Application Number	Date of Appln	Committee Date	Ward
084237/FO/2007/N1	11th Aug 2008	28th May 2009	Cheetham Ward

Proposal Planning application - 084237/FO/2007/N1Erection of a part single storey, part two side extension, first floor extension above existing building, two-storey front extension, two-storey rear extension, reconfiguration and raising of roof heights, elevational alterations to windows and doorways, formation of minaret to Heywood Street elevation, dome and reconfiguration of car parking area including closure of footpath between existing building and footpath in connection with the existing use of the building as a mosque.

Location Al -Falah Markaz Islamic Mosque, 79 Heywood Street, Cheetham, Manchester, M8 0TX

Applicant Mosque Secretary , Al - Falah Markaz , Islamic Social Welfare Centre, 79 Heywood Street, Cheetham, Manchester, M8 0TX

Agent Y Khan, 6 Longton Street, Blackburn, BB1 1UF

Description

This application relates to an existing mosque, which relates to a part 2-storey and part single storey building, which was formerly used as a public house, Apollo Inn. The conversion of the building to the Al Falah Islamic Social Welfare Centre, was approved on 20th January 1994. The 2-storey element of the building has gabled elevations with a pitched roof with a flat roof to the single storey elements of the building.

The site fronts Heywood Street with some retail uses opposite the site. The area to the north, west and south of the site is predominately residential with a place of worship on the opposite junction of Heywood Street and Alderglen Road. A footpath bisects the site and its adjacent car parking, which is to be closed as part of the development and incorporated into the revised car parking layout. The height of the building running north-east to south-west is affected by changes in ground levels and this is discussed in the analysis of the proposals.

The proposal presents its main, eastern frontage to Heywood Street and comprises of a 2-storey front extension, which projects by 3 metres and has a hipped pitched roof with a central apex height of 7.7 metres. The front extension incorporates an emergency access. A first floor extension, above the existing building, would be constructed and involve an increase in the roof height with a central ridge height of 9.7 metres. This part of the proposal would form the main body of the roof from which the new elements are to be hipped. A minaret, with a graduated height rising to 18.2 metres, is to be situated adjacent to the front elevation and the adjoining car parking. A 2-storey side extension is to be formed with a hipped pitched roof with an apex height of 7.2 metres (2.5 metres lower than the main roof) and a 5.6 metre northern projection. The main entrance and its associated access ramp with safety rails are situated on the eastern elevation of the side extension, which projects from the northern elevation of the main building.

The southern elevation faces Barnsdale Drive is situated adjacent to the associated car parking area. The southern elevations to Barnsdale Drive are framed by the variation in proposed ridge heights and the minaret, which defined the south east intersection of the building. The development increases the visible frontage of the building by approximately 12 metres. The applicant has indicated 7 demarcated car parking spaces in this area but there is scope for additional parking within it. The car park is to be enclosed with railing fencing to match the existing. The existing vehicular access is to be retained form Heywood Street.

To the rear is a staggered western elevation, which responds to the configuration of the site and the original building. The most substantial section has a width of 13.4 metres with a maximum projection of 8.8 metres, thereby maintaining a distance of 4.4 metres to the western boundary. A distance of 7 metres is retained to the nearest 2-storey houses on Brinsworth Drive and 8 metres to the bungalows on Milston Walk. The roofscape, when viewed from the western boundary would have an array of roof heights with varying ridge heights (10.4 metres (main roof), 9.9 metres and 9 metres (to the respective rear elements) and 8.2 metres (to the northern, side elevation). The variation in the ridge heights is continued in the roofscape to the northern section of the building. The projecting 2-storey side extension again has a hipped roof and a further "lean-to" single storey extension with a width of 5.2 metres and projection of 4 metres towards the western boundary.

The elevational treatment is defined by the verticality and linear arrangement of window openings with stone detailed arches running from ground to eaves level. Arch-shaped windows are consistently used at ground floor level, with square windows at first floor level. The arch motif and details of ground floor window design are continued in the doorway design. To the rear, the western elevation replicates the previously described window design, but is supplemented by narrow, rectangular windows at ground and first floor. A doorway and steps is also situated on this elevation. The applicants have indicated that all windows in the western elevation are to incorporate obscure glazing panels.

Internally, worship space and associated facilities are proposed along with dining areas, kitchen areas and toilets on the ground floor. The second floor, which is accessible by lifts, provides further space for worship and education purposes together with additional toilets. The proposed lift block is incorporated into the side (northern) extension.

A disabled persons car parking space is situated in the north-west corner of the site accessed from double gates via Brinsworth Drive. The proposed bin store is situated adjacent to the above car parking space.

Consultations

Local Residents - 5 letters of objection have been received and are summarised below:

i. The proposal would exacerbate local on-street car parking difficulties, which are considered to be detrimental to residential amenity and highway safety. These difficulties include the inappropriate parking of vehicles on both sides of

the road and partially on pavements. The number of vehicles currently visiting the site is considered to be excessive.
ii. The expansion of the use, in terms of increased activity and disturbance, will have an adverse impact on the character and amenities of the area.

Two letters of objection and two e-mails have been received from a local resident which comment upon the visual impact of the height, scale and design of the enlarged building, which is considered to be visually obtrusive, detrimental to the character of the area and presents symbolism that is unrepresentative of a secular society. The impact of the development, in terms of activity, disturbance, traffic movement and excessive on-street car parking is also included in the grounds for objection.

Environmental Health - Any approval requires conditions relating to:

i. Fume extraction,
ii. External lighting;
iii. Deliveries.

Engineering Services - Expressed concerns regarding the reduction in the number of in-curtilage car parking spaces, in an area where there have been previous complaints regarding car paring issues. The level of existing car parking should be maintained. The proposed disabled car parking area and service arrangements are not considered to be acceptable. The development will need to be supported with a travel plan. Further comments regarding the revised car parking arrangements are to be reported.

Greater Manchester Police - No objections to the scheme, however careful consideration should be given to the security of the area above the flat roof. (These concerns are addressed by the amendments to the scheme).

Issues

Unitary Development Plan - The following policies are relevant:

E3.2 - The Council will reduce the problem of derelict small sites, including derelict buildings, where shape and location would discourage proper maintenance for open space, by encouraging redevelopment.

E3.5 - The Council will promote measures, which will lead to a safer environment for all people living in and using the City. These measures will include:-
a) ensuring that the layout of new development is designed with safety in mind and does not lead to the creation of isolated areas;
b) designing landscaping schemes so as to minimise the risk of attack;
c) that community facilities are located where they are easy and safe to get to;
d) providing safe places for children to play;
e) improving road safety.

H2.1 - The Council will encourage environmental improvements to make residential areas safer and more attractive.

H2.2 - States that the Council will not allow development, which will have an unacceptable impact on residential areas. The matters that the Council will consider, amongst other things, the scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution.

DC26.1 The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:
a. the effect of new development proposals which are likely to be generators of noise; and
b. the implications of new development being exposed to existing noise sources, which are effectively outside planning control.

DC26.5 The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

Guide to Development in Manchester: 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 policies are of particular relevance:

Policy 2.3 - Each new development should be designed having full regard to its context and the character of the area.
Policy 2.7 - The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified urban form, which blends in with, and links to, adjacent areas.
Policy 2.15 - Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations
Policy 2.18 - The corners of buildings create visual interest, enliven the streetscape and contribute to the identity of an area.
Policy 2.57 - The size, appearance, location and means of access to waste storage areas should be integrated into the design of developments from the outset. These areas should be of a sufficient size to accommodate the different containers to allow for segregated refuse and waste storage and recycling and should be sensitively sited to avoid a detrimental visual impact and poor residential amenity.
Policies 4.10 and 4.11 Outlines the requirements for waste management.
Policies 6.2; 6.4; 6.5; 6.6 Parking Guidelines: Relates to the quality, function and appearance of car parking areas, as well as the adequacy and inclusivity of provision.

Design For Access 2 (DfA2) - The City Council's best practice guidance of inclusive design standards. Whilst the full weight of the Guide can only be applied to land in which the City has an interest, it can be generally related to the consideration of the internal layouts arrangements of access and manoeuvrability and the design of car parking spaces. DfA2 is related to Guide

to Development in Manchester Supplementary Planning Document and Planning Guidance

The Regional Spatial Strategy (RSS) for North West England - The RSS was adopted in September 2008 and replaces the previously published Regional Planning Guidance. The RSS provides a framework for development and investment in the region over the next fifteen to twenty years.

Policy DP 1 - Spatial Principles - Identifies the principles underpinning RSS (incorporating RTS). All may be applicable to development management in particular circumstances: promote sustainable communities; promote sustainable economic development; make the best use of existing resources and infrastructure; manage travel demand, reduce the need to travel, and increase accessibility; marry opportunity and need; promote environmental quality; mainstreaming rural issues; reduce emissions and adapt to climate change.

The following principles are considered to be relevant to the proposals:

Policy DP 2 - Promote Sustainable Communities - Building sustainable communities - places where people want to live and work - is a regional priority in both urban and rural areas. Sustainable Communities should, amongst other things, meet the diverse needs of existing and future residents, promote community cohesion and equality and diversity, be sensitive to the environment, and contribute to a high quality of life.

Planning Policy Statement 1: Delivering Sustainable Development (PPS1) - Encourages the promotion of urban and rural regeneration to improve the well being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. In addition to this PPS1 clearly outlines the importance of creating sustainable communities.

Planning Policy Guidance 24 - Planning and Noise (PPG24) - Guides local authorities in England on the use of their planning powers to minimise the adverse impact of noise. It outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities, which generate noise.

It explains the concept of noise exposure categories for residential development and recommends appropriate levels for exposure to different sources of noise.

Principle - The use of the site as a mosque with associated community facilities is well established. However, it should be noted that the proposals would increase the floor area of the building form 449 sq. metres to 970 sq. metres. The applicants acknowledge that the number of people visiting the mosque has increased, but it also maintained that the proposals will provide much needed facilities for long established membership of the mosque. It is not clear as to how the future membership of the mosque will develop. However, it is considered that the frequency of the use may increase in response to the additional facilities that are to be made available, in terms of prayer and education. Particular consideration needs to be given to the physical impact of

the development of the surrounding area and the extent to which any additional or exacerbation of existing difficulties can be mitigated against.

Siting - The footprint of the enlarged building differs significantly from the existing, particularly within the vicinity of the western boundary. The impact of the development needs to be considered in relation to both siting and height. The expansion of the building, as it fronts Heywood Street, essentially retains its original siting. The footplate of the building changes most significantly as it moves towards the northern and western boundaries. It is the case that the enlarged building will have an increased presence on the existing 2-storey houses and bungalows, which are situated beyond the western boundary of the site. The impact on the terrace of 2-storey houses is mitigated by the retention of a distance of 7 metres to the nearest gable elevation, which directly faces the western boundary. Issues concerning overshadowing are considered separately. There is a retained distance of 12 metres from the nearest bungalow at 8 Milston Walk. The use of obscured glazing, secured by condition, should prevent any undue loss of privacy. It should be noted that in response to the relationship of the bungalows the streetscene and neighbouring rear boundary treatment, the bungalows utilise the aspect from their windows, which face onto Barnsdale Drive. It is not considered that these properties would be unduly affected by the siting of the development.

Height, scale and massing - The applicant has reduced the height of the main, enlarged roof by 0.87 metres to reduce its impact in relation to neighbouring properties and the streetscene and in response to changing levels within the site. The pitch of the various components of the roofscape also reduces its bulk and impact on surrounding houses. This articulation is continued within the elevational design, which also reduces its bulk and massing and provides a setting for the formation of the minaret rising above the ridge line. The verticality and proportions of the windows, together with their arrangement within the elevations, serves to reduce the massing of the built form.

Overshadowing - Given the orientation of the rear windows to the houses between 1-5 Brinsworth Drive, it is recognised that the development will have some impact, in terms of overshadowing from the extensions closest to the western boundary. It is noted, however, that light to the ground floor accommodation to these (2-storey) houses, is already affected by the single storey extension the side of the mosque and the close proximity of the neighbouring bungalows. The applicants have sought to mitigate against this impact by reducing overall ridge heights and pitch of the hipped roofs, particularly to the elements of the roof closest to the western boundary. There are also retained spaces between the proposed and existing built form, which will alleviate the impact of any overshadowing. This additional and potentially adverse impact of the development needs to be balanced against its positive contribution to urban design in the area.

Car parking - Given the constraints of the site the proposed car parking can only be located in the positions indicated on the approved drawings. The applicants have been asked to review the proposed car parking layout with the view to increasing the number of car parking spaces within the site. The applicants are amenable to the provision of a Travel Plan, to reduce the number of vehicles visiting the mosque with the view to reducing the levels of on-street car parking. The applicants have undertaken a traffic survey to ascertain the levels of

current traffic generation. It is argued that, as the survey relates to the membership of the mosque and any difficulties arising from existing circumstances would not be substantially worsened by the proposals. The traffic survey was undertaken over 4 consecutive Fridays between 19 September 2008 and 10th October 2008, which indicate that the number of vehicles visiting the mosque at the busiest times ranges between 18 and 34 (averaging 28 vehicles). It is considered that the level of traffic generated, if suitably managed and mitigated by a travel plan, can be accommodated in nearby streets and may reduce the currently experienced difficulties. The further provision of car parking spaces would also reduce the potential incidence of on-street parking. It must be noted that there are certain periods during the year when there will be greater activity around the mosques and the levels of on-street car parking is greater than would be usually experienced. The recommended travel plan condition requires that the applicants provide a scheme (as part of the travel plan), which details how these occasions are to be managed. The concerns of the Head of Highways Services regarding the provision of car parking, including an accessible space, may be addressed through the review of the parking arrangements.

Servicing - The proposes servicing arrangements have been related to a condition to ensure appropriate measures. It should be noted that given the constraints of the site servicing from Brinworth Drive seems the most practical solution.

Design - It is considered that the siting of the enlarged building brings a positive presence to the streetscene, which act as a focal point and gives cohesion to another otherwise poorly defined junction. The articulation provided by the extensions for the main body of the building and within the fenestration of the elevations, gives the building a sense of rhythm, cohesion and visual interest. The repeated arched motif and vertical details secures a clear and positive definition of the elevational treatment, which can be interpreted within the site and the streetscene. In order to ensure the effective implementation of the scheme the appropriate use of materials is essential and materials condition has therefore been recommended.

Site security - It is understood the that new fencing will match the existing, a condition is recommended which ensures that details of the design and specification of any new boundary treatment is approved prior to installation. A condition is also recommended to ensure the submission and approval of a scheme for the provision of shutters and security grilles to doorways and windows.

Hours - The existing authorised use of the premises (approved under 044320/FU/NORTH1/93) restricts all work and other activities to the following hours: 9.00 a.m. to 11.00 p.m. Mondays to Sundays.

This application is conditioned to re-affirm the above as the standard opening hours, with a caveat to allow the mosque to the open in accordance with an agreed schedule, which identifies those occasions when extending opening times are required.

Waste Management - The applicants have submitted a scheme, which is related to the development by condition.

Fume extraction - The condition requested by the Head of Regulatory Services relating the potential use of the kitchens and the need for fume extraction has been recommended.

Conclusion - Whilst noting the urban context in terms of the height and scale of neighbouring housing, it is considered that the scale and massing of the proposals are, on balance, acceptable given the proximity of the site to a relatively significant junction. The potentially problematic aspects of the scheme are capable of being potentially mitigated against by condition.

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 Unitary Development Plan, the Head of Planning 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. He believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

on the basis that the proposal is in accord with the City Council's Unitary Development Plan in particular policies E1.5; E1.6; E3.2; E3.3; E3.5; E3.7; H1.2; H2.1; H2.2; T2.4; DC7.1 and DC26.5 and other material considerations of weight including RSS policy DP1; PPS1; PPS3; PPG24; PPS25 and Guide to Development in Manchester 2: Supplementary Planning Document and Planning Guidance policies 2.25; 4.8; 4.10; 4.11; 6.2; 6.3; 6.4; 6.5; 6.6; 7.2; 7.4 and 8 in that the development would: positively contribute to the local environment through the quality of its design; secure a sustainable use for the site to the benefit of the visual and residential amenities of the area and be beneficial to the broader community thereby promoting the continuing regeneration of the locality.

Conditions and/or Reasons

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 unless otherwise agreed in writing by the City Council as Local Planning Authority: 1881: 01A; 02B; 03B;04 (8 August 2009) e-mail 13 February 2009

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policy H2.2 of the Manchester Unitary Development Plan.

3) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

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 policy H2.2 of the Unitary Development Plan for the City of Manchester.

4) Before the commencement of the authorised development a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the layout of the car parking area, the provision of disabled persons car parking and the specification of the number of spaces to be made available in support of the development. The development shall be fully implemented in accordance with a timescale forming part of the authorised scheme. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies H2.2 and T2.6 of the Unitary Development Plan for the City of Manchester.

5) Before the development commences a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the stewardship of vehicles within nearby streets to avoid undue congestion and the inappropriate parking of vehicles at the busiest time. The development shall be fully implemented in accordance with a timescale forming part of the authorised scheme.

Reason - In the interests of residential amenity and highway safety pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

6) The development is to be undertaken in accordance with the waste management strategy received on 15 October 2007 and detailed on drawings numbered 1881/02B and 1881/03B unless otherwise agreed in writing by the City Council as local planning authority.

Reason - In the interests of residential amenity pursuant to policy H2.2 of the Unitary Development Plan and policies 2.57 and 4.11 of the Guide to

Development in Manchester Supplementary Planning Document and Planning Guidance.

7) Before the development commences a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the details of roller shutters and security grilles to doorways and windows.The development shall be fully implemented in accordance with a timescale forming part of the authorised scheme and shall remain in place whilst the use continues unless otherwise agreed in writing.

Reason - In the intersets of rwesidentail amenenity and site security pursuant to policies H2.2 and E3.5 of the Unitary Develpment Plan for the City of Manchester and policy 8 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance

8) No external loudspeakers, amplifiers, bells, tannoys, or other similar public address systems used in association with the mosque, including in association with 'call to prayer'.

Reason

In the interests of the amenity of the occupiers of nearby residential properties, pursuant to Policies DC26.4 and H2.2 of the Unitary Development Plan for the City of Manchester.

9) Before development commences a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

10) Details of a Travel Plan with the objective of reducing journeys to the application premises by memebers ofteh mosque, students, staff and visitors and shall encourage the use of public transportation, walking and cycling, including particulars of its implementation and monitoring of effectiveness and how measures to improve effectiveness shall be implemented, shall be submitted to and approved in writing by the City Council as local planning authority within two months of the commencement of the uses hereby authorised. For so long as the use is in operation the local planning authority shall be provided with such information as specified in the Travel Plan and all measures that are identified that can improve the effectiveness of the Travel Plan shall be adopted and implemented within a timescale agreed in writing by the local planning authority.

Reason - In the interests of residential amenity and to promote measures to promote alternatives to the use of private transport pursuant to Policy H2.2 of the Unitary Development Plan and Policy 2.30 of the Guide to Development in Manchester 2: Supplementary Planning Document and Planning Guidance.

11) Before the commencement of the authorised development a scheme shall be submitted to and approved in writing by the City Council as local planning authority which shall identify events and festivals when the Mosque is required to be open outside the following times.

9.00 a.m. to 11.00 p.m. Mondays to Sundays.

The Mosque and associated facilities shall only open in accordance with the hours specified in teh approved scheme unless otherwise agreed in writing.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with Policies H2.2 and DC26 and the Unitary Development Plan for the City of Manchester.

12) Before the commencement the authorised development a scheme and drawings shall be submitted to and approved in writing by the local planning authority relating to the positions, design, materials and type of boundary treatment and structures for the enclosure of bins and refuse containers which are to be erected. The boundary treatment and storage structures shall be completed in accordance with a timescale forming part of the approved scheme. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

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 in order to comply with Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

13) No loading or unloading shall be carried out on the site outside the hours of 9.00 am and 7.00 pm daily.

Reason - In order to protect the amenity of local residents and in accordance with Policy H2.2 in accordance with the Unitary Development plan for the City of Manchester.

14) Before the development commences, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority:

a) Identify, before the development commences, the potential impact area in which television reception is likely to be adversely affected by the development. The study shall be carried out either by the Office of Communications (OFCOM), or by a body approved by OFCOM and shall include an assessment of when in the construction process an impact on television reception might occur.

b) Measure the existing television signal reception within the potential impact area identified in (a) above before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Independent Television Commission, and shall include an assessment of the survey results obtained.

(c) Assess the impact of the development on television signal reception within the potential impact area identified in above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and 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 survey carried out in (b) above. 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, as advised in Planning Policy Guidance Note 8: Telecommunications.

15) The wheels of contractors vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policy H2.2 of the Unitary Development Plan 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.

The development shall be undertaken in accordance with the approved details unless otherwise agreed in writing by the City Council as local planning authority.

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 H2.1, H2.2 and E3.2 of the Unitary Development Plan for the City of Manchester.

17) No development shall take place until details of the access arrangements to the car parking area have been approved in writing by the City Council as local planning authority. The development shall not be occupied until the works have been constructed in accordance with the approved details.

Reason - In the interest of residential amenity and highway safety pursuant to policies H2.2 and E3.5 of the Unitary Development Plan for teh 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: 084237/FO/2007/N1 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:

Environmental Health
Engineering Services
Environment & Operations (Highway Authority)
North Manchester Regeneration Team
Greater Manchester Police
Corporate Property
Corporate Property
10a, Barnsdale Drive, Manchester, M8 0EH
Manchester Cash & Carry, 94-98, Heywood Street, Manchester, M8 0DT
16 Wordsworth Avenue, Manchester, M8 0LR

10 Balmfield Street, Manchester, M8 0SP
12 Balmfield Street, Manchester, M8 0SP
14 Balmfield Street, Manchester, M8 0SP
16 Balmfield Street, Manchester, M8 0SP
18 Balmfield Street, Manchester, M8 0SP
1 Galsworthy Avenue, Manchester, M8 0SU
11 Galsworthy Avenue, Manchester, M8 0SU
13 Galsworthy Avenue, Manchester, M8 0SU
15 Galsworthy Avenue, Manchester, M8 0SU
17 Galsworthy Avenue, Manchester, M8 0SU
19 Galsworthy Avenue, Manchester, M8 0SU
21 Galsworthy Avenue, Manchester, M8 0SU
23 Galsworthy Avenue, Manchester, M8 0SU
25 Galsworthy Avenue, Manchester, M8 0SU
27 Galsworthy Avenue, Manchester, M8 0SU
29 Galsworthy Avenue, Manchester, M8 0SU
3 Galsworthy Avenue, Manchester, M8 0SU
31 Galsworthy Avenue, Manchester, M8 0SU
33 Galsworthy Avenue, Manchester, M8 0SU
35 Galsworthy Avenue, Manchester, M8 0SU
37 Galsworthy Avenue, Manchester, M8 0SU
41 Galsworthy Avenue, Manchester, M8 0SU
5 Galsworthy Avenue, Manchester, M8 0SU
7 Galsworthy Avenue, Manchester, M8 0SU
9 Galsworthy Avenue, Manchester, M8 0SU
1 Kelvin Grove, Manchester, M8 0SX
11 Kelvin Grove, Manchester, M8 0SX
13 Kelvin Grove, Manchester, M8 0SX
15 Kelvin Grove, Manchester, M8 0SX
3 Kelvin Grove, Manchester, M8 0SX
5 Kelvin Grove, Manchester, M8 0SX
7 Kelvin Grove, Manchester, M8 0SX
9 Kelvin Grove, Manchester, M8 0SX
10 Heatherdale Drive, Manchester, M8 0TR
12 Heatherdale Drive, Manchester, M8 0TR
14 Heatherdale Drive, Manchester, M8 0TR
16 Heatherdale Drive, Manchester, M8 0TR
18 Heatherdale Drive, Manchester, M8 0TR
2 Heatherdale Drive, Manchester, M8 0TR
20 Heatherdale Drive, Manchester, M8 0TR
22 Heatherdale Drive, Manchester, M8 0TR
4 Heatherdale Drive, Manchester, M8 0TR
6 Heatherdale Drive, Manchester, M8 0TR
8 Heatherdale Drive, Manchester, M8 0TR
20a, Balmfield Street, Manchester, M8 0SP
22a, Balmfield Street, Manchester, M8 0SP
Welsh Church & Chapel House, Heywood Street, Manchester, M8 0TX
1 Hillhead Walk, Manchester, M8 0EG
3 Hillhead Walk, Manchester, M8 0EG
4 Hillhead Walk, Manchester, M8 0EG
6 Hillhead Walk, Manchester, M8 0EG
8 Hillhead Walk, Manchester, M8 0EG
10 Hillhead Walk, Manchester, M8 0EG

12 Hillhead Walk, Manchester, M8 0EG
1 Barnsdale Drive, Manchester, M8 0EH
3 Barnsdale Drive, Manchester, M8 0EH
10 Barnsdale Drive, Manchester, M8 0EH
12 Barnsdale Drive, Manchester, M8 0EH
14 Barnsdale Drive, Manchester, M8 0EH
16 Barnsdale Drive, Manchester, M8 0EH
18 Barnsdale Drive, Manchester, M8 0EH
20 Barnsdale Drive, Manchester, M8 0EH
22 Barnsdale Drive, Manchester, M8 0EH
24 Barnsdale Drive, Manchester, M8 0EH
26 Barnsdale Drive, Manchester, M8 0EH
28 Barnsdale Drive, Manchester, M8 0EH
2 Midford Walk, Manchester, M8 0EJ
Quick Release Ltd, 4 Midford Walk, Manchester, M8 0EJ
6 Midford Walk, Manchester, M8 0EJ
8 Midford Walk, Manchester, M8 0EJ
10 Midford Walk, Manchester, M8 0EJ
12 Midford Walk, Manchester, M8 0EJ
14 Midford Walk, Manchester, M8 0EJ
16 Midford Walk, Manchester, M8 0EJ
1 Modbury Walk, Manchester, M8 0EN
3 Modbury Walk, Manchester, M8 0EN
2 Modbury Walk, Manchester, M8 0EN
4 Modbury Walk, Manchester, M8 0EN
6 Modbury Walk, Manchester, M8 0EN
8 Modbury Walk, Manchester, M8 0EN
10 Modbury Walk, Manchester, M8 0EN
12 Modbury Walk, Manchester, M8 0EN
1 Brinsworth Drive, Manchester, M8 0EP
3 Brinsworth Drive, Manchester, M8 0EP
5 Brinsworth Drive, Manchester, M8 0EP
1 Wordsworth Avenue, Manchester, M8 0LR
3 Wordsworth Avenue, Manchester, M8 0LR
5 Wordsworth Avenue, Manchester, M8 0LR
7 Wordsworth Avenue, Manchester, M8 0LR
9 Wordsworth Avenue, Manchester, M8 0LR
11 Wordsworth Avenue, Manchester, M8 0LR
13 Wordsworth Avenue, Manchester, M8 0LR
15 Wordsworth Avenue, Manchester, M8 0LR
2 Wordsworth Avenue, Manchester, M8 0LR
4 Wordsworth Avenue, Manchester, M8 0LR
6 Wordsworth Avenue, Manchester, M8 0LR
8 Wordsworth Avenue, Manchester, M8 0LR
10 Wordsworth Avenue, Manchester, M8 0LR
12 Wordsworth Avenue, Manchester, M8 0LR
14 Wordsworth Avenue, Manchester, M8 0LR
1 Holst Avenue, Manchester, M8 0LS
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10 Holst Avenue, Manchester, M8 0LS
12 Holst Avenue, Manchester, M8 0LS
14 Holst Avenue, Manchester, M8 0LS
16 Holst Avenue, Manchester, M8 0LS
11a, Holst Avenue, Manchester, M8 0LS
15 Holst Avenue, Manchester, M8 0LS
2 Ludwell Walk, Manchester, M8 0EW
4 Ludwell Walk, Manchester, M8 0EW
111 Heywood Street, Manchester, M8 0NZ
113 Heywood Street, Manchester, M8 0NZ
115 Heywood Street, Manchester, M8 0NZ
117 Heywood Street, Manchester, M8 0NZ
119 Heywood Street, Manchester, M8 0NZ
121 Heywood Street, Manchester, M8 0NZ
123 Heywood Street, Manchester, M8 0NZ
125 Heywood Street, Manchester, M8 0NZ
127 Heywood Street, Manchester, M8 0NZ
2 Alderglen Road, Manchester, M8 0TD
4 Alderglen Road, Manchester, M8 0TD
6 Alderglen Road, Manchester, M8 0TD
1 Bankfoot Walk, Manchester, M8 0FR
3 Bankfoot Walk, Manchester, M8 0FR
6 Bankfoot Walk, Manchester, M8 0FR
8 Bankfoot Walk, Manchester, M8 0FR
10 Bankfoot Walk, Manchester, M8 0FR
39 Galsworthy Avenue, Manchester, M8 0SU
17 Kelvin Grove, Manchester, M8 0SX
80 Heywood Street, Manchester, M8 0DT
82 Heywood Street, Manchester, M8 0DT
84 Heywood Street, Manchester, M8 0DT
Stronghold Services, 86 Heywood Street, Manchester, M8 0DT
Bootleggers, 88 Heywood Street, Manchester, M8 0DT
Heywood Newsagents, 90 Heywood Street, Manchester, M8 0DT

Representations were received from the following third parties:

Environmental Health
Engineering Services
Greater Manchester Police
14 Barnsdale Drive, Manchester, M8 0EH
18 Barnsdale Drive, Manchester, M8 0EH
1 bankfoot walk, cheetwood
1 bankfoot walk, cheetwood, m8 0fr

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