

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133059/FO/2022

Date registered valid: 16 March 2022

Proposal: Change of use of existing buildings to create nto 4 no. x 1 bedroom apartments (Class C3), with demolition of garages, to form external amenity space, and erection of first floor rear extension

Address: 50-52 Clayton Street, Manchester, M11 4HA

Ward(s): Clayton & Openshaw Ward

Applicant: Mr Dipesh Patel 50 Clayton Street, Manchester, M11 4HA

Agent (if any): Mr Scott Wilkinson SHWilkinson Architects Ltd 6 Dale Lee, Westhoughton, Bolton, BL5 3YE

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 20 June 2022

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit:

Standard consultations:

Printed: 23 March 2022 Expired: 13 April 2022

Neighbour notifications

Printed: 8 June 2022 Expired: 15 June 2022

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:

Tree Preservation Order:

This application relates to the end two properties, in a row of 14 two-storey terraced properties, in a predominantly residential area. Number 52 is the end property and, whilst there is no definitive planning history, for either property, there is a planning permission, granted in 1980, for a new shop front to no.52. Also, it has a slightly longer frontage, than adjacent properties, with a large display window and corner entrance. It is therefore accepted that no.52 is likely to be a long established corner shop, which would have been a typical arrangement in residential areas of this type.

Number 50 currently forms an extended retail area, to no.52, and the width of the frontage, and fenestration arrangement, clearly shows that this property was originally a residential house, which has been converted into a retail use, without the benefit of planning permission. The applicant has, however, submitted photographic evidence which shows that both properties have been in a single retail use, since at least 2008. It is therefore accepted that the current use, of 50-52 Clayton Street, is as a single retail unit with residential accommodation above both units.

Both properties presently each have a two storey outrigger and the area, between these outriggers, has been infilled, at ground floor level, and there is also an existing single storey garage/store, between the outriggers and the rear alleyway. It is not clear when these structures were erected, but evidence has been submitted that shows that these structures have been in place since at least 2011. At ground floor level, the whole of both plots is therefore covered with buildings.

It is proposed to convert the whole property (i.e. no 50 and no.52) into 4 x one bedroom apartments, with two on the ground floor and two on the upper floor. The existing door positions would be retained, with alterations to the window designs to give a more residential appearance.

Consultations & Notification Responses

Local residents - One objection has been received, for the following reasons:

- They are unhappy about these family homes being changed into one bedroom flats. They live close to these houses and are worried about who is going to be living in them and don't think the landlord will take any responsibility for any antisocial behaviour.
- These properties should be family houses and not flats that are purely for profit.

Highway Services - Makes the following comments:

TRIP GENERATION AND JUNCTION CAPACITY:

In comparison to the former use, the level of trips generated is not anticipated to be dissimilar and as such no highways concerns are expected.

SITE ACCESSIBILITY:

The site is well accessed by sustainable modes. Regular bus services are routed along Clayton Street and provide connections to Manchester City Centre, Ashton-under-Lyne, Droylsden, Belle Vue and Openshaw. Further bus stops are in place along Ashton New Road and provides access to Piccadilly Gardens, Chorlton and SportCity. The closest Metrolink facility is located at Clayton Hall and provides access to MediaCity UK and Ashton-under-Lyne.

PARKING AND ACCESS:

The existing garage/storage will be converted. Therefore, there will be no on-site car parking associated with the development and as such, all vehicular demands associated with the site are anticipated to contribute to the level of vehicles parked on-street. John Heywood Street and Clayton Street falls within the Etihad Campus Resident Parking Scheme (Zone E5). The scheme operates on event days at the Etihad Campus and during that time only people with permits can park their car. Residents would be permitted to apply for a residents permit for each vehicle registered to the home. As such, all parking on street is managed.

It is noted that an existing vehicular crossover is present in this location in order to facilitate the access to the existing garage. This cross over will not longer be needed as part of the proposals. Therefore, it is requested that the dropped kerb in place on John Heywood Street be reinstated as will become redundant as part of the proposals. These works should be done under a Section 278 agreement. This has been indicated, to the applicant, as an informative.

CYCLE PARKING:

In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit.

BOUNDARY TREATMENTS:

The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway. This has been indicated, to the applicant, as an informative.

REFUSE AND SERVICING:

A refuse storage area is noted at the rear of the site and is accessed via secure gates that the refuse collection team also has access to. This is considered to be appropriate in ensuring no obstruction on the adjacent highway.

Strategic Area and Citywide Support Manager - Makes the following comments:

The proposed Eurobins wouldn't be acceptable as this isn't a high-rise development. What is needed is a full suite (excluding garden waste) of standard wheelie bins for each flat, but there appears to be sufficient space for these in the communal yard so this could be conditioned with the standard REF condition.

Greater Manchester Police -Made a number of recommendations to improve security at the site. These have been provided to the applicant as an informative.

Issues

National Planning Policy Framework (July 2021) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;

b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. 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. Being clear about design expectations, and how these will be tested, is essential for achieving this. paragraph 126).

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City 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.

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Policy DM 1 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:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

Saved policy DC26.1 states that 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.

Principle - From August 2021, a new Permitted Development right (Class MA) was introduced, which enables the conversion of Class E buildings to dwellings. The right allows the conversion of up to 1500m² of built floorspace, together with any land within its curtilage, to C3 dwelling use if the built floorspace, provided that the property has been used for Class E uses (or the precursors to Class E) for a continuous period of at least 2 years, or has been vacant for a continuous period of at least 3 months immediately prior to the date of the prior approval application. The right is subject to the prior approval process, but regard therefore has to be given that the change of use element of the application, falls within this permitted development criteria, which does not limit the number of units that could be created. The proposed change of use is therefore considered to be acceptable in principle.

Number of units - The site was previously two terraced properties, which was used as retail, on the ground floor and one large flat above, although they would have been entitled to use the upper floors as more than one flat. Originally the application was for five flats. This has now been reduced to four flats, which are all of a good size that meet minimum space standards. Also, an existing garage has been removed and an outdoor space has been created for the residents. Whilst 4 flats are therefore proposed, this is less than what could be applied for, as a prior approval application, and improvements have been secured to create better living conditions, for the occupiers of the flats. Whilst larger units would be preferred, no family housing is lost, as a result of this proposal and it is considered that, in this case, the four units proposed would be an acceptable number for this site.

Residential amenity - It is accepted that the proposal would lead to additional residential activity at the site, and that this may impact upon surrounding occupiers, but given that this is currently

a large local shop, it is not anticipated that comings and goings at the site would increase. A residential use is more in keeping with the character of the area and it is not felt that any changes, in how the site operates, would be detrimental to the amenity of nearby residents.

The introduction of an additional window to the rear elevation at first floor level has been considered in regard to the potential for overlooking. However, this window would be no closer to the dwellinghouses to the rear than other habitable room windows in the rear elevations of the outriggers to the property. As such any loss of privacy would be the similar to the existing situation at the property, and would not be so significant to warrant the refusal of planning permission. It is however, proposed to condition the proposed bedroom window to be obscurely glazed to a height of 1.7m above internal floor level in order to safeguard residential amenity of the future occupiers and neighbouring dwellings.

Car/cycle parking - No dedicated parking would be provided and vehicles would park on street. This is common for properties in the area, and Highways Services do not raise this as a significant highway concern. In relation to cycle parking, sufficient space is available for this to be accommodated in the newly created amenity space and the applicants have indicated that a covered area, for 4 bikes, can be provided in this new yard.

External alterations - Changes are proposed to give the property a more residential appearance, including reducing the current large display window. New windows are to be created on the side (John Heywood Street) elevation, although the applicant has confirmed that these windows would be obscurely glazed. At the rear of the site an upper floor extension is proposed, This is essentially an infill extension, between the two existing outriggers, projection no further than the outriggers, so visually it would have minimal impact. Also, at the rear, a ground floor garage/store is to be removed, but boundary walls would be rebuilt, so visually this part of the property would look little different to what it does now. Generally the proposed external alterations are considered to have a minimal visual impact, and are considered to be acceptable.

Waste - Concerns were originally raised by Environmental Health, as the application originally indicated retention of the garage/store, with refuse storage in the rear alleyway. However, the current proposal shows refuse storage in the new rear yard area, which is considered to be acceptable. Environmental Health do have concerns about the type of bins shown, but this can be covered by a 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 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

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, changes were sought in relation to the number of apartments and provision of external space.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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:

Drawings numbered 001 (notwithstanding any reference to refuse storage arrangements), 000, 003, 004, 006, 010, 011 ,012, 091 and 092 all stamped as received by the City Council, as Local Planning Authority, on 25 February 2022,

Waste Management Strategy, stamped as received by the City Council, as Local Planning Authority, on 16 March 2022.

Drawings numbered 104 revP3, 106 rev P3 and 110 rev P3, stamped as received by the City Council, as Local Planning Authority, on 13 May 2022.

Drawings numbered 111 rev P4, 112 rev P4, 191 rev P4 and 192 rev P4, stamped as received by the City Council, as Local Planning Authority, on 7 June 2022

Drawing numbered 103 rev P5, stamped as received by the City Council, as Local Planning Authority, on 16 June 2022.

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

3) The materials used to construct the external elevations of the development hereby approved shall match the existing building, in terms of colour, type, and method of coursing and pointing.

Reason - In the interests of the character and appearance of the property and surrounding area, pursuant to policy DM1 of the Manchester Core Strategy.

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 openings, including windows and doors, shall be inserted within the elevations of the extension, other than those shown on drawings numbered 110 rev P3, stamped as received by the City Council, as Local Planning Authority, on 13 May 2022, and drawings numbered 111 rev P4 and 112 rev P4, stamped as received by the City Council, as Local Planning Authority, on 7 June 2022.

Reason - In the interests of the amenities of the occupiers of the neighbouring properties, pursuant to policy DM1 of the Manchester Core Strategy.

5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the exceptional circumstances of a proliferation of HMO's 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 provision of accommodation that is suitable for people living as families pursuant to policy 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 Manchester Core Strategy.

6) Before first occupation of the ground floor apartments, the ground floor windows in the side (John Heywood Street) elevation as shown on drawing numbered 103 rev.P5 and 112 rev P4, shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

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

7) Before first occupation of the first floor apartments, the proposed bedroom window in the rear elevation as shown on drawing numbered 104 P3 and 111 rev P4, shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

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

8) Notwithstanding the refuse storage arrangements shown on plan refs: 001, and 103 rev P5, before first occupation of any of the apartments, a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. This shall include the provision of individual bins for each apartment. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies DM1, EN19 and SP1 of the Manchester Core Strategy.

9) Prior to any of the apartments being occupied, the cycle storage arrangements shall be provided in accordance with approved drawing numbered 103 rev P5, stamped as received by the City Council, as Local Planning Authority, on 16 June 2022, and in accordance with finalised detailed design of the cycle store, which shall be submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. These facilities shall then be permanently retained for bicycle storage.

Reason - To ensure that adequate provision is made for bicycle storage so that persons occupying or visiting the development have a range of options in relation to mode of transport, pursuant to policies T1 and DM1 of the Manchester Core Strategy.

10) Notwithstanding the design of proposed new window openings to the Clayton Street, and John Heywood Street elevations as shown on plan refs: 191 rev P4 and 192 rev P4, 110 rev P3, 112 rev P4, the proposed window openings in the Clayton Street, and John Heywood Street elevations shall incorporate headers to match those above the existing retained windows in the side and front facades of the property.

Reason - In the interests of the character and appearance of the property and surrounding area, pursuant to policy DM1 of the Manchester Core Strategy.

Informatives

1) An existing vehicular crossover is present in this location in order to facilitate the access to the existing garage. This cross over will not longer be needed as part of the proposals. Therefore the dropped kerb in place on John Heywood Street be reinstated as it will become redundant as part of the proposals. These works should be done under a Section 278 agreement.

2) All gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway

3) The applicant is advised that any requirements for licensing, hoarding / scaffolding 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).

4) External communal access doors must be compliant with and certified to STS202 BR2 or LPS 1175 SR2. The communal entrance doors should be self-closing and secured with a multi-point electronic lock and capable of being operated via an electronic access control system, these features should be permitted under the scope of the certification.

Arrangements for residents to admit visitors. Communal entrance and inner lobby / zone doors should be capable of being controlled by means of a video entry phone system (with the picture viewable on a phone unit, rather than on a television set) so that residents can confirm the identity of visitors before allowing them access themselves, visitors to be greeted in reception by the resident.

Where secure postal lobbies are to be created, the secondary communal door must be to the same specification as the outer door - certified to STS202 BR2, or LPS 1175 SR2, including a lock capable of being operated via an electronic access control system.

Apartment entrance doors must be compliant with and certified to BS PAS 24, STS01, or LPS 1175 SR2. It is advised that these doors do not have fixed sidelights, and are provided with door viewers instead.

Any letterboxes within doors must be located a minimum of 400mm away from internal handle and locking hardware.

Doors to storage / meter rooms should have 44mm solid core doors, 3 hinges, with a mortised sash lock to BS3621/8621 to allow the rooms to be secured when not in use.

External escape-only doors (as with external doors in general) should be certified to BS PAS 24, or LPS 1175 SR2. It is crucial that the door ironmongery is permitted for use on these doors under the security certification of the product.

If an alarm is installed in each apartment then it should comply with either BS EN 50131 and PD 6662 for wired systems, or BS 6799 for wireless systems

If an alarm is installed, it should be linked to contacts on all external doors, and PIR detectors should cover all ground floor rooms with windows.

Access control systems should be operable by swipe card or fob, and not numeric key pads. The following areas/doors should operate on access control:

Main Entrance doors and secondary entrance doors off internal lobbies

External lighting must be provided to pedestrian routes within the site in accordance with BS 5489.

Dusk 'til dawn lights, operated by photoelectric cell/daylight sensor, should be installed to all external doors (manual override is also permissible).

External lighting must be provided to the front and rear of the building, operated by photoelectric cell/daylight sensor (manual override is also permissible). PIR security lighting is not recommended for these locations and should not be employed unless advised.

Lighting to public areas (footpaths and roads) should be evenly distributed and not create areas of shadowing or pooling. Any low level lighting should be positioned to avoid creating glare.

Fittings should produce 'white' light, as opposed to yellow/orange light. Metal halide (or bulbs with a comparable output) should be used, as these offer superior colour rendition over alternatives such as high and low pressure sodium bulbs.

External lighting must be provided to pedestrian routes within the site in accordance with BS 5489.

Any CCTV system that may be used within this proposal will require certain specifications and intelligent placement of cameras to compliment the design of the development. Designers should consider the following points when planning a CCTV strategy:

CCTV systems (and lighting that support them) require regular cleaning and maintenance to remain effective.

Where necessary cameras that are vulnerable to damage should be protected from attack either by relocation to a higher level and using a bigger lens to achieve the view required or through the fitting of a vandal resistant housing.

With regards to the retention of footage, the police prefer quality over quantity. The overall retention period should be dictated by what the system is designed to achieve, though it would be better to have good quality images over a 14-day period than poor ones over a 30-day period.

Procedures for recovery of recordings are recommended to be established (e.g. trained staff / the CCTV system instruction manual to be readily available). This is to ensure that the images produced will be of an acceptable standard that will allow for identification of an individual which will stand up to scrutiny in court.

Acceptable Standard - this generally requires a resolution of 720x576 pixels at a real time frame rate of 25 frames per second. (N.B. Both the camera and DVR must be capable of this - if the camera will only send low resolution images then it does not matter how high the resolution of the recording unit is).

Identification - One of three levels of field of view. To identify an individual, the image must capture no less than 120% of the field of view (at least from the top of the individuals head to their knees). The remaining two levels of field of view are 'Overview' and 'Recognition', which whilst effective for observational purposes, are less likely to result in the identification of a person/offender.

The intelligent placement of cameras helps to provide clear facial identification of individuals. Suitable locations would be: Main entrances, foyer, stairs, lift lobbies, landings, cycle stores, bin store entrances.

It is recommended that the pedestrian/vehicular route/parking area is well illuminated to provide a deterrent to would be criminals; this would also improve surveillance of the area.

The upkeep of a development over its lifetime can be crucial to the level of security and safety within. Aspects of a development, which are left to deteriorate, have the potential to attract further crime - a process known as 'the broken window theory'. A maintenance plan should be drawn up to address issues such as litter removal and repair to communal areas (lighting, signage, access controls)

Any public open space or amenity areas not under the ownership of residents should be subject to an effective maintenance contract. This should ensure that all damage is rectified in a timely manner, and that any such space will not be detrimental to its surroundings.

The success of the proposed development will be dependent upon the effective management and maintenance of the site and the applicant should be required to provide a security management plan which includes measures to deal with the following:

Frequent inspection and prompt repair of security features (e.g. lighting CCTV, signage, barriers, locks, fencing and rails).

Regular litter and graffiti removal (if applicable)

Maintenance of car parking surface

Vegetation management

Installation & Monitoring of CCTV and procedures for response to any incident /recording of images.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

39 Clayton Street, Manchester, M11 4BJ
43 John Heywood Street, Manchester, M11 4EL
35 Clayton Street, Manchester, M11 4FJ
11 Franton Road, Manchester, M11 4HE
13 Franton Road, Manchester, M11 4HE
15 Franton Road, Manchester, M11 4HE
1 Homebury Drive, Manchester, M11 4HG
60 Clayton Street, Manchester, M11 4HR
56 Clayton Street, Manchester, M11 4HR
46 Clayton Street, Manchester, M11 4HA
52 Clayton Street, Manchester, M11 4HA
37 Clayton Street, Manchester, M11 4FJ
33 Clayton Street, Manchester, M11 4FJ
58 Clayton Street, Manchester, M11 4HR
48 Clayton Street, Manchester, M11 4HA
44 Clayton Street, Manchester, M11 4HA

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 - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH