support a contribution towards affordable housing. Notwithstanding the above the applicant has been advised that, in accordance with current policy, the development would need to be linked to a s.106 agreement to facilitate a reconciliation appraisal based on its actual performance, i.e., to determine whether the development has accrued added value that would facilitate a contribution towards affordable housing. These arrangements are now attached to all permissions where developers seek exemption to 20% affordable homes requirement through financial viability. It is therefore recommended that the development be related to a s.106 Agreement relating to a reconciliation appraisal and review of an affordable housing contribution related to the implementation of the development.

Magnitude of development – The development has, in part, been informed by planning permission ref: 117411/FO/2017, which involved the presentation of a 4-storey building to Stockport Road. However, the application has demonstrated that the proposed magnitude of the development is required to ensure the delivery of a scheme that would secure a high quality of urban design, a mix of apartment that accord with the MRQG and secure enhanced features, including a through floor lift. In so doing, the potential of securing the sustained occupation of the development has been greatly enhanced. It is also considered that the design of the roofscape has appropriately responded to the changing building heights within the neighbouring street scene. The impact of the building height and proportions would be relieved by the formation of spaces across and within the site, when viewed from Siddall Street and Swallow Street. The proposed magnitude of development is therefore considered to be acceptable.

Siting – The Stockport Road (eastern) elevation would be appropriately related to the alignment of neighbouring properties at 784-786 Stockport Road and 808 Stockport Road. The formation of pre-dominantly recessed and fully glazed

shopfronts would distinguish and demarcate the Class E uses from the residential component of the development. The glazing would also act as a plinth to the main body of the building aiding its definition and presence within the streetscene. The presentation of new built form, incorporating habitable room windows and terraces, would introduce a new relationship to existing apartments on the southern side of Pennington Street. There is some concern that the interface between existing and proposed habitable windows may result in overlooking or otherwise be harmful to residential amenity. As distances of 8.6 metres and 9.2 metres would be maintained between these elevations, it is considered that these concerns can be addressed through a condition requiring the submission of details to secure the inclusion of appropriately positioned oriel or single aspect windows. The development presented to Siddall Street would project beyond the building line formed by 10 – 44 Pennington Street. However, it is considered that this building line defines a section of Pennington street, that terminates in response to the configuration of the street pattern and the juxtaposition of the junction with Siddall Street. These circumstances facilitate the transition from 2-storey houses to new built form of more substantial height. This is achieved by relating the descending height of the development to the gable elevations of existing terraced houses. The arrangement of windows in the western elevation of the building have been related to the gable elevation of 10 Pennington Street with other habitable room windows related to the courtyard. The applicant has indicated the view from roof terraces and balconies would overlook rooftops to the south and west of the site. A distance of 34 metres would be maintained across the courtyard from the eastern apartment elevation to the nearest gable elevation at 7 Swallow Street. Oriel windows would be incorporated in the southern elevation of apartments adjacent to the courtyard to avoid overlooking of adjacent apartment windows. The positioning of pedestrian and vehicular access points would be acceptable. It is considered that subject to the resolution of issues concerning apartment windows in the southern elevation to the siting of the development would be acceptable.

Height, scale and massing – Planning permission ref: 117411/FO/2017 established the principle of a four storey building with the application site. The impact of the formation of a fifth floor would achieve an acceptable addition to the composition of the proposed building. The fifth floor ‘footplate’ would be limited and set back from the eaves of the main roof thereby reducing its impact when viewed from neighbouring streets. The neighbouring context has some height, including the immediately neighbouring junction of Stockport Road and Pennington Street and also the junction of Swallow Street and Siddall Street. The development would be viewed, in part, in relation to these architectural reference points. Whilst acknowledging the development to the north of the application site is two storey, it is considered that the height of the building would add variance and visual interest to the streetscene. The massing of the Stockport Road elevation has been satisfactorily expressed through the articulation incorporated into the elevations and roofscape, including the depth of reveals to recessed bays and windows and use of contrasting materials. This approach has been applied coherently and consistently applied throughout the development. An appropriate relationship to two storey housing would be achieved through a graduated reduction in height. This approach, alongside appropriate application of articulation and materials, would secure a satisfactory transition in height between the development and two storey houses on Pennington Street. It is considered that the development would be a proportionate addition to the

streetscape and its proposed height would be suitability related to the context of the site.

Permitted Upward extensions – A condition has been recommended to remove permitted development right that would otherwise potentially allow the erection of additional rooftop extensions. This condition is considered to be necessary to maintain satisfactory relationships to the neighbouring residential uses and the streetscene, in terms of the height and proportions of the development.

Daylight, sunlight and overshadowing assessment – The submitted assessment has been related to and informed by Building research Establishment (BRE) guidelines and criteria. It has considered the potential for neighbouring to be sensitive receptors, in terms of daylight, sunlight and overshadowing issues. The potentially affected properties have been identified as: the upper floor accommodation at 1-3 Pennington Street, 41-43 Pennington Street (to the south of the site) and 10 Pennington Street and 7 Swallow Street (to the west of the site). The two commercial buildings fronting Swallow Street situated to the north of the site are not considered to be sensitive receptors as they are not in residential use. No sensitive have been identified within buildings to the east of the site on the opposite side of Stockport Road. The preliminary assessment undertaken indicates that any impact from the proposed development to the upper floor accommodation at 1-3 Pennington Street and 41-43 Pennington Street would be negligible when considered against the baseline position related to existing circumstances and informed by BRE criteria and guidance. It is therefore considered that there will not be any significant additional adverse daylight, sunlight or overshadowing issues that may affect the identified properties as a result of the development. Any additional overshadowing generated by the proposed building would 'almost entirely to the surface car park area forming part of the development. The development would not appear to have an unduly harmful effect the existing circumstances regarding daylight, sunlight and overshadowing issues. The applicant has provided a series of time 'lapsed' drawings relating daylight / sunlight movement throughout the following time and seasonal periods:

March 21 – per hour: 7.00 am to 6.00 pm;
June 21 – per hour: 5.00 am to 7.00 pm;
December 21 – per hour 9.00 to 3.00 pm.

On the basis of the submitted details, the overshadowing impacts would be limited to previously identifies properties with harm being minor and transient and thereby acceptable.

Design – In this case, it is considered that additional height to Stockport Road would positively contribute to the quality and appearance of the streetscene and the graduated reduction in height of the building would ensure an appropriate relation to neighbouring housing. The elevational treatment involving contemporary window design and the bold formation of bays and recesses would give the building a distinctive character. These details along with variations in building height would ensure that the formation of brickwork would not be overly expansive. Notwithstanding the above, the proposed materials have been informed by and appropriately related to the development in the surrounding area. The formation of

floor to ceiling in the ground floor windows would relieve the solidity of the upper floor elevations and give a sense of coherence across the ground floor Class E units. It is therefore considered that the proposed design accords with policy EN1.

Accessibility – All external entrances to the retail units, apartment and duplex apartments accessed via Pennington Street, rear car park and residents roof terraces would achieve level or ramped access and egress from the street or external ground level. The apartment reception areas would provide access to a communal stairwell and a lift that would provide access to all floors and suitably wide internal corridors. Within the apartment building appropriately wide door openings, level thresholds and circulation spaces would be formed. The proposed duplex apartment would incorporate a ground floor bedroom and bathroom with dimensions of 2.1 metres x 2 metres. The layout of the duplex apartments thereby present opportunities for future adaptation to meet to needs of future residents with mobility disabilities. Two accessible parking bays located in the external courtyard in satisfactory proximity to the access to the lift / stairwell core. It is considered that these arrangements would ensure that arrangements for inclusive access would be provided.

Future use of the development – A condition is recommended to ensure that the proposed duplex apartments are maintained as single occupancy accommodation and to prevent future occupation as small-scale houses in multiple occupation (Class C4) proposed housing is retained as Class C3 accommodation. This approach would ensure that the development contributes to a sustainable supply of family housing and appropriate mix housing type and tenure. Class E comprises of a multitude of uses, including restaurant uses. Given the proximity of upper floor apartments and the configuration of related windows, it is not considered that restaurant uses that may require substantial fume extraction equipment and other external plant would be appropriate. A condition is recommended limiting the permissible issues within Class E to retail and financial and professional services.

Residential amenity – The proposed development would provide a high residential accommodation that would incorporate the formation of amenity space through the formation of balcony areas and rooftop terraces. These amenity spaces have been designed to avoid direct overlooking of neighbouring houses and apartments. It is considered that a design solution can be brought forward that would ensure that appropriate windows can be incorporated into the southern elevation without harming the composition of the proposed building. Conditions would ensure that the operation of the proposed Class E uses would be undertaken without undue harm to existing or new residents, including the arrangements for servicing. On balance, it is considered that the impact on residential amenity would be predictable and manageable.

Residential space standards – The internal space achieve within the proposed apartments has been assessed with reference the criteria set out within the MRQG. The development would deliver 37 apartments that would achieve or exceed to the criteria for one bedroom, 2 person apartments and two bedroom, 3 person apartments.

Impact on local open space provision – The impact of the development on open and recreational spaces was assessed as part of the consideration of planning permission ref: 117411/FO/2017. The local circumstances have not significantly changed since the previous planning permission. It is therefore considered that, although the site has been grassed areas, it retains the characteristics of a previously developed land, including areas of hard surfacing and impacted gravel. It is not apparent the site has been used for informal recreational purposes and has not been laid out as a sports pitch. It is therefore not considered that the site contributes to local open space and its loss would not have a harmful impact on the supply of recreational provision. GMEU has confirmed that the site has very limited ecological values with self-seeded trees and overgrown grass and vegetation being the only noted features. The condition of the site and its enclosure with fencing undermines the appearance of the streetscene and any subsequent contribution to the local environment. The site is within walking distance of Crowcroft Park. Rushford Park playing pitches are located beyond the railway line to the west of the site. There is also an area of grassed open space bounded by Pennington Street, the railway line and Park Grove. Future residents would thereby have access to recreational open spaces. The loss of the open space would also be offset by the positive contribution of the development to local regeneration.

Crime and Security – It is considered that the development would achieve satisfactory natural surveillance in the relation to the overlooking of the rear car parking and servicing areas. Appropriate boundary treatment would secure satisfactory demarcation of public and private space. It is also considered that, by limiting servicing to the gates to the side boundary gates adjacent to Swallow Street, the appropriate and secure management of the courtyard would be achieved. A condition has been included to ensure that the development is related to the physical security measures set out in the submitted crime impact statement. The development would thereby achieve measures to reduce to risk of crime and the management of the on-going security of the site.

Boundary treatment – The boundary treatment would involve to the fomentation of low walls and railings and would be applied to the site perimeter securing the residential and courtyard boundaries to Pennington Street, Siddall Street and Swallow street. The railing detail would also be applied to upper floors terraces. The proposed boundary treatments would allow the formation of shallow gardens area to Pennington Street and satisfactory demarcation of the public and private realm.

Reducing carbon emissions and sustainable design – The applicant has submitted an environmental standards and energy statement. It sets out the environmental performance of the development, which has been assessed with reference to national and local policies. The statement seeks to positively respond the Council's climate emergency declaration to ensure:

- i. The impact on climate change would be minimised through a standard of proposed design informed by an enhanced 'fabric led' design and construction standards that would deliver an energy efficient building;
- ii. The development would be 'inherently efficient and cost-effective', which would be related to the decarbonisation of the national electricity grid and the

- implementation of a full electric heating strategy as part of the development to facilitate a 'near-zero' or zero carbon scheme;
- iii. Improvements beyond current building regulation standards relating to energy conservation;
 - iv. The incorporation of: photovoltaic panels to provide on-site renewable energy generation and heating and cooling for all non-domestic areas related to incorporate efficiency heat pumps supplying within the scheme.
 - vi. The proposed retail units would be designed in accordance with the BREEAM criteria and achieve the required 'Very Good' rating, in accordance with 'good practice' for new non-domestic buildings;
 - vii. Water management for the development that would align with the regulatory standards for calculated daily consumption;
 - viii. The incorporation of a Sustainable Drainage Systems (SuDS) and measures to limit surface water runoff commensurate with the location of the site within Flood Zone 1. The drainage strategy will also be designed to withstand a 1 in a 100-year storm event plus a 30% allowance for climate change;
 - ix. Waste arising during construction and occupation/operation will be minimised. The development would be related to a site waste / recycling plan would be related to the construction and operational phase of the development;
 - x. Landscaping would enhance the development and encroach biodiversity;
 - xi. Materials would be sourced and supplied to minimise environment impact;
 - xii. The sustainability of the site is maximised through its access to public transport and measures to encourage cycling and walking.

It is considered that the proposed arrangements respond positively to the climate change emergency and would deliver an effective methodology for achieving a satisfactory reduction in carbon emissions. The implementation of the above measures is related to the development by condition.

Car parking and highways issues – The applicant has been accompanied with a Transport Assessment that identifies a marginal increase in vehicle movements associated with the development, i.e., one additional vehicle movement every six minutes during the peak hours. These findings have been assessed and accepted by Highways. The development is supported with on-site car parking provision for 22 vehicles. The applicant has indicated that up to 9 car parking spaces for residents may be potentially provided at a nearby off-site location. However, it is considered this additional parking would not be required as satisfactory number of on-site car parking spaces would be provided as part of the development. The site is in a sustainable location in relation to access to public transportation and its relationship Levenshulme District Centre. The development would also be supported with 43 cycle spaces, i.e., 110% residents' cycle parking provision, which would be satisfactory. A cycle rack has been provide in relation to the proposed Class E uses. The characteristics of the site location and the provision of cycle storage gives confidence that the development could be related to travel plan conditions relating to the respective residential and Class E uses. The layout of the car parking and servicing area is acceptable to highways and its future management, including the undertaking of servicing, is related to a recommended condition. The proposed arrangements for servicing (via Swallow Street) and access to car parking would not impact of the operation of the adjacent quality bus corridor. The development would be supported with a servicing bay to be located on Swallow Street and Highways

have confirmed that the precise location and specification can be addressed through an off-site highways condition. It is considered that traffic generated by the development would be predictable, manageable and reflective of the characteristics of Levenshulme District Centre. The resulting impact would thereby be acceptable.

Travel Plan – The applicant has included a travel plan framework in relation to the occupation of the proposed apartments. The sustainable location of the site, its accessibility on foot and via public transport and the provision of cycle storage would give confidence regarding effective delivery of travel plans in relation to the occupation of the apartments. However, in order to maximise an overall reduction in private car usage a separate travel plan condition has been related to staff to be employed within the ground floor Class E units. It is recommended that the development be conditioned accordingly.

Off-site highways works - A condition has been included to ensure that all necessary works to the adjacent highways that are related to the development are undertaken prior to the occupation of the development.

Electric vehicle (EV) charging points – The applicant has reviewed the proposed provision and confirmed that 4 EV charging points would be provided. A condition has been recommended to ensure that these charging points are installed before the occupation of the apartments, achieve an output of 7kw/H and are subsequently maintained in situ.

Cycle storage – Proposed residential cycle storage area would be located within the building and would exceed 100% provision for residents' use. The development would provide a single cycle rack for Class E staff. This limited Class E cycle storage would be related to constraints on available space within in the courtyard, which would also accommodate car parking, an external waste enclosure and circulation routes. Given the narrowness of the forecourts to be formed the provisions of cycle storage for staff and customers would not appear to be viable. On balance, the arrangements for cycle storage would be satisfactory.

Construction Management Plan (CMP) - Given the relationship of the site to neighbouring houses, it is considered that the undertaking of construction will need to be appropriately managed. A satisfactory CMP has been submitted and is related to the development by condition.

Waste management – Within each apartment, a 5 litre food caddy and compostable bags would be provided. The applicant has indicated that the residential waste storage enclosure would comprise eight (1,100 litre) Eurobins for segregated waste and recycling (3 no. general waste, 2 no pulpable material (including paper and card), 2 no mixed recycling and 1 no organic (food)). The enclosure for the eight commercial / retail units would incorporate six Eurobins. The proposed arrangements for waste management and recycling storage would be acceptable, i.e., residential storage within an internal room and Class E storage in an external enclosure. Notwithstanding the above, a condition has been recommended to ensure the approval and implementation of agreed details relating to the appearance of external bin storage enclosures.

Noise – The development has been related to a noise assessment that relates the potential impact of the development on the existing noise climate and future residential occupation. The assessment identifies Stockport Road (A6) as the predominant noise source affecting the development along with occasional trains traveling along the railway to the west. To address these impacts a comprehensive glazing and ventilation strategy has been proposed to appropriate standards in relation to new apartments with the development. It is recommended that the development be conditioned accordingly. The use of the car parking area would have some noise impacts on the neighbouring residents but given the previously discussed number of vehicle movements associated with the development would be limited and reflective of the characteristics of the area. The future occupants of the ground floor Class E has still to be determined. However, a condition has been related to the ground floor uses to restrict future opening and servicing hours. A separate condition relating to the submission of any details relating to the submission of approval of any required external plant and equipment that might be required in support of the Class E units has been recommended. It is considered that this approach would ensure that the noise attributable to the development would be predictable, manageable and within the margins of acceptability.

Ground floor opening and servicing hours – In order to safeguard the amenities of existing neighbouring residents and the future occupants of apartments within the development, it is recommended that the following operating hours be conditioned in relation to the ground floor Class E uses:

i. Opening hours (as conditioned to planning permission 117411/FO/2017:

Monday to Sunday (including Bank Holidays) - 8.00 am and 10.00 pm.

ii. Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

Monday to Saturday: 7.30 am to 8.00 pm

Sunday and Bank Holidays - No deliveries/waste collections.

External equipment – As stated, although ground floor Class E uses are not yet known a condition has been recommended in relation to any future equipment in support of these uses included the provision of noise attenuation.

Air quality – The site is partially located within the Greater Manchester Air Quality Management Area. Given the location and magnitude of the development. It has been related to an air quality assessment that sets out the potential and indirect impacts arising from the construction and operation of the development and identifies mitigation measures to maintain air quality. An assessment of the construction phase assessment has been related to IAQM guidance and concluded that dust emission during construction would not significant. However, as a precautionary measure, a dust management plan has been proposed for the duration of this phase of development. This would be delivered through the construction management plan. An assessment of traffic emissions has been undertaken that considers the impact of related generated road traffic generation on local air quality. The assessment also maintains that the development will result in

minimal increases in pollutant concentrations. The assessment of the operation /occupation phase of the development advised that electric vehicle charging points should be provided (based on a minimum provision related to 10% of proposed apartments). A further reduction in associated vehicle emission would also be achieved through the implementation of a travel plan and the provision of 43 cycle storage spaces.

The above arrangements are acceptable subject to a condition relating to the final specification of the vehicle charging points, including a charging capacity of 7 kw/H. It is considered that the implementation of Class E and residential travel plans with reduce vehicle movement to the benefit of local air quality. It is considered that the development would not unduly affect local air quality and any potential impact can be mitigate against at both the construction and operational phase.

Land conditions - The applicant has submitted a ground condition survey that has been assessed and gives assurance that, subject to further information, issues relating to historic land contamination are capable of being addressed. A condition has been recommended to ensure that submission of additional details pertaining to the report and to ensure the implementation of an appropriate remediation strategy and all necessary mitigation works.

Flood risk and site drainage – The application site is located within Flood Zone 1 and has low risk of flooding. The applicant has been advised of the conditions requested by Flood Risk Management Team are necessary to ensure the appropriate implementation of the development. Notwithstanding the above, the applicant has confirmed that the development would incorporate sustainable drainage systems (SuDS) and flow control techniques to: limit surface water runoff and deliver a drainage strategy to withstand a 1 in a 100-year storm with a 30% allowance for climate change. On this basis, any additional risk of flooding would be responded to and satisfactory drainage achieved.

Ecology – The development has been related to an ecological assessment that the site predominantly comprises of hardstanding with minimal amounts of vegetation and little ecological and/or conservation value or potential to supported wildlife habitats. No ponds are located within 250 metres of the site with the potential to support newts, other amphibians or reptiles. The development would introduce planting and biodiversity opportunities, which would add wildlife and aesthetic value to the site. The findings of the ecological assessment are accepted by the GM Ecology Unit, including its recommendation for the provision of the following:

- i. Bat and bird boxes;
- ii. Replacement tree planting;
- iii. Incorporation of native planting species within the landscaping scheme.

A condition has been recommended to ensure that the above measures are delivered as part of the development.

Tree removal and landscaping – A tree age and condition survey that identifies that the following trees and shrubs are within the site: T1 Goat Willow; T2 Sycamore; T3 Ash and T4 Cherry Laurel. The assessment concludes that the existing trees and

shrubs are poor quality specimens with a life span of less than 10 years. The Council Arboricultural Officer has assessed the submitted survey and accepted that the removal of the existing trees is justified subject to appropriate replacement planting. The applicant has submitted details of how replacement tree planting and landscaping might be incorporated into the development. A condition has been recommended requiring the submission of a fully detailed scheme. The replacement tree applicant within this scheme would also need to incorporate native trees species and suitably enhance the appearance of the site. It is also considered that the landscaping scheme would allow the opportunity for bio-diversity enhancement to be realised. A separate condition has been included that relates the development the submitted age and condition survey and prevents removal of the trees and shrubs during bird nesting season.

Local labour agreement – The development has been accompanied with a statement setting out the mechanism for delivery employment opportunities for local people during the construction phase and in relation to the operation of the Class E components of the development. The provision local employment would potentially delivered through dialogue with Council’s Work and Skills Team and subject to the availability of suitably skilled workers in the local area. A condition has been recommended to ensure the delivery of the local labour agreement as part of the development.

TV Reception – A TV reception assessment have been submitted that concludes the proposed development would not cause disruption to the existing quality of television or radio reception. Furthermore, no interference is expected that would require mitigation measures to restore the reception of any broadcast service. A condition have been recommended that relates the development to the above findings and requires that: within one month of the practical completion of the development or at any time during the construction of the development (if request by the Council as local planning authority) an assessment of the development on television signal reception within identified survey area shall be undertaken. Following the survey and if required measures shall be identified and suitably implemented to ensure that at least the pre-existing level and quality of signal reception shall be maintained.

Broadband connectivity – A broadband connectivity assessment has been submitted that indicates that existing infrastructure and good connectivity is already available, including fibre installation along streets adjacent to the development site. The report maintains that existing service providers can furnish connections to locally installed fibre networks that provided ‘excellent download speed’. The development is therefore capable of delivery appropriate broadband connectivity and the related assessment in related to the development by condition.

Conclusion - The proposed development provides the opportunity to address a site of dereliction that adversely affect the appearance and vitality of a section of a major radial route to and from the city centre. In so doing the development would contribute positively to the regeneration within Longsight and Levenshulme district centres and its retail offer. The recommended conditions would ensure the appropriate future management of the proposed mix of uses and attain a satisfactory quality of residential accommodation. On this basis, it is considered that the development is acceptable and meets the requirements of and satisfactorily accords with Core

Strategy, Unitary Development Plan saved policies and the National Planning Policy Framework.

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 the right to a fair hearing and to this end the Committee 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 policies 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 of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: **Minded to Approve subject to a s.106 Agreement to secure a reconciliation re-appraisal to determine if the delivered development should be related to an affordable housing contribution.**

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case, officers engaged in pre-application discussions with the applicant's agent and thereby established the parameters of the development and identified pertinent material considerations. These discussions informed the subsequently submitted planning application. Further discussions were undertaken during the consideration of the development in relation to the outcome of neighbour and statutory consultation. Consideration was given to the relationship of the development to neighbouring residential uses and Levenshulme District Centre. The viability of providing an affordable housing contribution was discussed alongside potential arrangements for a related legal agreement to facilitate a future reconciliation appraisal. These discussions resulted in the submission of further details that have enabled the full and appropriate consideration of the that the proposed development.

Condition(s) to be attached to decision for approval

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents stamped as received by the City Council as local planning authority on 24 November 2020, 30 November 2020, 5 February 2021, 10 February 2021, 9 April 2021, 14 May 2021 and 21 May 2021:

Planning application forms

Proposed Ground Floor Plan Ref: 8048_L00_01 Rev. K
Proposed First Floor Plan Ref: 8048_L00_02 Rev. G
Proposed Second Floor Plan Ref: 8048_L00_03 Rev. G
Proposed Third Floor Plan Ref: 8048_L00_04 Rev. G
Proposed Fourth Floor Plan Ref: 8048_L00_05 Rev. F
Coloured Ground Floor Ref: 8048_L00_07 Rev. F
Coloured First Floor Ref: 8048_L00_08 Rev. F
Coloured Second Floor Ref: 8048_L00_09 Rev. F
Coloured Third Floor Ref: 8048_L00_10 Rev. F
Coloured Fourth Floor Ref: 8048_L00_11 Rev. F
CGI View 1 Ref: 8048_L00_15 Rev. B
CGI View 2 Ref: 8048_L00_16 Rev. B
CGI View 3 Ref: 8048_L00_17 Rev. B
Building Elevations – Sheet 1 Ref: 8048_L00_18 Rev. D
Building Elevations – Sheet 2 Ref: 8048_L00_19 Rev. D
Coloured Building Elevation – Sheet 1 Ref: 8048_L00_20 Rev. C
Coloured Building Elevation – Sheet 2 Ref: 8048_L00_21 Rev. C
Proposed Roof Plan Ref: 8048_L00_23 Rev. C
Coloured Roof Plan Ref: 8048_L00_24 Rev. C
Site Location Plan Ref: 8048_L00_25 Rev. B
CGI View 4 Ref: 8048_L00_26 Rev. A
Boundary Treatment Plan Ref: 8048_L00_28 Rev. A
Topographical Survey Ref: SSL: 20176:200:1:1

Supporting Planning Statement Avison Young November 2020
Design and Access Statement Leach Rhodes Walker LRW_8048_L (00)22 Rev. A
Viability Assessment Grasscroft September 2020
Noise Impact Assessment Lighthouse Acoustics Ref: 0741/APR1 Rev 1
Stockport Road Manchester Environmental Standards and Energy Statement
Element Sustainability Ref: 2020.178
Preliminary Risk Assessment (Land Contamination)
Broadband Connectivity Assessment GTech Surveys Limited Issue 0.1
Television Baseline Survey Report GTech Surveys Limited Issue 0.1
Flood Risk Assessment and Drainage Strategy Curtins Ref:077340-CUR-00-XX-RP-C-92001 Rev. V02
Air Quality Assessment BWB Ref: MCP2360
Transport Statement Curtins Ref: 075364-CUR-00-XX-RP-TP-001-V01 Rev.01
Interim Travel Plan Curtins Ref: 075364-CUR-00-XX-RP-TP-001-V01
Crime Impact Statement GM Police Design for Security Ref:
2020/0448/CIS/01Version A
Local Labour Agreement Avison Young

Avison Young Letter Ref: NL/RM/04C001034 dated 6 April 2021 – Response to consultation

Daylight, sunlight and overshadowing commentary letter from Avison Young Ref: NLK/04C001034/ajr dated 5 February 2021 and

Avison Young Letter Ref: NLK/ajR/02C001034 dated 21 May 2021, including Transient Shadow Studies drawings

Urban Green Ref: UG856 dated January 2021

786 Stockport Road Preliminary Ecological Assessment Ref: BEK-20757-2 by BEK dated September 2020

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

3) Before the commencement of above ground construction works, samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy for the City of Manchester.

4) The authorised development relates to the erection of a five storey building comprising eight ground floor Commercial, Business and Service units with maximum floorspace of 455 sq. metres (Class E) and 39 residential apartments (Class C3) above.

Reason - To safeguard the amenities of the occupiers of occupiers of nearby residential properties pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the ground floor of the premises shall be used for any other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015 (as amended), The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than for the operation of the authorised units as retail shops and / or the provision of financial and professional services.

Reason - To safeguard the amenities of the occupiers of occupiers of nearby residential properties pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

6) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the duplex apartments referenced as Apt.G/1.01 and Apt.G1.02 on drawings ref: Proposed Ground Floor Plan Ref: L(00)01 Rev K and Proposed First Floor Plan Ref: L(00)01 Rev G shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015 (as amended), The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose of C3(a) not precluding occupation by two unrelated people sharing a property.

Reason - In the exceptional circumstances of a proliferation of HMOs restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

7) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the buildings shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy (2012).

8) Notwithstanding the details of document referenced Supporting Planning Statement, Section 9 Construction Environmental Management Plan (CEMP) Framework and prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:

- i. Display of an emergency contact number;
- ii. Confirmation of construction working hours;
- iii. Details of wheel washing;
- iv. Compound locations where relevant;
- v. Location, removal and recycling of waste;
- vi. Routing strategy and swept path analysis;
- vii. Parking of construction vehicles and staff;
- viii. Sheeting over of construction vehicles.
- ix. Parking of construction vehicles and staff;

- x. Sheeting over of construction vehicles.

Development shall be carried out in accordance with the approved construction management plan upon commencement of authorised works.

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

9) The construction and operational phases of the development shall be fully implemented in accordance with document referenced. The details relating to the operational phases shall be commenced before the first occupation of the development and at all times thereafter.

Reason - In the interests of residential amenity and to contribute to the reduction of carbon emissions and improve air quality, pursuant to policies SP1, EN16 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

10) Before the occupation of the authorised apartments and notwithstanding the detail of document ref: Air Quality Assessment BWB Ref: MCP2360 and drawing ref: Proposed Ground Floor Plan Ref: 8048_L00_01 Rev. K, a drawing shall be submitted to and approved in writing by the City Council as local planning authority confirming the position of four electrical vehicle (EV) charging points as confirmed in Avison Young letter dated 6 April 2021. The EV charging points shall achieve a charging specification of 7kw/H, installed in accordance with the approved drawing before occupation of the apartments and maintained in situ at all times thereafter.

Reason - In the interests of residential amenity and to contribute to the reduction of carbon emissions and improve air quality, pursuant to policies SP1, EN16 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

11) The ground floor ground floor Commercial, Business and Service use (Class E) units shall not be open outside the following hours:

Monday to Sunday (including Bank Holidays) - 8.00 am and 10.00 pm.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

12) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

Monday to Saturday: 7.30 am to 8.00 pm

Sunday and Bank Holidays - No deliveries / waste collections.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

13) The authorised development shall be undertaken in accordance with the waste management strategy comprising document and drawing referenced:

Proposed Ground Floor Plan Ref: 8048_L00_01 Rev. K
Design and Access Statement Leach Rhodes Walker LRW_8048_L (00)22 Rev. A –
Section 13: Servicing and Refuse
Avison Young Letter Ref: NL/RM/04C001034 dated 6 April 2021 – Response to
consultation confirming dimensions of waste storage enclosures and collection
arrangements.

The agreed arrangements shall be implemented in full prior to the first occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

14) Before the first occupation of the retails / commercial units (Class E) details of the elevational appearance of the bin storage enclosure details as shown on drawing ref: Proposed Ground Floor Plan Ref: 8048_L00_01 Rev. K shall be submitted to and approved in writing by the City Council As local planning authority. The approved details shall be implemented in full prior to the first occupation of the development and maintained in situ thereafter.

Reason - In the interests of residential amenity and to secure appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

15) Before the first occupation of the development, a scheme for the management and servicing of the external areas of the site shall be submitted to and approved in writing by the City Council as local planning authority. This scheme shall include details of arrangements for: the use and operation of the car park for residential parking, presentation of bins to collection points and their return to the respective waste management enclosures and a strategy for undertaking of servicing and deliveries from Swallow Street, including times and frequency. The details of the approved scheme shall be implemented upon the first occupation of the authorised extension and shall remain in situ whilst the use or development is in operation

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1, C2, DM1, T1 and T2 of the Core Strategy for the City of Manchester.

16) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas

relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised 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 Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy for the City of Manchester.

17) a) Before the occupation of the development the details and specification of document ref: Noise Impact Assessment Lighthouse Acoustics Ref: 0741/APR1 Rev 1 shall be fully implemented.

b) Prior to first occupation of the residential units, a verification report shall be submitted to and approved in writing by the City Council as local planning authority in order to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post-completion testing to confirm that the internal noise criteria have been met.

Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

The development shall be undertaken in accordance with the agreed details at all times thereafter.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

18) Before its installation any externally mounted equipment required to facilitate the ground floor operation of the Class E uses shall be related to a scheme to be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise from any such ancillary plant, equipment and servicing, including details of acoustic attenuation. Any externally mounted equipment installed as part of the authorised development shall be installed in accordance with the specifications of the agreed and subsequently maintained in situ.

Reason - To safeguard residential amenity by minimising the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester and saved Unitary Development Plan policy DC26.

19) a) Before the first occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority detailing the design and installation of external lighting including measures to control glare and overspill onto nearby residential properties.

b) Prior to occupation of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

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

20) Before the commencement of above ground construction of a drawing shall be submitted to and approved in writing by the City Council as local planning authority relating to the design and glazing specification to the upper floor apartment windows to the southern elevation adjacent to Pennington Street.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

21) All windows identified as being obscurely glazed shall achieved a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent, which shall be implemented prior to the first occupation of the development and maintained in situ thereafter.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

22) No development shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the Local Planning Authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework.

23) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies EN8 and EN14 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework.

24) Before the occupation of the building, the car parking area shall be surfaced and demarcated and cycle storage relating to the authorised Class E units shall be installed with the details of drawing referenced: Proposed Ground Floor Plan Ref: L(00)01 Rev K. Upon occupation of the building, the car parking area and cycle storage shall be made available for use in accordance with the authorised use only and maintained in situ thereafter.

Reason - In the interest of pedestrian and highways safety and to ensure the provision of appropriate car parking pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

25) Cycle storage related to authorised apartments (Class C3) and retail /commercial units Class E as shown on drawing referenced: Proposed Ground Floor Plan Ref: L(00)01 Rev K shall be made available for such purposes upon occupation of the building and maintained in situ thereafter.

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

26) No development shall take place until details of highways works to Stockport Road, Pennington Street, Siddall Street and Swallow Street that are required as part of the implementation of the development have been approved in writing by the City Council as local planning authority. These details shall include details of the siting and specification of a delivery / servicing bay to Swallow Street. The development shall not be occupied until the works have been constructed in accordance with the approved details, which shall be maintained in situ at all times thereafter.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, EN19, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework.

27) The development hereby approved shall be implemented in full accordance with the measures as set out in document referenced: Stockport Road Manchester – Environmental Standards and Energy Statement dated November 2020 Ref: 2020.178, including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance.

Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

28) Before the commencement of above ground construction work, a scheme shall be submitted to and approved in writing by the City council as local planning authority, detailing the design, specification and appearance of the ground floor shop frontages, including: the composition of display windows and doors; any provision of internal security shutters or grilles and arrangements for their opening in the day-time period (Monday to Sunday) and the alignment of shop advertisement displays to be incorporated into the shopfront. The development shall be implemented in accordance with the approved scheme prior to the occupation of the authorised Class E units and maintained in situ thereafter.

Reason - In the interests of residential and visual amenity of the area and in order to safeguard the character of the street scene pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester and saved policy E3.3 of the Unitary Development Plan.

29) The authorised development shall be designed and constructed in accordance with the recommendations contained within section 3.3 of document referenced: Crime Impact Statement: URN:2020/0448/CIS/1 Version A dated 14 August 2020 by GM Police Design for Security. The development shall only be carried out in accordance with these approved details and occupation or use shall not commence until the City Council as local planning authority has acknowledged, in writing, that it has received written confirmation of 'Secured by Design' accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1, EN1 and DM1 of the Core Strategy for Manchester and to reflect the guidance contained in the National Planning Policy Framework.

30) Before the first occupation of the authorised ground floor Class E units, a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i. The measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development
- ii. A commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii. Mechanisms for the implementation of the measures to reduce dependency on the private car
- iv. Measures for the delivery of specified travel plan services
- v. Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

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

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and the Guide to Development in Manchester SPD (2007).

31) Before the first occupation of the authorised apartments (Class C3), a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i. The measures proposed to be taken to reduce dependency on the private car by those residing the development

- ii. A commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii. Mechanisms for the implementation of the measures to reduce dependency on the private car
- iv. Measures for the delivery of specified travel plan services
- v. Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

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

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and the Guide to Development in Manchester SPD (2007).

32) The development shall be implemented in accordance with document referenced: Television and Radio Reception Impact Assessment - Land South of 786 Stockport Road Issue 0.1 dated 28 August 2020 dated by GTech Surveys Limited. An assessment of the impact of the development on television signal reception within the potential impact area identified in the above report shall be undertaken within one month of the practical completion of the development or before the development its first occupation (whichever is the sooner) or at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the submitted survey. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception. In the interest of residential amenity, as specified in policy DM1 of Core Strategy for the City of Manchester.

33) a) Prior to the commencement of the 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) Within one month prior to construction work being completed, 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.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Core Strategy for the City of Manchester.

32) The development shall be fully implemented in accordance with document reference: Arboricultural Impact Assessment by Urban Green Ref: UG856 dated January 2021 and received 10 February 2021. The removal or other work to trees and or shrubs identified in the authorised document shall not be undertaken in the main bird breeding season (March to July inclusive), unless nesting birds are found to be absent, by a suitably qualified person.

Reason - To safeguard local biodiversity and nature conservation, pursuant to policy EN15 of the Core Strategy for the City of Manchester.

35) Before the occupation of any part of the development the details of document referenced: 786 Stockport Road Preliminary Ecological Assessment Ref: BEK-20757-2 by BEK dated September 2020 shall be supplemented by additional details relating to the provision of bat boxes, which shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be undertaken in accordance with the approved details, including the installation of bat and bird boxes, before the occupation of the apartments and maintained in situ thereafter.

Reason - In order to enhance local biodiversity through the provision of wildlife habitats, pursuant to policy EN15 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

36) Before the occupation of the authorised development and notwithstanding the details of drawing referenced: Planting proposals plan Ref: UG_856_LAN_SL_DRW Rev. P01, a scheme shall be submitted to and approved in writing by the City Council as local planning authority, detailing the inclusion of native tree and shrub planting and arrangements for the future maintenance of hard and soft landscaping and external communal areas. The approved landscaping scheme shall be fully implemented during the first full planting scheme following the occupation of the development and maintained in situ thereafter in accordance with the approved landscape maintenance scheme. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree

or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy for the City of Manchester.

37) Before the first occupation of the development the details of document referenced: Broadband Connectivity Assessment Land South of 786 Stockport Road Issue 0.1 dated September 2020, shall be fully implemented and maintained in situ thereafter.

Reason – In the interests of residential and amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester and the guidance with the National Planning Policy Framework.

38) The development shall be implemented in accordance with the daylight, sunlight and overshadowing survey comprising: Daylight, sunlight and overshadowing commentary letter from Avison Young Ref: NLK/04C001034/ajr dated 05 February 2021 and Avison Young Letter Ref: NLK/ajr/02C001034 dated 21 May 2021, including Transient Shadow Studies drawings.

Reason – In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 128698/FO/2020 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Transport For Greater Manchester
United Utilities Water PLC
Greater Manchester Ecology Unit

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Relevant Contact Officer : Carl Glennon
Telephone number : 0161 234 4530
Email : carl.glennon@manchester.gov.uk

