

Application Number	Date of Appln	Committee Date	Ward
092641/FO/2010/S1	12th Mar 2010	3rd Jun 2010	Fallowfield Ward

Proposal Erection of 1,294sq metre foodstore with associated car parking and landscaping, erection of a 3 storey block of 14 flats and 3 pairs of 2 storey semi detached houses and a terrace of 4 x 3 storey town houses with associated parking and landscaping following demolition of existing church, social club and scaffolding yard and relocation of a telecommunications base station and mast

Location Site Of St Crispins Church, Social Club And Scaffolding Yard, Lloyd Street South, Fallowfield, Manchester, M14 7LA

Applicant , Aldi Stores Ltd and Great Placed Housing Group, C/o Agent

Agent Ms Nicole Johnson, Turley Associates, The Chancery, 58 Spring Gardens, Manchester, M2 1EW

Description

This application relates to an irregular shaped site of 0.81 hectares, currently occupied by St. Crispins Church, St Crispins Social club and car park and a scaffolding storage yard. The site is bounded by Hart Road and Lloyd Street South and the backs of St. Crispins Rectory, 4 to 14 Hart Road, 304 to 334 Platt Lane and 145 to 149 Lloyd Street South. St. Crispins Church is a single storey building occupying a triangular site at the junction of Hart Road and Lloyd Street South. Only the church building is consecrated and there are no graves on the site. St. Crispins Social club is a single storey flat roofed building set behind a shale car park fronting Lloyd Street South. The scaffolding yard is used for open storage and takes access from Lloyd Street South. There are two telecommunications masts within the cartilage of the scaffolding yard.

The site adjoins a local shopping centre based on Platt Lane, Hart Road and Lloyd Street South, part of which has been subject to a facelift scheme and environmental improvements including new shop fronts and footpaths. The surrounding area is predominantly residential in character and there are residential properties facing the site across Hart Road and Lloyd Street South.

There are two elements to the proposed redevelopment of the site. The provision of a 1364 sq m foodstore with 82 parking spaces largely on the site of the scaffolding yard and a residential development comprising flats and houses on the site of the church and social club.

The proposed foodstore is a single storey broadly rectangular building with a short active frontage to Lloyd Street South. The building will be in a contemporary style using glass and render. The proposed opening hours are 9.00am to 8.00pm Monday to Friday, 8.30am to 8.00pm Saturday and 10.00am to 5.00pm Sundays and Bank Holidays. Servicing would be restricted to 7.00am to 8.00pm Monday to Saturday and 8.00am to 6.00pm Sundays and bank holidays. The access to the 82 space car park and service yard would be adjacent to 145 Lloyd Street South. The car park would be enclosed by 2.4 metre high palladin fencing and a pedestrian link provided form the car park to the shops on Platt Lane. The car parking would be available for

users of the centre as well as the proposed foodstore. Both the existing telecommunications base stations and masts would be retained though one of the would be relocated within the site. A room would be provided within the building for use by the police.

The residential element of the development would comprise a three storey block of 14, two bed apartments, 6 three bed two storey houses and 4, three storey 4 bed houses. Four of the three bed houses would front Hart Road, they would have a single parking space at the side and front and rear gardens. The remaining houses would front Lloyd Street South. Each House would have a parking space in the rear garden accessed from the courtyard serving the flats. Again each property would have a front and rear garden. All the houses are designed to meet Design for Access 2.

The flats are set behind a landscaped of defensible space The main pedestrian access is from Hart Road as is the gated access to the car park which can accommodate 16 cars. There is a designated area of communal amenity space for the residents of the flats and all the flats on the first and second floors have balconies. There is a lift and all of the flats are accessible. Refuse storage for the houses is in curtilage and there is a designated area for use by the flats adjacent the entrance from Hart Road. The boundary treatment to road frontages to the residential development would comprise a 1.2 metre high wall and railing. Each of the apartments and houses will be fitted with an air source heat pump, which provides 98% of the energy requirements for each dwelling. The residential part of the development will achieve a 'Code for Sustainable Homes' rating of level 3.

Consultations

Local residents/businesses – 2 letters have been received making the following comments.

This development would enhance the local area providing jobs, regeneration, and increased shopping choices with a new Aldi store etc. The application is supported and residents look forward to seeing this exciting development go ahead in the very near future-it is something this area is crying out for!

Concern is expressed that the foodstore will compete directly with existing businesses.

If parking restrictions are introduced then parking will become more problematic than it is now. There is not enough space to meet existing needs. It would also discourage passing trade which accounts for a large proportion of the existing shops trade.

There has been no reference to an earlier proposal to allow traders to use the proposed car park . The proposed retractable bollards will prevent traders using the car park when the foodstore is closed.

Consideration needs to be given to the needs of the independent traders if they are to continue to survive.

Members of Parliament – The Rt. Hon. Sir Gerald Kaufman MP has written seeking clarification of the parking issues raised by one of his constituents.

South Manchester Regeneration team - support this application as it is key to meeting a major regeneration objective in the area.

Regulatory and Enforcement Services – no objections subject to the imposition of conditions restricting the opening hours to those applied for, the acoustic attenuation of externally mounted ancillary equipment, refuse storage, external lighting, and wheel washing. In addition a condition is requested which restricts the servicing times for the foodstore. The requested condition would result in servicing starting half an hour later at 7.30 am Monday to Saturday and there being none on Sundays or bank holidays.

Contaminated Land – the submitted desk top study is adequate and concludes that it will be necessary to carry out a full site investigation.

Design for Security – Concern is expressed about the height of certain fences and the measures referred to in the Crime Impact Statement they are happy to support the application.

Highway Services -

- Modelling results show that for the vast majority of the time there is likely to be little congestive impact at the key junctions around the site. The signalised junction at Lloyd Street South/Platt Lane will be the busiest of the junctions, but will remain within capacity in the future year scenario during peak hours.
- There may be scope to narrow the access route to reduce the distance between the footways for pedestrians on Lloyd Street South.
- Adjustments at Hart Road are now being carried out as part of the capital works programme to improve highway safety in the area. This will be implemented within the next month and will enhance the highway safety close to the site.
- Improvements to the footways, would enhance the public realm.

Issues

Unitary Development Plan – the relevant policies within the plan are:

Policy H1.2 which seeks to provide a range of housing stock to meet the varying needs of the residents of the City,

Policy H2.2 which seeks to protect the amenity of residents from the adverse impact of development,

Policy H2.7 which requires new residential developments to be of a high standard of design,

Policy E3.5 where the City Council will promote measures which will lead to a safer environment,

Policy S1.2 seeks to improve facilities for pedestrians in district and local centres,

Policy S2.1 recognises the need for good quality local and convenient shopping facilities,

Policy S2.4 says that new shopping facilities should not adversely affect the amenities of nearby residential properties,

Policy S2.5 requires new shopping developments to be of a high standard of design,

Policy DC7 seeks to ensure that new residential developments are accessible,

Policy DC17 sets down the criteria to be considered in determining applications for telecommunications base stations and

Policy DC26 which seeks to protect the amenity of residents from noise generating development.

Regional Spatial strategy - In terms of regional policy, the Regional Spatial Strategy for the North West was adopted in September 2008. The Regional Spatial Strategy forms part of the statutory development plan for every Local Authority in the North West and provides a framework for development and investment over the next fifteen to twenty years. The following policy is considered relevant::

Policy DP1 Sets down the principles which underpin the RSS these include:

- Promote sustainable communities
- promote sustainable economic development
- make best use of existing resources and infrastructure
- manage travel demand, reduce the need to travel and increase accessibility
- marry opportunity to need
- promote environmental quality

Policy DP2 sustainable communities should meet the diverse needs of existing and future residents by

- fostering a sustainable relationship between homes, workplace and other concentrations of regularly used services and facilities.
- taking into account the economic, environmental, social and cultural implications of development and spatial investment decisions on communities.
- reviving local economies.

Policy DP4 states that development should build upon existing concentrations of activities and existing infrastructure.

Policy DP6 seeks to link areas of economic opportunity with areas of greatest need.

Policy DP7 which seeks to promote environmental quality through amongst others encouraging good design.

Policy DP9 seeks to reduce emissions by increasing urban density, encouraging better built homes and energy efficiency,

Policy W5 In considering retail proposals and schemes any investment made should be consistent with the scale and function of the centre, should not undermine the vitality and viability of any other centre or result in the creation of unsustainable shopping patterns.

Policy L2 residential developments should ensure that the needs of the wider population are met.

Policy L4 local authorities should work with housing providers to ensure the construction of a mix of appropriate house types, sizes, tenures and prices.

Principle

Residential – The site is adjacent to a local shopping centre within a predominantly residential area. The principle of a residential development in this location is therefore considered acceptable.

Retail - GVA Grimley's citywide retail study has identified some additional capacity in the central west area which includes Fallowfield. (The study found capacity for additional food floorspace to be 1689 sq m by 2009 rising to 2125 sq m by 2011/ non food capacity is smaller showing 785 sq m in 2009, 1297 sq m in 2011)

The area of shops around the Fallowfield Triangle are within one of our local centres, identified in the UDP as of Lloyd Street South, Platt Lane and Hart Road. UDP policy S2.1 supports the provision of new shops offering a full range and choice of fresh food, that are accessible, to meet local needs where current provision does not adequately meet requirements.

Emerging policy within the core strategy will support within local centres sustainable smaller scale shopping for local residents to underpin the centres continued viability and vitality.

Disabled Access – The whole of the development is designed to comply with the requirements of Design for Access 2.

Crime and disorder – The development has been produced in consultation with the Design for Security consultants at Greater Manchester Police. Both the residential and retail schemes are capable of achieving Secured by Design accreditation. Measures incorporated into the scheme include natural surveillance of all routes and

the elimination of blind spots where people can hide in the residential development and the use of electronic bollards to the car park to prevent its use by so called joy riders when the store is closed and a linked CCTV system for the retail unit. There will also be a police room within the store.

Site Layout – The site layout places the new foodstore adjacent to the existing retail units and separated from them by the car park. This enables the residential development to occupy the junction of Hart Road and Lloyd Street South with a landmark building. All the buildings have frontages facing onto the street including an active frontage to the foodstore. Car parking is located away from the road frontages in all cases. Overall the site layout conforms with the principles set down in the Guide to Development in Manchester.

Design – The proposed development would be contemporary in its styling with crisp articulation to the residential units, whilst utilising a traditional pallet of materials. These materials are carried over into the foodstore which is of a similar height to the adjacent houses. The additional storey to the flats, which are located at the junction of Hart Road and Lloyd Street South, form a landmark which holds the prominent corner. Overall this is an exciting design that will bring a freshness to complement the other environmental works carried out in the triangle.

Loss of the Church – St Crispins Church has for a number of years suffered from a dwindling congregation. The Church, which is of limited architectural merit, is deteriorating and in need of investment. Under the current proposal the church would relocate to the existing rectory building on Hart Road. There are no issues surrounding the demolition of the church.

Parking - The level of parking provision for both the commercial unit and the residential properties is inline with current practice. The commercial car park will be available for use by the existing retailers and their customers with a purpose built link from the car park to Platt Lane. It is not proposed as part of this development to alter the existing on street parking situation.

The proposed car park would be available for use by traders and the general public and will incorporate a pedestrian link to the shops on Platt lane. For security purposes this link will be gated and it is therefore proposed to include a condition requiring the gate to be open from 7.00am to 8.00pm Monday to Saturday, 8.00am to 6.00pm Sundays and Bank Holidays.

Access - All vehicular access to the residential development would be from Hart Road. Four houses would have drives with access from the highway. A single access from Hart Road would serve the parking court for the flats and the in curtilage parking spaces in the rear gardens of the remaining houses. This arrangement is considered satisfactory in highway safety terms.

The access for the foodstore is located adjacent to 145 Lloyd Street South in the approximate position of the current access to the scaffolding yard. The access has been designed to accommodate delivery vehicles as well as private cars. Whilst the access is on a well used route it is situated between

Residential amenity – In terms of overlooking and loss of privacy the proposed development will not impact on any of the surrounding residential accommodation. Within the residential element of the scheme there is a limited potential for overlooking of private gardens from balconies though this is not considered to be significant.

The most likely source for any potential loss of amenity would be from noise from delivery vehicles. The issue of the servicing hours is discussed later in this report. It is believed that the proposed serving hours will not significantly affect the amenity of residents.

Traffic – The Head of Highway Services is satisfied that there is adequate capacity in the highway network and the adjoining junctions to accommodate any additional traffic without detriment to highway safety,

Tenure – All the flats and the four 4 bed houses will be made available on a social rent basis. The six 3 bed houses would be available to buy on a shared ownership basis. These figures will be enshrined in the S106 agreement to accompany the planning permission should it be granted. The approach accords with the Council's objectives in respect of providing affordable housing.

Opening/Service Hours – No issue has been raised in respect of the proposed opening hours and in view of the relatively late opening and early closing times it is unlikely that the proposal will adversely affect the amenity of adjoining residents. Regulatory and Enforcement Services have expressed concern about the early commencement time for servicing and to servicing taking place on Sundays and bank holidays. In response the applicant has referred to similar developments in other parts of the City, namely Gorton and Clayton where the applicant argued that the condition would effectively nullify the permission as it is necessary to be able to service the premises seven days a week to function efficiently, where servicing has been allowed to commence at 7.00am Monday to Saturday and 8.00am to 6.00pm on Sundays and Bank holidays. On balance it is considered that it would be unreasonable not to accept the servicing hours requested by the applicant.

Impact on the existing Centre – In recent years the existing centre has been the subject of a major facelift and infrastructure works that have considerably enhanced its attractiveness. The introduction of the proposed foodstore will reinforce the centre's attractiveness as a destination and increase its viability and vitality. Local traders have been kept informed of the development throughout its development and this is reflected in the lack of objection from them to the proposal.

Sustainability - The proposed development will employ sustainable construction methods and in particular the residential element will achieve the City Council's target of 20% renewables through the use of air source heat pumps for all the residential units. The pre-assessor for the residential part of the scheme indicates that the residential element of the development should achieve level 3 of the Code for Sustainable Homes.

In addition this is a sustainable location within a well established residential area

adjacent to an existing local centre and other facilities including Wilbraham Infant and Junior School and Fallowfield Library.

Contaminated Land – prior to its use as a scaffolding yard the site was used as a City Council Depot. The desk top survey submitted with the application has confirmed the potential for the site to be contaminated and an appropriate condition is proposed should permission be granted.

S106 Agreement – It is proposed to enter into two separate s106 agreements in respect of the proposed developments. The agreement in respect of the residential development would relate to the tenure of the proposed accommodation and a local labour agreement covering the construction phase. The retail agreement would involve the payment of a sum of money towards the creation of a 'Business Hub'.

Telecommunications base stations – There are two base stations on the site one will be retained in its present location and the other would be relocated close to the boundary with St Crispins Rectory. Whilst the relocated mast would be closer to the residential properties it would not be directly in front of any windows and therefore the visual impact will be no different to the current situation. There are no health issues as this is the relocation of an existing mast for which an ICNIRP certificate was issued.

Conclusion – The proposed development will make a positive contribution to the City Council's objective of improving the vitality and Viability of the Fallowfield Triangle local centre and secure the delivery of a major regeneration objective.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Unitary Development Plan, the Head of Planning has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. He believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation MINDED TO APPROVE

Subject to the signing of an agreement under s106 of the Town and Country Planning Act(As amended) relating the tenure of the proposed residential accommodation, an local labour scheme in respect of the construction of the residential part of the

development and the payment of a financial contribution towards the provision of a business hub to provide training for local residents.

Minded to approve on the basis that the proposal is in accord with the City Council's Unitary Development Plan in particular policy H1.2 which seeks to provide a range of housing stock to meet the varying needs of the residents of the City, policy H2.2 which seeks to protect the amenity of residents from the adverse impact of development, policy H2.7 which requires new residential developments to be of a high standard of design, policy E3.5 where the City Council will promote measures which will lead to a safer environment, policy S1.2 seeks to improve facilities for pedestrians in district and local centres, policy S2.1 recognises the need for good quality local and convenient shopping facilities, policy S2.4 says that new shopping facilities should not adversely affect the amenities of nearby residential properties, policy S2.5 requires new shopping developments to be of a high standard of design, policy DC7 seeks to ensure that new residential developments are accessible, policy DC17 sets down the criteria to be considered in determining applications for telecommunications base stations and policy DC26 which seeks to protect the amenity of residents from noise generating developments and there are no material considerations of sufficient weight to indicate otherwise.

Conditions and/or Reasons

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

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

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

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policy H2.7; of the Unitary Development Plan for the City of Manchester.

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

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area

within which the site is located, as specified in policy S2.5 of the Unitary Development Plan for the City of Manchester.

4) The residential development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as Local Planning Authority:

08927 AL01/P1, AL02/P1, AL03/P1,AL04/P1, AL05/P1, AL06/P1, AL07/P1, AL08/P1, AL09/P1, AS01/P1, AVO1/P1,AV01/P1, AND 2x Landscape schemes rev B by Branching Out

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policy H2.7 and H2.2 of the Manchester Unitary Development Plan.

5) The retail development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as Local Planning Authority:

08927 AL01/P1, AL02/P1, AL03/P1, AS01/P1, 0236/107C, 108, 109A, 110A, VL0236/L01.A, 0236 107 D and 0236110 B

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policy S2.5 of the Manchester Unitary Development Plan.

6) a) Before the retail development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

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

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

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the retail development is occupied, then development shall cease and/or the retail development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to H2.2 of the Unitary Development Plan for the City of Manchester.

7) The hard and soft landscaping scheme for the residential development approved by the City Council as local planning authority shown on drawing ref VL0236, shall be implemented not later than 12 months from the date of commencement of works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policy H2.2 and H2.7 of the Unitary Development Plan for the City of Manchester.

8) The hard and soft landscaping scheme approved by the City Council as local planning authority shown shall be implemented not later than 12 months from the date of commencement of works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policy H2.2 and S2.5 of the Unitary Development Plan for the City of Manchester.

9) The car parking for the residential development indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the first occupation of the first dwelling hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies H2.2, H2.7 and T2.6 of the Unitary Development Plan for the City of Manchester.

10) The car parking for the retail unit indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policies H2.2, S2.5 and T2.6 of the Unitary Development Plan for the City of Manchester.

11) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification) no garages or extensions or porches shall be erected other than those expressly authorised by this permission.

Reason - To protect the amenity of residents from the adverse impact of uncontrolled extensions pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

12) The refuse storage arrangements shown on the approved drawings shall be available for use by residents prior to the first occupation of the residential development.

Reason

To ensure that there are adequate facilities for the storage of refuse pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester

13) The facilities for the storage of refuse shown on the approved plans shall be available for use prior to the retail unit hereby approved commencing trading.

Reason

To ensure that there are adequate facilities for the storage of refuse pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

14) No residential development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been 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. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary

Development Plan of the City of Manchester and to reflect the guidance contained in Planning Policy Statement "Delivering Sustainable Development".

15) No retail development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been 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. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary Development Plan of the City of Manchester and to reflect the guidance contained in Planning Policy Statement "Delivering Sustainable Development".

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

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

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

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

18) The retail premises shall not be open outside the following hours, unless otherwise agreed in writing by the City Council as local planning authority:-

Monday to Friday 9.00am to 8.00pm
Saturday 8.30am to 8.00pm
Sundays and Bank Holidays 10.00am to 6.00pm

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

19) No loading or unloading for the retail unit shall be carried out on the site outside the hours of

7.00am to 8.00pm Monday to Saturday
8.00am to 6.00pm Sundays and Bank Holidays.

Reason - In order to protect the amenity of local residents and in accordance with Policies H2.2 and DC26 in accordance with the Unitary Development plan for the City of Manchester.

20) Before first occupation of the retail development the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policies H2.2 and DC26 of the Manchester Unitary Development Plan.

21) Details of the materials, including natural stone or other high quality materials to be used for the footpaths adjacent to the residential development shall be submitted to and approved in writing by the City Council as the local planning authority. Any works approved shall be implemented in full within six months, or as otherwise agreed in writing by the local planning authority, of any part of the development first being occupied.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes and in accordance with policy H2.2 and H2.7 of the Unitary Development Plan for the City of Manchester.

22) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed retail building shall be submitted to and approved in writing by the City Council as the local planning authority. Any works approved shall be implemented in full within six months, or as otherwise agreed in writing by the local planning authority, of any part of the development first being occupied.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes and in accordance with policy S2.5 of the Unitary Development Plan for the City of Manchester.

23) The gate to the pedestrian link to the Platt lane shops shall be kept open during the following

7.00am to 8.00pm Monday to Saturday
8.00am to 6.00pm Sundays and Bank Holidays.

Reason - In order to ensure that there is adequate access from the car park to the existing shops on Platt Lane for traders and the general public pursuant to policy S2.5 of the Unitary Development plan for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 092641/FO/2010/S1 held by planning or are City

Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Engineering Services
Environmental Health
Director Of Housing
South Manchester Regeneration
Environment Agency
Greater Manchester Police
Fallowfield Ward Co-ordinator
Thornton Road Residents Association
181 to 189, 195 to 201, 272, 274, 298A, 290 to 350, 302a, 312a, 314a, 316a, 342a
Platt Lane,
99 to 113, 98 to 156, 141 to 161, 147a, 151a 155a Lloyd Street South,
196, 211 to 227 Thornton Road,
1 to 41, 2, 4, 6, 4a, 20a, 8 to 20 Hart Road,
204 to 218, 205, 207 to 211 Horton Road,
Fallowfield Cultural Centre, Platt Lane,
1 to 7, 2 to 8 Garswood Road,
4, 6 Waverton Road,
Apartment 1 to 21, 4 Copper Place,
Apartment 1 to 10, 2 Copper Place,
1 Copper Place, Manchester, M14 7FZ

Representations were received from the following third parties:

91 Thornton Road,
151 Lloyd Street South

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