

Planning

Growth & Development

Delegated officer report for planning application

Application no. 129752/FO/2021
Date registered valid: 17 June 2021
Proposal: Erection of a first floor extension, and two storey extensions to rear of the existing properties
Address: 752- 754 Stockport Road, Manchester, M12 4GD
Ward(s): Longsight Ward

Applicant: Mr Winston Evans A6 Cycle Warehouse 754-758 Stockport Road, Manchester, M12 4GD
Agent (if any): Mr B Gordon BLG Gordon Ltd 59 Wensley Drive, Leeds, LS7 3QP
Case officer: Carl Glennon
Tel: 0161 234 4530
Email: carl.glennon@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 30 June 2022

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 15 July 2021

Standard consultations:

Printed: 19 August 2021 Expired: 9 September 2021

Neighbour notifications

Printed: 19 August 2021 Expired: 9 September 2021

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

The premises are a two storey traditional mid terraced property with retail floorspace (Class E) at ground level, and first floor accommodation . The existing accommodation at first floor level comprises two, one bedroom flats, one above each retail unit with direct access from the Stockport Road frontage

The ground floor front facade comprises two glazed shop fronts with an associated double door and single door access respectively with the existing access the first floor accommodation between the two shop fronts . These arrangements would be retained. There is an existing garage building within the rear yard area . There is a narrow gap between the northern side gable and the premises which lie further to the north. There is also an alleyway to the rear of the property ,which serves the terraced houses to the rear.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The property lies in close proximity to Levenshulme District Centre, with commercial premises to the north, and south and the Jain Centre to the east. To the west of the site are two storey terraces of residential properties , with the Manchester to London rail line lying further to the west.

Description of development

Consent is sought for the erection of a first floor extension, and two storey extension to rear of the existing properties. The two storey element of the scheme would be sited in an existing recess to the rear of no.752 Stockport Road adjacent to the boundary with the premises to the

north . The proposed two storey extension would be 3.5m in depth, and would not project beyond the furthest extent of the rear elevation of the existing outrigger which it would adjoin. The ground floor element of the proposed two storey extension would lead to the creation of an additional store room for no.752 , with bathroom accommodation above for use in conjunction with the existing flat. The first floor extension to the rear of no.754 would also provide a bathroom for the existing flat in no.754 Stockport Road following the internal reconfiguration of the floorspace .

The recessed area of the rear elevation of the rear outrigger would be extended rearward at both floor levels by 0.4m to create a continuous rear elevation.

An open staircase is proposed on the rear elevation to provide an alternative means of escape in case of fire . This would also enable access to the rear yard area for the disposal of refuse. No window openings are proposed in the rear elevation , with four rooflights being provided within the roof to enable natural light to the proposed additional floorspace.

A cycle stand for the storage of two cycles is indicated in the yard area which has been designated for use by the occupiers of the upper floor apartments .

As part of proposal each retail unit would have a designated yards area to be separated by a timber fence and gate from the yard area for the occupiers of the existing upper floor flats

Consultations & Notification Responses

Local residents and local businesses – no comments received in respect of the neighbour notifications sent to adjacent occupiers on 24 June 2021; 17th August 2021 (due to change in the address) and 19th August 2021(Amended address)

Highway Services – 30.06.2021

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:

Regular bus services are routed along Stockport Road and provides connection to Manchester City Centre, Albert Square, Gorton, Stepping Hill, The Trafford Centre, Hazel Grove and Stockport.

The closest railway facility is located at Levenshulme which provides connections to Blackpool North, Manchester Piccadilly, Alderley Edge, Buxton and Crewe.

PARKING AND ACCESS:

No parking is proposed within the application and considering the site's location and proximity to sustainable travel offer, this is acceptable in principle. As such, no parking concerns are raised from a Highways perspective by the proposals.

CYCLE PARKING:

In line with MCC recommendations, secure and sheltered cycle parking provision should be made, within the curtilage of the site, for the accommodation of residents cycles. 2 secure and sheltered cycle parking is in place at the rear of the shop which is acceptable to Highways.

BOUNDARY TREATMENTS:

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

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.

REFUSE AND SERVICING:

A refuse storage area is noted within the yard at the rear of the property with bins for the

retail unit and each flat. Residents/staff will take the bin to/from the collection point at the service road at the rear of the site. A private contract is in place to collect the commercial waste fortnightly. This is considered to be appropriate in ensuring no obstruction on the adjacent highway.

CONSTRUCTION MANAGEMENT:

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.

05.08.2021 – Updated comments

Cycle Parking – Highways accepts the cycle parking arrangement.

Boundary Treatment – Thank you for the update re. gated access to the development.

Highways accepts the boundary treatment proposed and accepts the inward opening gate arrangement.

Refuse Servicing – Thank you for the update re. commercial waste and upcoming arrangement with the council for the supply and collection of bins. Highways considers the refuse servicing to be appropriate in ensuring no obstruction on the adjacent highway.

Construction Management: Thank you for the update and confirming the awareness of the requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements.

In light of the above, Highways have no concerns relating to the proposals.

26.08.2021 – Updated comments

All previous comments remain applicable.

Environmental Health – 24.06.2021 -Recommend conditions are attached relating to servicing hours , restriction of construction hours , hours of operation for the extension to the commercial floorspace (as per existing commercial premises or to be agreed) , acoustic insulation of the first floor accommodation* and refuse storage, and an informative relating to a watching brief for contaminated land .

In regard to acoustic insulation it has been advised that it is appreciated if the existing first floor use is residential it may not be possible to apply this condition, but recommend that this information is passed to the applicant as an informative, as it is noted that the glazing for the proposed flats is to be upgraded. In regard to refuse storage that have advised that the residential bin storage area should be secured from access by the commercial uses at the premises, and bins for pulvable waste and food waste should be provided for the flat occupants. The developer should refer to MCC's guidance at:
http://www.manchester.gov.uk/downloads/download/6048/waste_management_strategy.

18.08.2021 - no additional comments regarding the re-notification for the above application further to those provided on 24.06.2021.

Flood Risk Management - 02.07.2021 -have not requested the attachment of a drainage condition, but request the following Informative is attached to any approval:-

The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Manchester Core Strategy. They further recommend consideration of green SuDS components to mitigate impermeable area.

The same comments were received following the revisions to the originally submitted scheme.

GMEU - 29.06.2021 -Having examined the site plans and their biological records there appears to be low risk of the proposals to bats, given the relatively limited proposals to the building.

Planning guidance advises that protected species surveys should only be required where there

is a reasonable likelihood of the species being present, and impacted upon by the proposals. Therefore, in this instance, they do not consider it reasonable to require a bat survey to be submitted to support the application. However, bats and their roosts are protected by law, and can and do turn up in unexpected places. An informative should therefore be used so that the applicant is aware of the legal protection that certain species such as bats receive, and that the granting of planning permission does not negate the need to abide by the laws that are in place to protect biodiversity. If at any time any protected species are found or are suspected of being present on the site and adversely affected by the development, work should cease immediately and an ecologist/LPA should be contacted.

18.08.2021 -The same comments were received following the revisions to the originally submitted scheme.

Design for Security -07.07.2021 - Made detailed comments relating to the proposed extension to the retail units relating reviewing the existing CCTV and alarms , and external fittings.

In regard to the first floor accommodation comments have been made based on this accommodation being proposed rather than existing , and relate to external doors, alarms , access controls, lighting and CCTV , and management and maintenance.

06.09.2021 - No further comments to add to those made previously.

Issues

POLICIES

The National Planning Policy Framework July 2021)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) 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;
- b) 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 a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Section 5 relates to delivering a sufficient supply of homes

Notwithstanding the requirements within the National Planning Policy Framework, an assessment of the impact of the proposal needs to be considered within the context of other documents as outlined below:

2. The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.

Regard should be given to:

Policy SP1 (Spatial Principles) which sets out 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, amongst these include: 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, and; protecting and enhancing the built and natural environment.

Policy DM1 (Development Management) says that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document.

Of relevance in this instance are: appropriate siting, layout, scale, form, massing, materials and detail. Impact on the surrounding areas should be considered 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, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise. In terms of accessibility, buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes. There should be regard for community safety and crime prevention.

Adequacy of internal accommodation and external amenity space, including refuse storage and collection and vehicular access and car parking must be assessed.

The effects relating to biodiversity, landscape, archaeological or built heritage, including green infrastructure, open space, both public and private must be given due consideration. In addition, flood risk and drainage, including existing or proposed hazardous installations will be assessed.

Policy H11 relates to Houses in Multiple Occupation and changes of use from a C3 dwelling house to a C4 HMO. It also states that all proposals for change of use of existing properties into houses in multiple occupation, and all proposals for conversion of existing properties into flats (which might not necessarily fall within Class C4), would be permitted only where the accommodation to be provided is of a high standard and where it will not materially harm the character of the area, having particular regard to the criteria in policy DM1.

Policy EN1 (Design Principles and Strategic Character Areas) - States that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located.

Policy EC2 (Existing Employment Space) - The Council will seek to retain and enhance existing employment space and sites.

Policy EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007.

In addition, the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods.

The guidance is grouped under seven key principles recognised by CABE as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability.

It advises that high quality design is a vital attribute of successful neighbourhoods. Paragraph 2.7 states that development should help to sustain local neighbourhoods, encouraging the most appropriate form of development to enliven neighbourhoods and sustain local facilities.

Paragraph 2.14 goes on to say: it is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

Paragraph 2.16 considers the impact of site boundaries, which can be significant and must be taken into account and incorporated into the design of new developments and conversions from an early stage. Original examples that contribute to the character of the area should be retained. Well designed new treatments such as walls, low walls and railings or hedges and boundary trees, can maintain the enclosure of the street, reinforce the building line and contribute to the quality of the environment.

Manchester Residential Quality Guidance 2016 -Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016). The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the existing reconfigured apartments.

Principle of development

This is a mid terraced property on the fringe of Levenshulme District Centre , with a retail uses (Class E) at ground floor level . It is acknowledged that the upper floor of the premises are currently in use as two self contained flats. It is considered that the proposed development would enhance the facilities within the existing ground and first floor accommodation and would be acceptable in principle.

Residential Amenity

The use of the ground floor and first floor accommodation would remain as existing , and so this proposal for limited extensions to the rear of the premises are not expected to lead to an increase in activity at the site. Furthermore, the existing access to the flats would be from Stockport Road. Although a fire escape stair is proposed at the rear of the premises , which could be used by the occupiers of the flats to access refuse storage in the rear yard area , it is therefore considered not considered that the level of comings and goings to the residential accommodation from the rear of the property would be so significant to warrant refusal of the scheme on the basis of this impact upon the amenity of surrounding residents.

A condition will be attached relating to a C3 use restriction to prevent any further intensification of use. The proposal includes the incorporation of two solid doors in the rear elevation at first floor level to access the rear fire escape stairs. No windows are proposed to the rear elevation, with four roof lights proposed to serve the additional accommodation and the re-configured floorspace at first floor level.

The properties on Siddall Street to the rear would be 12.19m from the proposed rear elevation. It is therefore considered that the resultant massing of the proposed extensions would not be so significant in relation to the potential for loss of light to warrant refusal, and the lack of windows to the rear elevation would reduce any potential for loss of privacy from overlooking. It is recommended that a condition is attached to any approval to prevent the incorporation of any additional windows and doors.

Standard of accommodation/amenity space

The proposed rear extensions at ground level would provide additional storage capacity and toilet provision for the commercial premises. The upper floor rearward extensions would enable the existing first floor flats to have improved bathroom and kitchen accommodation. Both flats would continue to be accessed from Stockport Road, but a rear external escape stair is proposed to provide an alternative means of escape. The scheme would involve the demolition of a garage in the rear yard area, and enable each retail unit and the residential accommodation to have separate yard area with associated refuse storage.

External alterations

The proposed external alterations comprise the introduction of two doors in the proposed rear elevation at first floor level. Generally, the proposed external alterations are considered to be in keeping with the property and are considered acceptable. It is considered that the proposal would not detract from the character and appearance of the locality or adversely affect the appearance of the existing building or visual amenity within the area and is therefore considered to be acceptable.

Waste Management

The planning agent has confirmed that commercial waste would be deposited in two general waste and two mixed recycling waste bins in the a lockable bin area in each of the rear yards, to be collected by a licence waste carrier, and that on the days of collection, the relevant bins will be brought to the front of building via existing path and kept in front of Clients shop for emptying, which would allow building owner to manage situation and ensure bins are returned to rear storage areas. Each of the existing flats would be provided with a general waste and mixed recycling waste bin in a separate lockable bin store.

The existing arrangement for refuse storage is unclear, including any rights of access alongside the northern gable of the premises. The proposed refuse storage arrangements in the segregated rear yards is acceptable in principle, but the submitted waste proforma does not include the storage of pulpable materials for recycling. Given the comments received in respect of refuse storage arrangements, it is recommended that a condition is attached to any approval to require the submission of a scheme of the storage of refuse prior to the occupation of the proposed residential accommodation.

Car parking/ Cycle storage

Whilst the City Council does not have any prescribed standards for residential proposals, policy T2 of the Core Strategy and saved policy DC5 of the UDP states that all new developments, including flat conversions, should provide appropriate car parking facilities.

In this instance due to the constraints of the site, it is not possible to provide any off-road parking.

Although a garage has been shown as existing there is not access from the rear alleyway which would suggest that it is likely to have been used for storage purposes associated with the businesses at the site. Whilst there is no prospect of providing off-street parking at the site, due to the location of the site and proximity to sustainable travel options, this is not expected to give rise to parking issues, and Highway Services have not raised objections. There are very frequent bus services on Stockport Road, and the property is within walking distance of Levenshulme station on Albert Road.

In line with MCC recommendations, secure and sheltered cycle parking provision should

be made, within the curtilage of the site, for the accommodation of resident's cycles. A cycle stand for the storage of two cycles is indicated in the yard area which has been designated for use by the occupiers of the upper floor apartments. It is therefore recommended that measures to provide protection from the weather are explored further, and this aspect of the scheme is conditioned.

Disabled Access

No changes are proposed to the existing shop frontages or access from Stockport Road.

Security

Access to the existing flats would be as existing from the front of the property on Stockport Road, which benefits from natural surveillance from the street. An informative is proposed to be attached to any approval relating to security measures. The rear boundary treatment comprising a high concrete post and panel fence would be retained.

Commented [SW1]:

Noise

The premises are located on the fringe of Levenshulme District Centre alongside a very busy radial route into Manchester. The reconfigured residential accommodation would therefore have the potential to be impacted upon by traffic noise, noise from the retail uses at ground floor and from the adjacent businesses. However, given this is pre-existing residential accommodation it would not be reasonable to attach a condition requiring the submission of a noise insulation scheme.

Hours of operation and servicing hours

Observations received in regard to hours of operation and servicing hours have been noted, but the development relates to extensions to pre-existing retail units, and as such it is not considered reasonable to attach such conditions to any approval.

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

The proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the applicant in a positive and proactive manner by requesting changes to the refuse storage arrangements. Appropriate conditions to the approval have also been attached.

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:

Waste Contract with licenced carrier information and letter from planning agent in relation to waste storage received 14.04.2021;

Completed waste management proforma received 28th April 2021;

Existing plans and elevations ref: BG-100-001 rev.P7 received 8th September 2021;

Proposed and existing plans

(Drawing Number BG-100-002) rev.P6 received 8th September 2021.

Access Statement received 8th September 2021.

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 (2012).

3.The external facing materials to be used to form the extensions hereby permitted shall match those of the existing building in terms of type, colour, texture and scale.

Reason - To ensure that the appearance of the building to be extended is not adversely affected by the materials to be used in the construction of the extension, pursuant to saved policies DC1 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy(2012).

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 windows or doors shall be inserted into the elevations of the extensions, hereby approved other than those shown on drawing no:

Proposed and existing plans

(Drawing Number BG-100-002) rev.P6 received 8th September 2021.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 Manchester Core Strategy (2012).

5a) Before the accommodation hereby approved is occupied, notwithstanding the information on the waste proforma, plan ref: BG-100-002 Rev.P6 and content of planning agent letter received 14th April 2021, a finalised scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

b) 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. to prevent disamenity to future residents. pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

6) Prior to the first occupation of the accommodation hereby approved, detailed measures to protect the cycle storage shown on the approved drawing: Proposed and existing plans (Drawing Number BG-100-002) rev.P6 received 8th September 2021, from inclement weather, shall be submitted to and approved in writing by the City Council as local planning authority. The approved

measures and cycle storage arrangements shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy (2012).

Informatives

1. In the event that ground and/or groundwater contamination and/or ground gas are encountered on the site before the development is occupied, the developer is advised to cease works and contact Environment On Call on 0161 234 5004 or email contact@manchester.gov.uk for advice on how to proceed.

2. Construction/demolition works shall be confined to the following hours :

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

The applicant should also refer to

https://secure.manchester.gov.uk/info/100006/environmental_problems/2956/noise/9and

IAQM/EPUK Construction Guidance at: <http://iaqm.co.uk/guidance/>.

3. The applicant should design and construct drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Manchester Core Strategy.

4. The legal protection that certain species such as bats receive, and that the granting of planning permission, does not negate the need to abide by the laws that are in place to protect biodiversity. If at any time any protected species are found or are suspected of being present on the site and adversely affected by the development, work should cease immediately and an ecologist/LPA should be contacted.

5. 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).

6. The applicant is advised any existing CCTV & intruder alarms serving both the existing retail and residential accommodation should be reviewed to extend cover to the proposed extension space, or installed if not already in place. Furthermore, if any new external fittings are to be installed (i.e. windows or doors) then they should be certified to Secured by Design standards.

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, and if 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.

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.

External lighting should 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 should 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.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit
Environmental Health
MCC Flood Risk Management
Highway Services
Greater Manchester Ecology Unit
Greater Manchester Police
Environmental Health
MCC Flood Risk Management
Highway Services
Greater Manchester Ecology Unit
Greater Manchester Police

764 - 772 Stockport Road, Manchester, M12 4GD
51 Siddall Street, Manchester, M12 4GE
27 Siddall Street, Manchester, M12 4GE
25 Siddall Street, Manchester, M12 4GE
21 Siddall Street, Manchester, M12 4GE
53 Siddall Street, Manchester, M12 4GE
752 Stockport Road, Manchester, M12 4GD
760B Stockport Road, Manchester, M12 4GD
760A Stockport Road, Manchester, M12 4GD
762 Stockport Road, Manchester, M12 4GD
EASY HOMES (MCR) LTD, 776 Stockport Road, Manchester, M12 4GD
2 Swallow Street, Longsight, Manchester, M12 4GH
760 Stockport Road, Manchester, M12 4GB
784 Stockport Road, Manchester, M12 4GD
689 Stockport Road, Manchester, M12 4QN
691 Stockport Road, Manchester, M12 4QN
55 Siddall Street, Manchester, M12 4GE
45 Siddall Street, Manchester, M12 4GE
39 Siddall Street, Manchester, M12 4GE
33 Siddall Street, Manchester, M12 4GE
29 Siddall Street, Manchester, M12 4GE
49 Siddall Street, Manchester, M12 4GE
47 Siddall Street, Manchester, M12 4GE
43 Siddall Street, Manchester, M12 4GE
41 Siddall Street, Manchester, M12 4GE
37 Siddall Street, Manchester, M12 4GE
35 Siddall Street, Manchester, M12 4GE
31 Siddall Street, Manchester, M12 4GE
23 Siddall Street, Manchester, M12 4GE
742 - 744 Stockport Road, Manchester, M12 4GD

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