

Application Number	Date of Appln	Committee Date	Ward
101482/FO/2013/N2	20th Feb 2013	25 th July 2013	Levenshulme Ward

Proposal Erection of a 2-storey dwelling house with associated boundary treatment.

Location Vacant Land Next To 136 Brailsford Road, Levenshulme, Manchester, M14 6QA

Applicant Mr Paul Cassidy , 3 Parkinsilla, Irvinestown, Northern Ireland, BT94 1SA

Agent Mrs Dawn Winterbottom, Plans Drawn, 4 Swallow Close, Carrbrook, Stalybridge, Cheshire, SK15 3LU,

Description

The site is a strip of vacant land between a row of 14no. terraced properties and a 4m wide alleyway in a residential part of the Levenshulme ward. An alleyway runs to the south and west of the site and is gated. Communal waste bins are currently stored on the site and there are allotments on the south side of the rear alleyway.

Houses on Brailsford Road are pavement fronted with yards to the rear and on street parking. They are of traditional red brick construction with slate roofs.

The proposal is to infill the vacant land with a two-storey 2-bedroom house with yard to the rear. The internal dimensions of the main rooms are;

Living room: 3.5 x 2.6m
Kitchen: 3.3 x 4.9m
Bedroom 1: 3.3 x 3.5m
Bedroom 2: 3.3 x 3.2m

The application proposes a downstairs WC and a bathroom on the first floor and a level threshold at ground floor.

Parking is unrestricted on street or in designated car parking bays along Brailsford Road and surrounding streets. There are otherwise no Traffic Regulation Orders and the central part of Brailsford Road is pedestrianised to prevent rat-running.

The application was slightly amended to remove a disabled access ramp at the front of the property which set back the front elevation by approximately 1.2metres. The front elevation is now flush with those on Brailsford Road and a level threshold has replaced the ramp to make the property accessible.

Ordnance Survey mapping data clearly shows a dwelling of identical type to those in the existing terrace in situ on the site in 1922 and is suggested on the block plan from 1938. These maps also confirm the current gap site further east along Brailsford Road (adjacent no. 166) was originally occupied by a similar dwelling.

Site History

There is no planning history relating to the site but an application to gate the alleyway at the side and rear was approved in March 2009 (Ref: 088939/V0/2009/N2). The

parking bays and road blocks which cover both Brailsford and Braemar Roads were approved in 1976 as part of an Improvement Area scheme under application reference F03904.

The applicant has made reasonable efforts to establish land ownership.

Consultations

Neighbours - Five objections have been received and a petition.

1. A local resident objects on the grounds of disruption to the water supply to nos. 146 and 148 Brailsford Road during construction and a concern that the bins currently stored on the site will either be moved into the alleyway and the gates left open creating a security risk and defeating the object of a gated alleyway, or that the bins will have to be moved. She is concerned that rubbish would be dumped and that if the gates were open that burglars would return. She also notes that the adjacent property, no. 136 belongs to the applicant and that he is selling the property. She asks - why build a smaller one next door. She also asks whether the Council is really thinking of approving the applicant selling 136 Brailsford Rd and building a smaller one next to it in the bin storage area? and that this constitutes another reason to object to this building. Again she writes to object further to previous correspondence that the applicant already owns 136 Brailsford Road and has been renting it out for a few years, that 136 is up for sale and that he wants to build this little one [house] in the bin area. She concludes by stating: an absent landlord who lives in N. Ireland. She also writes that we don't want some Irish man who doesn't even live here coming over and building a daft house in our bin store. It's going to cause trouble and that nobody wants this.

2. A petition in two parts with 31 names who object on the basis that 'there are plenty of empty houses we don't need more accommodation - student or otherwise.'

3. A local resident objects stating that his main concern is that there is a vent, possibly from a gas appliance, on the outside wall next to the plot to be developed. He assumes this would mean a detached dwelling will be built which would be out of keeping with the surrounding terraced properties. He has concerns about empty properties due to student rentals as seen on Brailsford and Braemar Rds. Also if intended for the student market less students are likely to rent rooms in houses due to fall in student numbers and the availability of purpose built student accommodation.

He also raises the issue of the storage of Council waste bins concerned that if the plot extends past the current railings and alley gate thus narrowing the access route to the back of Brailsford, where would bins be placed. Concern has also been expressed that there is a water main under the proposed plot and if developed [there would be a] potential interruption of the water supply. He states that as chair of the local residents group he would welcome families to move into the area but as stated there are already properties for sale or rent and he sees no need for further development at present and that the area is blighted by "for rent" signs as it is.

4. A local resident objects to the proposal on the grounds that both Braemar Road and Brailsford Road are already suffering from the many number of houses which are

empty. He is concerned that many houses stand empty due to an over-supply of student housing in the area. He is also concerned about the loss of the bin store and fears that they could be stored elsewhere on the road where they would clog the street and reduce residents' habitability.

He concludes by stating that there is not one compelling reason why this planning application should go forward.

5. A neighbour objects to a new building being built on common land, not owned by the builder. She states there are many empty properties in the street already and that a new house is not needed. She is concerned that permission will set a precedent for prospectors to "grab" common land all over Manchester and build for financial gain.

She says that as a resident of Brailsford Road she feels we need more enrichment of the environment - with trees and gardens - rather than more density of houses.

She has experienced at first hand a developer attempting to take the piece of land next to her house which residents objected to and that the land is now a garden.

6. A resident objects on the grounds of increased pressure on parking and concerns about where bins will be located. He writes that building another house will also generate more cars and that the road struggles at the moment as the garage at the end of the street causes havoc most days and fills the street with cars it's working on. This means people living in the houses have to park further down.

Ward Members – Councillor Hennigan objects to the application. Comments:

He cites that any approval of the proposal will set a dangerous precedent for future 'land grabs.' He also raises a concern about how residents will access Council bins should they be moved into the alleyway as they are currently stored on the site.

Highways - Highways Services note that the proposed new property will be located on an area of land which is currently used as a bin store for a number of properties. They consider it would be useful to identify who owns the land, who requires access to the bin store and how the bin store will be accessed following the construction of the new property.

They note there will be no off street parking associated with the property but that an on-street unrestricted parking area is located opposite the property which increases on-street parking capacity on Brailsford Road.

Finally, they advise on the need for the existing lamp post positioned on the adopted footpath directly adjacent to the proposed property to be relocated.

United Utilities - United Utilities will have no objection to the proposed development providing specific conditions are included in any planning permission granted. These conditions are as follows:-

- No surface water from this development is discharged either directly or indirectly to the combined sewer network

- This site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge a SUDS system as stated on the planning application form to meet the requirements of the National Planning Policy Framework (PPS 1 (22) and PPS 25 (F8)) and part H3 of the Building Regulations
- A public sewer crosses this site and we will not permit building over it. We will require an access strip width of 6 metres, 3 metres either side of the centre line of the sewer. With reference to this point, the applicant has entered into correspondence with the public utilities provider to establish their planning requirements. United Utilities have confirmed that they do not object to the application as the sewer is protected by Building Regulations and can be dealt with at the building control stage of the application. This would entail establishing the location of the sewer and entering into a Build Over Agreement if necessary which is acceptable to the utilities provider.

Deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems.

Water

A separate metered supply to each unit will be required at the applicant's expense and all internal pipe work must comply with current water supply (water fittings) regulations 1999.

Environmental Health - Recommend conditions for noise, refuse and waste and wheel washing

Noise

Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from the local roads shall be submitted to and approved in writing by the City Council as local planning authority.

There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during early morning rush-hour periods and night time to determine the appropriate sound insulation measures necessary.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance.

Refuse and Waste

Before the development commences 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. 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.

New developments should have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required. A waste strategy has been submitted in line with other local households. Therefore, we recommend that this condition be discharged.

Reason - In the interests of amenity and public health

Wheel washing

All vehicles entering and leaving the site during the construction period are to pass through a wheel wash. Details of the wheel wash shall be submitted to and approved in writing by the City Council as local planning authority prior to the development commencing.

Reason - To ensure that the proposed development does not cause unacceptable amounts of dust in the vicinity and to ensure that local roads are kept clear of mud.

Greater Manchester Police - Any comments received will be reported to Committee

South Central Regeneration team - Any comments received will be reported to Committee

Contaminated Land Section – Condition for ground gas.

Policy

National Planning Policy Framework - March 2012

The NPPF was introduced in March 2012 as the overarching policy framework for England. It sets out the Government's priorities for the Planning system and is a material consideration in the decision-making process. It places emphasis on the three strands of sustainable development and its social, environmental and economic functions.

One objective of the Framework is the need for good design in the planning of new development. The Framework states that: Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

A key theme within the Framework's design advice is the importance attached to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Core Strategy 2012 - 2027 (adopted July 2012)

Manchester Core Strategy - 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 DM1 - Development Management

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, 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.

Issues

Housing Need - Population projections predict that households in Manchester will increase by 48,000 between 2009 and 2027 to a total of 257,000. The priority for the focus of growth is on the Greater Manchester conurbation and the Council considers it is necessary to plan for this growth through the delivery of housing units to attract new residents to the city.

The Council's commitment to the provision of new housing promotes a housing offer that meets the needs of a diverse and growing population in sustainable locations with good transport connections, that support regeneration and local services and which promote economic growth. The proposed new dwelling on this site therefore supports this policy objective.

Sustainability - Objective 3 of the Core Strategy policy H1 promotes the sustainable use of land where up to 90% of residential development will be built on previously developed land. The Council's aspiration is to diversify the housing offer in Manchester through a policy framework which supports economic growth, in particular the Sustainable Community Strategy target of creating a more balanced housing market by increasing levels of owner occupation from 46% to 60% by 2015.

The proposed dwelling would be situated in a sustainable location with good access to public transport routes and would be subject to meeting a minimum 3* BREEAM sustainability rating for new housing by way of a condition attached to any approval of the application.

The application proposal contributes towards both local and national sustainability objectives and is therefore considered acceptable.

Principle of use - The proposed dwelling seeks to re-use the plot of land that accommodated the original house which stood on the site and is of a similar size, scale and appearance to existing dwellings in Brailsford and surrounding roads. House widths along Brailsford Road vary by small degrees. The City Council's Ordnance Survey based GIS mapping data demonstrates widths of 3.5metres (nos. 136, 138 142 and 146 for example), 3.8metres (no.152), 3.9metres (no.144), 4metres

(no.140) and the site at 4metres. The Ordnance Survey map of 1922 shows the original house in situ which confirms the land was included for residential development in the original design of the street and was 4metres wide. This width is also confirmed in the 2009 alley gating scheme photos which fenced off the rear of the plot (application reference: 088939/V0/2009/N2).

The character of the area in which the site is located is residential and there are therefore no objections in principle to the proposed use.

The location of the proposed dwelling house is none the less heavily populated by a student population with many houses occupied on a lettings basis. The evidence base in Core Strategy policy H11 suggests there is a significant concentration of houses in multiple occupation in this locality which impacts on the supply of family housing and maintenance of stable communities. Against this background, the proposed single dwelling is acceptable.

Visual Amenity - The proposed development responds to the characteristics of existing properties within the street. It is proportionate to and in scale with the existing dwellings and comprises a two-storey dwelling of traditional design. The proposed development will be flush with the front building line of the existing terrace on Brailsford Road. A door and window are proposed at ground floor and single window at first floor, stone heads and cross-banding to the front elevation and a door and window at first floor to the rear elevation. There are no windows proposed in the gable end.

In urban design terms, the application is considered acceptable particularly as the existing gap was not conceived in the original design of the street (nor the gap further east adjacent no. 166). The Ordnance Survey maps from 1922 and later confirm that the only gaps which were designed into Brailsford Road and surrounding streets were for the alleyways, so any approval of this application will be a contribution towards reinstating the original design of the street.

As the design and appearance of the proposed dwelling responds to the aesthetics of the street, it is considered that the proposed new dwelling is acceptable and will not impact in any detrimental way on the character of the street or surrounding area.

Residential amenity - It is considered that a residential use would be acceptable in this location and would not create any more disamenity than currently arises from existing residential uses. The proposed dwelling would not create undue loss of light or give rise to overlooking opportunities to the detriment of neighbouring occupiers.

No additional windows are proposed in the return elevation so there are no privacy implications to consider.

The development proposes a rear yard that is consistent with the level of private amenity space provision found in neighbouring properties and provides space for a rear bin store within the rear yard which is considered acceptable.

Car Parking - No off-street parking is proposed and residents of the proposed development would park either on-street or in the designated parking areas facing

the site and further along Brailsford Road, as adjoining occupiers currently do. The application has been assessed by Highway Services and this parking arrangement has been deemed acceptable.

Boundary Treatment - The proposal is for a pavement fronted end of terrace single dwelling house that will retain the existing gated alleyway to the side for residents to access. A boundary treatment will only therefore be required to the rear of the property, the details of which are requested by way of a condition attached to any approval of this application. As there is an alleyway at the rear also, the existing arrangement of 2metre high brick walls which form the rear boundaries of other houses in the terrace and surrounding streets is considered the most suitable boundary treatment in this instance.

Access to Alleyway - The alleyway at the side and rear of the site was gated under an approved scheme in 2009. Gates front onto Brailsford Road for which residents have keys to gain access to the rear alleyway. This arrangement would be unaffected by the proposal although the gates may need to be set back for a new bin store (discussed below). The 4metre wide x 15metre long railings at the western and southern sides of the site would be removed as part of this proposal. The defensive function would otherwise be provided by the gable wall of the side of the proposed new dwelling and rear 1.8metre high brick wall.

Bin Storage / Land Ownership - In line with other dwellings on the Brailsford Road terrace, a bin store for the dwelling is proposed in the rear yard of the proposed dwelling which is acceptable.

An issue has arisen concerning the 4 - 5 no. 1100Litre Euro bins which are the property of the City Council and currently stored on the site in aluminium frames. The applicant's land searches and those of an independent tracer have not identified any ownership of the site which the application states last appeared on public records in 1957. It was believed that Harvester Housing Association owned the site but the applicant's approach to them with a view to purchase the land proved it was unregistered.

The application was therefore advertised in Manchester papers on the 2nd January 2013 and the application received by the Local Planning Authority on the 21st January 2013.

The Council's own search via the Corporate Property / Land Registry SIMR system has also concluded that the land is unregistered.

The retrospective application to gate the alleyways at the side and rear of Brailsford Road (Ref: 088939) from 2009 included photographic records which covered the site and adjacent alleyway. These demonstrate that at the time that application was submitted, the Council bins were not stored on the site.

The bin store would therefore need to be relocated as a consequence of any approval of the application. Alternative options include locating the bin store in the gated alleyway adjacent the site for which access would be restricted to residents with keys. A preferential option would be to set the alley gates back a few metres into

the alleyway so that bins remain effectively unsecured as at present. This solution has been adopted elsewhere in the neighbourhood; at Braemar Road (between no's: 131 and 133) and at two locations on Moseley Road. The bins in Braemar Road are against the gable wall of no. 133 and those on Moseley Road are against the gables of numbers 186 and 218. In all cases, the application makes it clear the gates have been purposefully set back 6.5metres to accommodate the bins.

According to the alley gating Design and Access Statement which approved the Braemar/ Moseley scheme (application reference: 094905/FO/2010/N2), the approved scheme was carried out in consultation with the Residents Association.

This solution would maintain the security of the alleyway and provide a convenient bin location that would not entail residents travelling any further to dispose of waste.

Secured by Design - The development would be expected to achieve Secured by Design accreditation for new dwellings. A condition requesting confirmation of this is therefore recommended to be attached to any approval of this application.

Disabled persons access - The proposal includes the provision of a level threshold and downstairs accessible WC (2.7m x 2.7m).

Impact of building works / Easement - The application has been assessed by United Utilities who have entered into correspondence with the applicant over easement arrangements. The utility provider has confirmed that it has no objection to the application and recommends the inclusion of Informatives advising of procedural matters for Building Regulations.

As with any construction, some degree of disturbance is to be expected for the duration of building work particularly from the effects of noise, dust, hours of work and mud on the road. Appropriate conditions would therefore be attached to any planning approval to safeguard the amenity of residents during the construction period.

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 Core Strategy and saved polices of 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. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a

decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 31 Declaration

The Council has worked in a positive and proactive manner with the applicant and agent / architect to guide the application through all stages of the planning process and to resolve any issues that arose in dealing with the application.

Reasons for Approval

The proposed development in a residential area and sustainable location, will contribute towards meeting a housing need and will not create significant and undue harm to residential or visual amenity or on neighbouring occupiers in terms of overlooking and overshadowing nor on the character of the street scene, in accordance with policies H1 and DM1 of the adopted Core Strategy for Manchester and with the general guidance contained within the National Planning Policy Framework.

Conditions to be attached to the decision

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:

Drawings: The drawings numbered; 02, 05 and 04 stamped as received by the City Council as Local Planning Authority on the 20th February 2013, 04 superseded by drawing reference 04 received by email on the 3rd April 2013.

Design and Access Statement stamped as received by the City Council as Local Planning Authority on the 20th February 2013 and the information contained with the email dated 3rd April 2013.

Reason - To ensure that the development is carried out in accordance with the approved plans pursuant to policy DM1 of the adopted Core Strategy for the City of Manchester.

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

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 DM1 of the adopted Core Strategy for the City of Manchester.

4) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from the local roads shall be submitted to and approved in writing by the City Council as local planning authority.

There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during early morning rush-hour periods and night time to determine the appropriate sound insulation measures necessary.

The internal noise criteria are as follows:

- Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq
- Individual noise events should not normally exceed 45 dB LAmax (BS 8233:1999)*
- Living Rooms (daytime - 07.00 - 23.00) 40 dB L Aeq
- Gardens and terraces (daytime)* 55 dB L Aeq

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance.

5) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least three star sustainability rating under the code for sustainable homes for those elements of the development which are residential in nature. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the buildings hereby approved are first occupied.

Reason - Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, EN4 - EN7 and DM1 of the adopted Core Strategy for the City of Manchester and the National Planning Policy Framework.

6) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) no part of the premises shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - 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 policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

7) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the development hereby approved is first occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with policy DM1 of the adopted Core Strategy for the City of Manchester.

8) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Councils 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 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.

When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City 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 DM1 of the adopted Core Strategy for the City of Manchester.

9) No 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 DM1 of the adopted Core Strategy for the City of Manchester.

10) The measures indicated on the approved drawings relating to the provision to be made for disabled people to gain access to all entrances to the dwelling house hereby approved and including level threshold, shall be fully implemented before the development hereby permitted is brought into use.

Reason - To ensure that satisfactory disabled access is provided pursuant to policies SP1 and DM1 of the adopted Core Strategy for the City of Manchester and the guidance contained within the National Planning Policy Framework.

11) Before the first occupation of the residential unit hereby approved all required arrangements shall be put in place to deal with the discharge and dispersal of foul and surface water.

Reason - In the interests of residential amenity pursuant to policies SP1, DM1 and EN8 of the adopted Core Strategy for the City of Manchester and the guidance contained within the National Planning Policy Framework.

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

Reason - In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

13) The details of an emergency telephone contact number for the contractors shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with policy DM1 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

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: 101482/FO/2013/N2 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:

BMBB Residents Association
Highway Services
Environmental Health
Contaminated Land Section
South Manchester Regeneration - Central SRF
Greater Manchester Police
130 Brailsford Road, Manchester, M14 6PY
132 Brailsford Road, Manchester, M14 6PY
129 Brailsford Road, Manchester, M14 6PZ
136 Brailsford Road, Manchester, M14 6QA
124 Brailsford Road, Manchester, M14 6PY
126 Brailsford Road, Manchester, M14 6PY
128 Brailsford Road, Manchester, M14 6PY
130 Brailsford Road, Manchester, M14 6PY
132 Brailsford Road, Manchester, M14 6PY
129 Brailsford Road, Manchester, M14 6PZ
131 Brailsford Road, Manchester, M14 6PZ
133 Brailsford Road, Manchester, M14 6PZ
135 Brailsford Road, Manchester, M14 6PZ
137 Brailsford Road, Manchester, M14 6PZ
136 Brailsford Road, Manchester, M14 6QA
138 Brailsford Road, Manchester, M14 6QA
140 Brailsford Road, Manchester, M14 6QA
142 Brailsford Road, Manchester, M14 6QA
144 Brailsford Road, Manchester, M14 6QA
146 Brailsford Road, Manchester, M14 6QA
148 Brailsford Road, Manchester, M14 6QA
150 Brailsford Road, Manchester, M14 6QA
152 Brailsford Road, Manchester, M14 6QA
154 Brailsford Road, Manchester, M14 6QA
156 Brailsford Road, Manchester, M14 6QA
158 Brailsford Road, Manchester, M14 6QA
160 Brailsford Road, Manchester, M14 6QA
162 Brailsford Road, Manchester, M14 6QA

Representations were received from the following third parties:

Contaminated Land Section
155 Braemar Road, Manchester, Manchester, M14 6PN

Relevant Contact Officer : Linda Marciniak
Telephone number : (0161) 234 4636
Email : l.marciniak@manchester.gov.uk