

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139204/FO/2024
Date registered valid: 16 February 2024
Proposal: Erection of two storey rear extension with external escape stairs to existing Class E Office business
Address: 1016-1018 Stockport Road, Manchester, M19 3WN
Ward(s): Levenshulme Ward

Applicant: Mr Muhammad Shahid
Agent (if any): Mr Ahmed Choudhry, NADA Architects
Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 2 April 2024

Application details

Type of application: Full Application Consent

Development type: Minor Office

Date of site visit: 22 March 2024

Standard consultations:

Printed: 21 February 2024 Expired: 13 March 2024

Neighbour notifications

Printed: 21 February 2024 Expired: 13 March 2024

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site is situated within a parade of shops and is within the Levenshulme District Centre. The site is situated between the respective Stockport Road junctions with North Western Street and York Street. Residential houses are located to the south of the site. To the west of the site is terrace of two storey houses that is separated from a yard to the application site by an alleyway. The building comprises of two storeys with roof space accommodation. The rear of the premises incorporates a rear dormer extension and external staircase to the first floor, situated between a flat roof, 2-storey extension to No 1014 and a part 2-storey, part single storey extension to No 1020. The application property is in Class E use (E(c)(i) Financial services and E(c)(ii) Professional services (other than health or medical services)).



Fig.1 – Views of the application site from Stockport Road, York Street and rear alleyway

Description of development

The proposed development relates to the rear of the application property and involves:

- i. The removal of a single storey rear extension and external staircase to a first floor doorway. A pair of hipped pitched roof extension would be retained.
- ii. A two storey flat roof extension would be erected. It would be offset from the boundaries with Nos 1014 and 1020 and have a height of 5.5 metres, rearward projection of 8.35 metres and width of 9.15 metres.
- iii. The rear elevations would be punctuated at ground and first floor by fire exit doors and window openings.

- iv. The first floor doorway would be linked to an external platform and staircase.
- v. The development would retain a yard area with a maximum depth of 7.3 metres. Existing double gates would be retained.
- vi. Existing roof space storage would be retained.
- vii. Internally, the extended building would increase gross floorspace by 129 sq. metres and comprise:

- Ground floor – Reception, offices, staff room/gym and staff welfare areas;
- First floor – Offices, conference room and staff welfare areas.

viii. The following opening hours are proposed:

Monday to Friday: 9.00 am to 5.00 pm

Saturday, Sunday and Bank Holidays: CLOSED

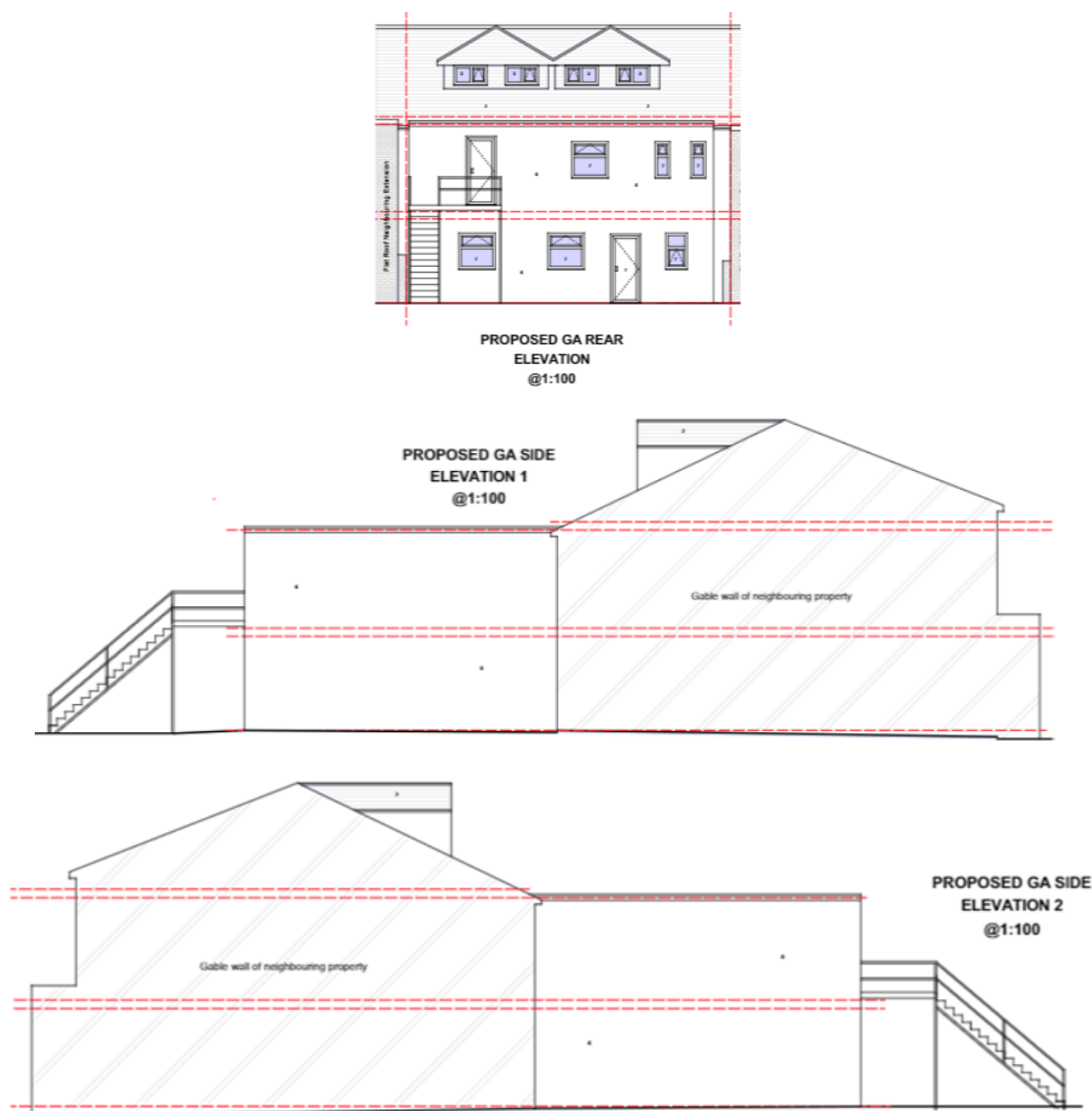


Fig.2 – Proposed elevations



Fig.3 – Proposed layout

Site history

- i. 132325/FO/2021 - Application Withdrawn - 14.07.2022
Erection of a 3-storey rear extension and front roof extension, conversion of existing roof space and new boundary treatments in connection with the formation of additional accommodation to existing offices and the formation of new offices (Class E) with access via alleyway to York Street
- ii. 134903/FO/2022 - Application Refused - 04.11.2022
Erection of a 2-storey rear extension and front and rear roof extensions to form additional accommodation to existing offices (Class E)
- iii. 100514/FO/2012/N2 - Application Approved - 02.01.2013
Change of use of premises to Class A2 Solicitors Office and installation of new shop front
- iv. 101370/FO/2013/N2 Application Approved - 11.03.2013
Erection of first floor rear extension and rear roof dormer extension and repositioning of existing staircase and creation of ramp to front entrance
- v. 043360/FO/CENTL3/93 Application Approved - 01.06.1993
Installation of a new shop front

Consultations & Notification Responses

Local residents – No comments received.

Environmental Health – No objection.

Issues

National Planning Policy Framework (NPPF) – This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 and subsequently in September 2023. It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The

document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, the following three overarching objectives need to be pursued mutually:

- i. The economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth.
- ii. The social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community.
- iii. The environmental role should protect and enhance the natural, built and historic environment.

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. The following aspects of the Framework are relevant.

- i. Chapter 7 Ensuring the vitality of town centres – States that planning policies and 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. The development would delivery an expanded Class E use, which would be acceptable, appropriate within a district centre and positively related to chapter 7.
- ii. Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to:
 - Promote social interaction;
 - Achieve healthy, inclusive, accessible and safe places;
 - Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs, including the provision of local shops, access to healthier food and layouts that encourage walking and cycling.

The development would maintain the active use of the application property and positively contribute to the delivery local services in Levenshulme District Centre. Chapter 8 would thereby be positively accorded with.

- iii. Chapter 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes in relation to the proposed type of development and its location;
- Safe and suitable access to the site can be achieved for all users; and
- Any significant impacts from the development on the transport network (or on highway safety, can be effectively mitigated to an acceptable degree.

Notwithstanding the above, chapter 9 also states that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

The development would not be supported with on-site car parking. It would therefore be reliant upon available car parking within Levenshulme District Centre. A travel plan condition has been

included to reduce reliance upon private car usage and its objectives would be deliverable as the site has:

- i. The capacity to accommodate cycle storage;
- ii. Access to extensive public transport links.

The proposed development would thereby positively respond to chapter 9.

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;
- ii. Health and well-being;
- iii. Noise.

Necessary local consultation has been undertaken. It is considered that the development accord with the above guidance as any harmful impact would be capable of being managed through the operational conditions set out below.

The Places for Everyone Plan is a Joint Development Plan Document - Provides a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan. To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation. The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023. Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report. Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The following policies are relevant to the consideration of the development:

- JP-S1 – Sustainable Development
- JP-P4 – New Retail and Leisure uses in Town Centres.

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 - 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 and services, education, whilst reducing the need to travel and maximising benefits of sustainable transport provision.

The development would accord with policy SP1 due to its contribution to the commercial offer within Levenshulme District Centre and through the adapted use of an existing building. The development would thereby contribute to the sustainability of both the district centre and positively responds the delivery services that can be accessed by local community.

Policy C 1 Centre Hierarchy - 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. It is considered that the development would respond positively to the established character of the district centre and its commercial offer. In so doing, it would support its vitality and viability and accord with policy C1.

Policy C2 District centres - States that development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including commercial offices. It is considered that the development would accord with the objectives of policy C2.

Policy EN19 Waste - 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.

The site incorporates an enclosed yard area and area for bin storage has been identified with collection via the adjacent alleyway. A condition has been included to ensure the provision of a bin enclosure with agreed capacities. Policy EN19 would thereby be accorded with.

Policy T1 Sustainable Transport - 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.

Policy T2 (Accessible areas of opportunity and need) - Discusses the relationship of development to transportation routes and the utilisation of sustainable transport modes. It states, amongst other things, that the Council will take account of the circumstances of each proposal to establish what level of parking is appropriate and whether proposals are likely to be access or transport issues.

The application site is located on a radial within access to the public transport links (bus and rail) and cycle routes. The site is accessible by foot and the development would be supported with staff cycle storage. Policies T1 and T2 would thereby be accorded with in terms its accessibility via multiple transportation modes and the potential for the site to be accessed without the use of cars.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues, which are relevant to the consideration of this application:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding area;
- Effects on amenity;
- The accessibility of the building and neighbourhood, in relation to inclusive access and sustainable transport modes.
- Community safety and crime prevention;
- Design for health;
- Refuse storage and collection.

The development would lead to the formation of a rear extension that has been informed by the height, scale and proportions of neighbouring buildings. Operational conditions would secure the appropriate future management of the development and provide safeguards to local amenity. The development would have capacity to incorporate appropriate security measures as part to the development. The development would thereby accord with policy DM1.

Unitary Development Plan (UDP) saved policies -The following saved policies are also considered to be relevant:

Policy E3.3 (Upgrade the appearance of radial and orbital routes) - This policy (E3.3) requires that new development on major radial routes to the city centre, including Stockport Road, contributes to the improvement of the appearance of such routes. As the property frontage relates to Stockport Road, policy E3.3 is relevant. However, as the works solely relate to the rear of the property there would be no impact on Stockport Road.

Policy DC26 (Development and Noise) - Is relevant to the proposed development due to its potential to generate noise and disturbance through the operation of the proposed use and any external associated equipment. Based on the comments of Environmental Health, it is considered that additional noise impacts would be unduly harmful and would be reflective of the existing circumstances. A specific noise condition has not therefore been included.

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, pre-application discussions with the applicant's agent established the potential parameters of the development. The submitted details have been informed by these discussions and sufficient details have been submitted to allow the assessment of the development without further discussion.

Principle of the development - The implementation of planning permission ref: 100514/FO/2012/N2 facilitated the use of the first floor of the premises as offices. The proposed development would allow the expansion of the existing use that would be appropriate within the context of Levenshulme District Centre. Conditions have been included to aid the future management of the application site, including the operation of the application property as a single business. The applicant has indicated that the development would provide improvement facilities for staff, clients and the operation of the business. It is not intended that the development would lead to a significant increase in staff numbers. On this basis, it is considered that the development would be satisfactory related to the constraints of the application site and therefore be acceptable.

Management of the future use of the premises – Appropriate site management arrangements would be secure through the recommended operational conditions. Given the amount of floorspace to be formed over two floors, there is concern the future management of the

application property may be compromised if a mix of uses within Class E were to be undertaken. A condition has therefore been attached to limit the use of the property to Class E relating to provision of:

- E(c)(i) Financial services,
- E(c)(ii) Professional services (other than health or medical services), or
- E(c)(iii) Other appropriate services in a commercial, business or service locality.

In addition, a condition has been recommended to ensure that the development operates as a single business. This condition is necessary to address future site management issues that may arise should the application property be sub-divided into separate Class E units.

Scale and massing – The retention of extension within the western roof planes would prevent the formation of a pitched roof to the proposed extension. However, the height of the development has been related the eaves of the host building and the characteristic height of flat roof rear extensions to No 1014 and 1020 Stockport Road. The impact of the scale and massing of the proposed extension would be reduced by its relationship to neighbouring built form and space retained in the rear yard area.

Siting – The site of No 1020 has been substantially covered by a mix of single and two storey rear extensions. The proposed extension would have rearward projection of 8.35 metres and thereby be screened by the matching first floor extension to No 1020. The development would thereby have a limited impact on the streetscene viewed from York Street. The development would bring built form into closer proximity to the nearest house at 1 York Street. Whilst the main part of the house would present a gable elevation towards the extended application property, a secondary ground floor window is positioned in the side elevation of a two storey outrigger. A distance of 10.3 metres would be maintained to the limited number of windows in the proposed western elevation and it is not considered that the development would be unduly harmed by the siting of the proposed extension. The siting of the extension would thereby be acceptable.



Fig.4 – Relationship of the site to 1 York Street

Design and impact on the street scene – The proposed design has been informed by the configuration of neighbouring two storey flat roof extensions and the eaves lines of the host building. In this context the design of the development would be acceptable subject to the conditioned use of matching materials.

Noise – As stated planning permission ref: 100514/FO/2012/N2 facilitated the formation of upper floor offices. At that time, a condition was not included to noise attenuation to safeguard against noise transfer to potential neighbouring first floor apartment. Given the existing circumstance and the comments of Environmental Health, it would be unreasonable to relate a noise attenuation condition to the limited additional floorspace delivered by the development.

Residential amenity – Activity associated with the development would be commensurate with the characteristics of Levenshulme District Centre and the existing use. Potential noise impacts have been assessed and it is not considered that there would be a significant departure from the existing circumstances. It is also considered that a satisfactory distance would be maintained to the nearest house situated on York Street thereby avoiding an undue loss of privacy. The attached condition would ensure that the future operation of the development would not unduly harm residential amenity.

Crime and security – The development would not significantly change the existing circumstances regarding the security of the site or any increased risk of crime. An informative has been included that recommend that any new windows, doors, locks and fitting meet Secured by Design standards.

Highway and servicing issues – The development would benefit from a district centre location and related public transport infrastructure and on and off street car parking provision. It is not anticipated that a 129 sq. metres increase in the operational capacity of the application property would lead to a significant increase in traffic generation. Improvements to the existing operation of the site would be delivered through conditions to secure cycle storage and provision of a staff travel plan. The existing arrangements for servicing, include the collection of waste and recycling would be retained. It is not considered that the development would have any significant highway impacts.

Construction management – The development site benefits from a yard, which would reduce disruption during the construction phase. In these circumstances and given the limited scale of the development, it is not considered that a construction management plan condition would be necessary. An informative has been included advising that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements should be agreed with the Council as local highway authority.

Cycle parking – The retained service yard has the capacity to accommodate secured cycle storage and a related condition has been included to ensure its delivery. A minimum of two additional secured cycle spaces should be provided. This provision would encourage the adoption of sustainable transportation modes and aid the delivery of the related staff travel plan.

Travel plan – The development has been related to a staff travel plan to ensure that adoption of sustainable transportation modes and reduce potential traffic generation.

Waste Management - The site currently stores bins for segregated waste and recycling in the enclosed rear area. This arrangement would continue. In order to improve this circumstance, a condition has been included to ensure the storage of bins in an enclosure with a capacity for any additional requirements related to the additional floorspace associated with the development.

Opening hours – The applicant has proposed the following opening hours:

Monday to Friday: 9.00 am to 5.00 pm

Saturday, Sunday and Bank Holidays - Closed.

Whilst these hours are acceptable, it is noted that the existing authorised use approved under ref: 100514/FO/2012/N2 are for extended hours. For consistency, the following opening hours have been conditioned:

Monday to Saturday - 9.00 am and 6.30 pm.
Sundays and Bank Holidays - CLOSED

Servicing hours – To aid the future management of the site a condition has been included limiting its servicing the hours of 7.30 am to 8.00 pm, Monday to Saturday with no deliveries/waste collections on Sundays/Bank Holidays.

Accessibility - Access to the building has been informed by the existing configuration of the host building. The main Stockport Road entrance would be maintained and incorporates a stepped threshold. The absence of a forecourt would prevent the formation of an external access ramp. The ground floor would achieve satisfactory circulation spaces within the public areas. The existing circumstances would be maintained and the benefits of delivering a sustainable use for the building would outweigh the constraints to the delivery of fully inclusive access for customers and staff.

Conclusion – The development would be appropriate and acceptable within the context of Levenshulme District Centre. It would secure a new and sustainable use for an existing building and would thereby positively contribute to the viability and vitality of the district centre. The recommended operation conditions would ensure the appropriate management of the development and reduce potential harm to the amenities of the area. The development is therefore considered to be acceptable.

Other Legislative Requirements

Equality Act 2010

Chapter 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved 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 recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

In this case, officers have engaged with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre-application discussions with the applicant's agent established the potential parameters of the development. The submitted details have been informed by these discussions and sufficient details have been submitted to allow the assessment of the development without further discussion.

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 received by the City Council as local planning authority on 7 February 2024:

Planning application forms

Location plan with a red edge

Proposed elevations Ref: 23-1190 (02) 001PL0

Specified plans Existing GA Floor plans Ref: 23-1190 (03) 001PL0 relating to Existing GA second floor plan (unchanged)

Proposed ground and first floor plans and site plan Ref: 23-1190 (04) 001 Rev PL0

Design and Access Statement Ref: (96) 001 PL0 for 1016-1018 Stockport Road by NADA Architects dated 7 February 2024.

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 materials 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) 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 premises (at 936-938 Stockport Road) 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 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 one unit for the purposes of Class E(c)(i) Financial services, E(c)(ii) Professional services (other than health or medical services), or E(c)(iii) Other appropriate

services in a commercial, business or service locality and without sub-division into separate retail units.

Reason - To safeguard the amenities of the occupiers of nearby residential properties pursuant to policies SP1, C1, C2, C10 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan.

5) The premises shall not be open outside the following hours:

Monday to Saturday - 9.00 am and 6.30 pm.

Sundays and Bank Holidays – CLOSED.

Reason - In interests of residential amenity and 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.

6) No deliveries, servicing or waste collection shall take place outside the following hours:

Monday to Saturday: 7.30 am to 8.00 pm, with no deliveries and collections on Sunday and Bank Holidays.

Reason - To protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Core Strategy for the City of Manchester.

7) Notwithstanding the detail of drawing referenced: Proposed ground and first floor plans and site plan Ref: 23-1190 (04) 001 Rev PL0 and before the occupation of the authorised development, details of the siting, capacity, design and appearance of the bin stores to be located in the retained service yard shall be submitted to and approved in writing by the City Council and local planning authority. The approved details shall be implemented prior to the occupation of the development and maintained in situ thereafter.

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

8) Before the first occupation of the development details of the elevational appearance of secure cycle enclosures for use by staff, 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 - To ensure that adequate provision is made for cycle storage and to provide staff with a range of options in relation to mode of transport pursuant to policies SP1, T1 and DM1 of the Core Strategy for the City of Manchester.

9) Before the development hereby approved is first occupied a staff 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 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).

Informative

- 1) Information for Developers guidance documents can be downloaded using the following link:
http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3
- 2) The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).
- 3) It is recommended that any new windows, doors, locks and fittings meet Secured by Design standards.
- 4) It is recommended that the required secure cycle store has a minimum two cycle capacity.

Appendix 1 – List of consultees & neighbours notified

Environmental Health

United Solicitors, 1018 Stockport Road, Manchester, M19 3WN
1012A Stockport Road, Manchester, M19 3WN
Top Flat, 1020 Stockport Road, Manchester, M19 3WN
1014A Stockport Road, Manchester, M19 3WN
Flat 1, 955A Stockport Road, Manchester, M19 3NP
955A Stockport Road, Manchester, M19 3NP
1020 Stockport Road, Manchester, M19 3WN
959 Stockport Road, Manchester, M19 3NP
2 York Street, Levenshulme, Manchester, M19 3YS
955 - 957 Stockport Road, Manchester, M19 3NP
1 York Street, Levenshulme, Manchester, M19 3YS
1012 Stockport Road, Manchester, M19 3WN
1014 Stockport Road, Manchester, M19 3WN
Ground Floor Flat, 1 Pascal Street, Manchester, M19 3WW
First Floor Flat, 1 Pascal Street, Manchester, M19 3WW
3 Pascal Street, Manchester, M19 3WW

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Area Team Boundary - Name: NORTH AREA