

Application Number	Date of Appln	Committee Date	Ward
113982/FO/2016	22nd Sep 2016	15th Dec 2016	Moss Side Ward

Proposal FULL APPLICATION for the erection of 1 no. part 5/part 6 storey apartment building, 1 no. part 2/ part 3 and 4 storey extra care apartment building, 4 no. 4 storey apartment buildings (total no. apartments including extra care: 204) and 54 no. 2 and 3 storey family houses with associated hard and soft landscaping, amenity spaces, car parking and works to public highways; and, OUTLINE APPLICATION for the siting and massing of a part 3 / part 4 storey health hub facility fronting onto Princess Road with associated car parking, with all matters reserved.

Location Site Bounded By Princess Road, Bowes Street, Broadfield Road And The Existing Alley Way To The South Linking Princess And Broadfield Road, Manchester, M14 7LS

Applicant Mr Chilton, Rowlinson Constructions Ltd, London House, London Road South, SK12 1YP

Agent Mr Riley, Buttress, 41 Bengal Street, Manchester, M4 6AF

Description

The application site measures approximately 2.47 hectares and is bounded by Bowes Street to the north, Broadfield Road to the east, 'The Avenues' (Alexandra Avenue, Elmswood Avenue, Regent Avenue, Yew Tree Avenue, Laurel Avenue) to the south and Princess Road to the west.

The site was historically home to the Stagecoach tram depot, which became a bus depot and Bishop Bilsborrow primary school.



(View of Stagecoach and Bishop Bilsborrow from Princess Road)

The land is currently cleared following the demolition of the former bus depot in 2011 (with the exception of an electricity substation fronting Bowes Street to be relocated as part of the redevelopment to Broadfield Road). The land is remediated and fenced. There is some self seeded growth on site and a group of 12 lime trees to the east fronting Broadfield Road. The site has accommodated meanwhile uses since 2011, in the form of a community garden and a temporary contractors compound.

The area within which the site is located is predominantly residential, consisting mainly of Victorian terraced accommodation. The area to the north constitutes refurbished two storey terraced housing and a number of two and three storey new build properties facing Bowes Street. To the south of the site are two storey terraced properties known as 'The Avenues' off Parkside Road.

The site lies within the Moss Side ward, to the south of Moss Side Local Centre. Located to the west of the development site is Princess Road, a main arterial route running in a north – south direction, into the City Centre and out to the M56 motorway, acting as a major transport corridor serving the city as a whole. Further to the west is the recently restored Alexandra Park.

Proposal



The planning application is a hybrid application for detailed and outline planning approval.

Detailed consent is sought for an apartment block fronting Princess Road, an Extra Care unit fronting Bowes Street and Elmswood Avenue, residential apartments fronting Bowes Street and housing north of 'the Avenues', fronting Broadfield Road, with associated road, car parking and landscaping.

Block A Part 5, part 6 storey 40 No. apartment building fronting Princess Road
33 x 2 bed, 5 x 1 bed, 2 x 3 bed
To include 2 No. A3 units at ground floor fronting Bowes Street and Princess Road
16 car parking spaces on plot and 5 street spaces, 47.5%
41 Cycle Parking Spaces (103% per unit – 53% per bed space)
Balconies provide private amenity space.

Extra Care Part 2, part 3, part 4 storey 72 No. Extra Care apartment building with associated care

19 x 2 bed, 53 x 1 bed
22 car parking spaces on plot and 14 street spaces, 50%
46 Cycle Parking Spaces (64% per unit – 51% per bed space)
Private and communal amenity spaces (in the form of balconies,
a garden and a private terrace)

Blocks B, C, D, E 4 No. 4 storey 92 No. apartment buildings fronting Bowes Street
48 x 2 bed, 44 x 1 bed
54 on plot and 20 on street spaces. 80%.
104 Cycle Parking Spaces (113% per unit – 74% per bed space)
Private amenity spaces

Total number of apartments, including Extra Care is 204.

54 No. 2 and 3 storey houses with 32 car parking spaces on plot and 22 on street spaces, 100% allocation, with secure internal bicycle parking, making the total number of residential units proposed 258.

Outline consent is sought for the siting and massing of a part 3, part 4 storey Health Hub facility with associated car parking (86 spaces) and vehicular egress onto Princess Road.

4 no. new vehicular and pedestrian highways would link Bowes Street to 'The Avenue' to the south.

The existing alleyway running east (Broadfield Road) to west (Princess Road) alongside the side gables of the properties on 'The Avenues' would be retained.



(3D Visual from above)

Consultations

The proposal has been advertised in the local press (Manchester Evening News) as a major development and a site notice was displayed at the application site. Notification letters have been sent to an extensive area of local residents and businesses.

The Central Neighbourhood Team held an additional consultation event to the statutory consultation process on the 19th October 2016. Planning extended the statutory deadline for comments to take into account additional comments that arose from the consultation event.

Objections have been raised by residents from 29 No. addresses, suggestions have been made by residents from a further 6 No. addresses.

A change.org petition with 72 signatures (at the time of the preparation of this report) has also been submitted with the title: More communal green space in Moss Side (Bowes Street).

The comments received are summarised as follows:

- Do not break through to 'The Avenues', there is no need to physically link the roads, do not want a 'One-way' system, there will be an increase in the amount of traffic and crime in 'The Avenues.'
- Do not lose the trees on Broadfield Road, they provide a habitat for bats.
- There should be traffic calming to Bowes Street, Broadfield Road and Parkside Road.
- A communal green space will provide a better quality of life for local residents, a stronger community, and a healthier local environment. Specifically, new communal green space would offer:
 - a local space for children to play without crossing an arterial route;
 - an addition to play provision that is over subscribed;
 - a focal point for community events, promoting social inclusion and tolerance;
 - a chance for new and old residents to meet, increasing stability and integration;
 - reduce population density in the new development;
 - a break from concrete and tarmac in the urban neighbourhood.
- Queries about landscaping and maintenance.
- Queries about the sustainability performance of the buildings proposed.
- Comment that the buildings must be of quality.
- High density development, increasing the population without infrastructure.
- Lack of parking. Will this lead to parking in 'The Avenues'?
- Overlooking to 1d Bowes Street and loss of light to properties on Bowes Street associated with the heights of buildings, 4/5/6 storeys.

- Transient population in flats, clause should be added to contract of buyers to commit to homes for a period of three years.
- Increase in litter.
- Will there be flooding in 'The Avenues' as a result of development?
- What plans are there for the alleyway to the end of 'The Avenue', is there any scope for resurfacing, lighting, alleygating schemes for 'The Avenues.'
- There should be a turning facility on Regent Avenue.
- The scheme must include the Health Hub.
- Could the scheme include a family surgery, a dentist, a gym and social housing?

Highway Services

Context - The site is located in the Moss Side area of Manchester. The site is considered accessible by public transport via bus services on Princess Road. Adopted highway extends to the back of footway around the perimeter of the site. The pedestrian/cycle route running between Broadfield Road and Princess Road along the southern boundary of the site is also adopted highway.

Trip Generation - TfGM have reviewed the trip generation information within the Transport Assessment.

- o 54 Houses, 32 on plot and 22 on street spaces. This represents a 59% and further 41% allocation respectively.
- o 92 apartments, 54 on plot and 20 on street spaces. This represents a 59% and 21% allocation respectively.
- o Extra care facility, 22 on plot and 14 on street spaces. Only 1 disabled bay appears to be proposed in the car park and this is considered low given the type of facility proposed.
- o GP surgery, 86 spaces including 3 bays/consulting room and 1 space per 2 staff. This is a 100% allocation. There are 6 disabled bays proposed (7%) this is considered appropriate.

It is recognised that car ownership levels are low in the area, with the data from the 2011 Census indicating that circa 60% of Moss Side residents do not have access to a private vehicle. The residential car parking provision is considered low, however when considering the census data and the provision of on street car parking, the level of provision is low but not considered unreasonable.

Car Park Survey

A car parking survey has been provided for Bowes Street and the side roads to the north of Bowes Street. It is noted that no survey has been undertaken to the south of the site. It is expected that any overspill parking to the south will be minimal as car ownership levels are low in the area.

The survey to the north of the site indicates that there is some spare capacity on Bowes Street but on the northern side roads there are few spaces.

Highway Safety

A review of the personal injury accident data for the past 5 years has been undertaken.

Highways confirms that given the size of development, trips generated and the accident history that the agent should undertake the modelling as recommended by TfGM and based on the results consider measures to improve safety at the Princess Road/Bowes Street junction.

Speed surveys were undertaken that indicate that vehicles speeds on Parkside Road and Bowes Street are significantly higher than the 20mph speed limit. A traffic calming scheme is proposed for Bowes Street that incorporates giveaway features.

The proposals are considered acceptable in principle subject to detail design as part of a S278 agreement with the highway authority.

There appears to be existing traffic calming on Broadfield Road in the form of speed cushions and there is a set of cushions adjacent to Stagecoach site. Broadfield Road is also subject to a 20mph speed limit. This would be considered a sufficient degree of calming for this street.

Bus Layby

With regard to the car park egress into Princess Road, if this is considered essential to deliver the scheme, we would require an appropriate visibility splay for vehicles existing onto Princess Road, when there is a bus in the downstream stop.

Pedestrians/Cycles

It is agreed that the existing pelican crossing on Princess Road (South of Bowes Street) should be upgraded to a Puffin or Toucan crossing to link in with the cycle routes in Alexandra Park. This should be ensured by way of planning condition. A S278 agreement with the Highway Authority will be required to undertake these works.

Dropped crossings and tactile paving is proposed across the proposed side roads on Bowes Street. It is recommended that dropped kerbs and tactile paving is also provided across the access points to the car parks.

The applicant makes reference to 2m footways. These should be maintained throughout and around the site.

Highway Layout, S278 Highways works and S38 Adoption

For the roads requiring adoption, a S38 Agreement (Highways Act 1980) will need to be entered into between the applicant and MCC to ensure that all elements of new highway infrastructure are constructed to acceptable and adoptable standards. This includes; layout, drainage, street-lighting, surfacing, stats etc.

Depending on the highway materials proposed the applicant may need to agree a commuted sum as part of the adoption agreement, similarly for any new trees that require adoption.

The proposed external works will also require that a section 278 highway agreement is entered into with the Highway Authority, the funding and installation/construction costs will come entirely from the applicant/developer. Due to the expected increase in footfall and the extensive works proposed, the Highway Authority would require that the whole footway is renewed contiguous to and adjacent to the development boundary.

A highway treatment at the point where the cycle /pedestrian route meets the highway is considered appropriate. The preferred arrangement will require further

discussion / agreement as part of the S 278 Highways works agreement.

Car Park Layout

The proposed residential car park layouts appear acceptable in principle, subject to bays being a minimum 2.4m wide x 4.8m length separated by a 6m aisle width (disabled bays should be 3.6m x 6m). It appears that 1 disabled bay is proposed in each of the residential car park areas, this allocation is considered appropriate.

TROs

It is noted that there are existing TROs at the junction Princess Road and into Bowes Street on both sides up to around Hartington Street. It is proposed that these TROs will be amended to facilitate the proposed car parking along the Southern kerbline of Bowes Street. New TROs are proposed at the junctions of the side roads with Bowes Street.

This will assist with maintaining sight lines at the junctions. The detail of the amendments and new TROs will be agreed as part of the S278 detailed design agreement with the Highway agreement.

Travel Plan

The submitted framework travel plan is considered acceptable in principle and it is recommended that this is extended and produced to a full travel plan within the first six months of the development becoming occupied. A suitable planning condition setting out this requirement is therefore recommended.

To encourage sustainable travel, a car club bay is proposed on Bowes Street at the western end of the site. The exact location of the car club bay should be agreed as part of the S278 agreement.

Electricity Substation

There is an existing electricity substation located on the northern boundary of the site. It is proposed that this will be relocated to the eastern boundary of the site on Broadfield Road.

A vehicle crossover is provided adjacent to the proposed substation. The proposal to relocate the substation will be subject to the agreement with the relevant utility company.

Construction

A construction management plan is required to be submitted for the approval of the LPA prior to any construction works commencing which may impact on the adopted highway and this is also requested to be set as a condition of planning.

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

Environmental Health – Recommended conditions relating to Deliveries, Fumes, Hours, Lighting, Acoustic Insulation, External Equipment Insulation, Refuse, Air Quality and Contaminated Land.

Neighbourhood Team Leader (Arboriculture) – Have visited the site and viewed the associated documents and comments can be summarised as follows:

G2, G3, G4 consist of mixed species groups of self-set trees of little amenity value
We would have no objection to the proposed works to G2, G3 and G4.

G1 is a group of semi-mature Lime trees positioned on Broadfield Road.

This part of Moss Side Ward has traditionally been an area of terraced housing without gardens and open space. As a consequence the opportunities to grow and plant trees have been almost none existent.

This row of mature Lime trees is a unique feature in the entire area from Princess Road in the west right through to Yew Tree Road in the east. It would be extremely unlikely that any would ever arise in this area to replicate this row of trees if they are removed.

This row of trees are a significant feature in the local streetscape and offer high visual amenity for local residents and the general public using this road.

Given the above object to the removal of G1.

Corporate Property - Any comments received will be reported to Committee.

Housing Strategy Division – Comment that the applicant has worked closely with Strategic Housing and express their support for the application

MCC Flood Risk Management – Have no objections subject to the imposition of conditions relating to surface water drainage works and the management and maintenance of works.

Central Neighbourhood Team - Any comments received will be reported to Committee.

Greater Manchester Police – Comment that the applicant has liaised closely with the applicant when devising the proposals for the site. A Crime Impact Statement accompanies the application. The application is supported subject to compliance with the recommendations of the statement.

Transport for Greater Manchester – Sent their comments for a collated response to Highway Services

Greater Manchester Ecology Unit – Have no objections to the proposals on ecological grounds.

The Avenues Residents Association - Any comments received will be reported to Committee.

United Utilities – Have no objections to the scheme subject to the imposition of conditions relating to Foul Water and Surface Water. The connection to the Foul Water system is controlled by United Utilities. Surface Water is considered by the Flood Risk Management Team as above.

Land Interest - The City Council has a land interest in the site. Members are reminded that in considering this matter they are discharging their responsibility as Local Planning Authority and must disregard the City Councils land interest.

Environmental Impact Assessment – The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require and Environmental Impact Assessment (EIA) to be undertaken.

The nature of the proposal falls within “Urban Development Projects” being one of more than 150 residential units. The City Council has adopted a screening opinion in respect of this matter to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that there will not be significant environmental impacts associated with the proposed development and where there are impacts these will be of no more than local significance. It is concluded that an Environmental Statement is not required.

Issues

Policy

The Development Plan

The Manchester Core Strategy (2012)

The Manchester Core Strategy was adopted on the 11 July 2012.

The application site has no formal allocation within the Core Strategy.

Strategic Objective 3 - Housing is of relevance:

Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.

The relevant policies within the Core Strategy are as follows:

- SP1 - ‘*Spatial Principle*’
- H1 - ‘*Overall Housing Provision*’
- H5 – ‘*Central Manchester*’
Central Manchester, over the lifetime of the Core Strategy, will accommodate 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed use schemes.
- H8 – ‘*Affordable Housing*’
- H10 – ‘*Housing for people with additional support needs*’
- T2 - ‘*Accessible areas of opportunity and needs*’
- EN1 - ‘*Design Principles and Strategic Character Areas*’
- EN4 - ‘*Reducing CO2 emissions by enabling low and zero carbon development*’
- EN8 - ‘*Climate Change*’

- EN16 'Air Quality'
- EN19 - 'Waste'
- DM1 - 'Development Management'

Unitary Development Plan (UDP) for the City of Manchester (1995)

The relevant extant policies in the UDP are as follows:

- Extant Policy DC2a.1 and DC2b.1 'Special Needs Housing' (Special Needs and Supported Housing Supplementary Planning Guidance 1998)
- Extant Policy DC7 - 'New Housing Development'
- Extant DC26 – 'Development and Noise'

The National Planning Policy Framework

The National Planning Policy Framework (NPPF) was ratified by central Government in March 2012.

The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).

Paragraph 8 of the NPPF goes on to state that these roles should not be undertaken in isolation:

"...to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system"

Paragraphs 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Some of the documents main themes are:

1. Building a strong, competitive economy
2. Delivering a wide choice of high quality homes
3. Requiring good design
4. Conserving and enhancing the natural environment

Supplementary Planning Documents & other guidance

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. The following chapters are relevant.

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

- Chapter 6 '*Parking Guidelines*' – provides guidance on how to prioritise pedestrians, disabled people, and cyclists above the needs of the car. In particular, it provides detail of matters which must be taken into consideration in designing the location and design of parking facilities;
- Chapter 8 '*Community Safety and Crime Prevention*' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- Chapter 11 '*The City's Character Areas*' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Draft Manchester Residential Quality Guidance (July 2016) – On 29th June 2016 the City Council's Executive Committee has agreed the draft Manchester Residential Quality Guidance for consultation. As such, the document is a material planning consideration in the determination of planning applications and weight should be given to this document in decision making. However, given that this documents is only at the consultation stage the weight that can be give to it should be more limited than that of the adopted documents.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of a successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhoods and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

It is considered that the proposals are broadly in keeping with the aims and objectives set out in the draft guidance, compliance with which is set out within the considerations of the merits of the proposal as set out below.

In terms of space standards, the document seeks to underpin the City Council's ambition to create sustainable and popular neighbourhoods where people want to live and, at the same time, to contribute to raising the quality of life in the City. The draft documents seeks to provide clear direction to all those involved in the development of, the construction of and management of new homes in the City.

As a basis for assessing new residential development in Manchester, in March 2015, the Executive Committee adopted on an interim basis, the London Housing Design Guide Space standards, pending the preparation of specific guidance for the City. The new London standards and guidance are intended to encourage provision of enough space in dwellings to ensure homes can be flexibly used by a range of residents. They also aim to ensure that space can be sensibly allocated to different functions, with adequate rooms sizes and storage integrated into the planning.

The draft Manchester Residential Quality Guidance document now provide specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances.

The National Described Space Standards set out minimum gross internal areas (GIA) for new homes. This is based on the number of occupants the dwelling is designed to accommodate and the number of storeys within a dwelling. For example, in a development containing typical apartments, a 1-person apartment (open plan studio) would be expected to have a minimum GIA of 37 sq.m and a 1-bed, 2 person apartment would have a minimum GIA of 50 sq.m These recommendations include an allowance for storage and circulation.

The scheme would be compliant with the National Space Standards.

Central Manchester Strategic Regeneration Framework (SRF)

This document defines the needs and priorities for Central Manchester in order to prioritise investment and activity and align them with the major opportunities to deliver a sustainable future for the area.

Moss Side and Rusholme District Centre Local Plan 2007

The site is defined as being within the Moss Side Renewal Area in the Moss Side and Rusholme District Local Plan. The document states that the “Stagecoach Depot on Princess Road together with the Bishop Bilsborrow site and the area to the north of Bowes Street would be suitable for residential use.”

The Bowes Street neighbourhood is noted as being an area of high density, older terraced housing that has a built up character.

The redevelopment of the Stagecoach Bus Depot and Bishop Bilsborrow School sites is identified as a “major opportunity to provide diversity of housing form and type, to increase north-south connections within the area and to improve its overall environmental amenity” enhancing “the frontage to Princess Road, the prominence of the location giving an important signal of the regeneration of Moss Side.”

Principle

The schemes Contribution to Regeneration

Regeneration is an important planning consideration. The site is a prominent cleared site. The scheme for redevelopment would be consistent with a number of GM Strategy's key growth priorities by delivering appropriate housing to meet the demands of a growing economy and population. It would therefore help to promote sustainable economic growth.

The redevelopment of the site would provide much needed housing in the Moss Side area. It would create employment during construction along with permanent employment from the proposed uses. The high quality development proposed would contribute to the creation of a sustainable neighbourhood in this part of the City.

The development would provide for a mixture of housing tenures including market rental (under one management company rather than let to individuals) and retirement properties (64 to rent and 8 to buy on a shared ownership basis) with on site care provision. This would be complemented by the inclusion of the health hub, which would fit within the wider neighbourhood context.

The housing offer would compliment the housing market in this area and is consistent with the Core Strategy, which states at 9.25 that the emphasis will be on increasing the availability of family housing and diversifying housing stock in mono-tenure areas, and approved Strategic Regeneration Frameworks.

The proposal is in accordance with the Councils approved guidance in relation to affordable housing policy H8.

Scale and massing

The built form takes the form of high density apartments, retirement units and family housing. The density of the development is comparable to that of the surrounding area.

The surrounding residential property is predominately two or three storey in scale. However, the development site sits to the south of Moss Side Local Centre fronting Princess Road, an arterial route into Manchester City Centre.

The height of the health hub at 3-4 storeys and apartment Block A at 5-6 storeys, to the corner of Bowes Street and Princess Road would provide a strong frontage along the arterial route of Princess Road. An active ground floor engagement is provided to the Princess Road and Bowes Street frontages by the A3 use proposed.

The scale of the Extra Care apartments and apartments fronting Bowes Street are acceptable having regard to the scale of the housing units recently constructed to the other side of Bowes Street as part of the refurbishment of the properties to the north.



(Properties to the other side of Bowes Street)

The scale of the housing proposed to 'The Avenues' extensions and facing Broadfield Road has regard to the height of the existing historic housing stock.

Where the Extra Care apartments run along the Elmwood Avenue extension, the scale of the building steps down to respect the height of the existing housing stock on Elmswood Avenue.



(View from Elmswood Avenue)

The height of the proposals would not adversely impact on the residential amenity of surrounding uses, particularly the properties on Princess Road, Bowes Street, Broadfield Road and 'The Avenues,' off Parkside Road. This is addressed later in this report.

Layout

The site is a large rectangular site. The buildings proposed front onto streets and reinforce the existing historic street pattern, providing interest and vitality to the street scene through visual and physical connectivity. Surrounding building lines are respected enabling surveillance of the development.

The pedestrian alleyway from Broadfield Road to Princess Road is maintained and will benefit from passive surveillance and direct overlooking from windows designed into the gables of the new dwellings proposed. There will be additional lighting to the link roads, which will improve lighting to the footpath.

Block A apartments relate to Princess Road, presenting an active A3 use at ground floor level, taking pedestrian access from Bowes Street and from a secure rear car parking courtyard.

The Extra Care Units front Bowes Street and the Elmswood Avenue extension, with pedestrian access from the Elmswood Avenue extension frontage.

The four further apartment buildings to Bowes Street, have pedestrian access from Bowes Street and from the secure car parking courtyards to the rear. Each block provides overlooking to the corner with Elmswood, Regent, Yew Tree and Laurel Avenue extensions.

Houses on the Elmswood, Regent, Yew Tree and Laurel Avenue extensions and fronting Broadfield Road are set back from the back of pavement with defensible space clearly defined by boundary treatment.

Permeability and Impact on the Highway Network

Developments should integrate into and contribute to a sense of place and encourage permeability of a site. At the time that the Development Brief for the redevelopment of the site was written, the advice provided to prospective developer partners was “access to the site should be via Bowes Street and Broadfield Road, with the highway layout, pedestrian links and cycle routes within the site being interconnected to create a permeable development.” It was noted that ‘The Avenues’ suffered a disconnect of routes to the north.

Historically ‘The Avenues’ to the south of Stagecoach and Bishop Bilborrow school were separated by a high level brick wall. ‘The Avenues’ have had the benefit of being cul-de-sacs, this is the largest single reason that objectors cite.

The design of the street pattern of the scheme proposed is aimed at integrating the new development into the existing community. Difficulties were generated with regards to Crime and Safety in respect of a number of other design solutions rejected through the evolution of designs for the site.

It is proposed that existing Elmswood, Regent, Yew Tree and Laurel Avenues are opened up to make through roads linking to Bowes Street. The roads would be made

one way, Elmswood and Yew Tree would be south bound and Regent and Laurel would be northbound.

Traffic calming measure drawings have been submitted as part of the application showing works to Bowes Street. Residents have queried whether or not the extent of the traffic calming measures can be increased to include 'The Avenues', Broadfield Road and Parkside Road. Highways officers have advised that no further traffic calming measures are necessary to Broadfield Road.

The off site Highways works will be the subject of a separate 278 agreement, which will have to be consulted upon separately. A condition is recommended that prior to the occupation of the development, a scheme of highway works, in order to provide an adequate pedestrian and vehicular environment in the vicinity of the application site, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The condition will require details of the one way system, traffic calming measures, traffic regulation orders, detailed design for the points where the cycle/pedestrian route meets the highway and the toucan crossing.

TfGM have requested that the applicant undertakes junction modelling which will inform any requirement for junction protection measures, which could form part of off site highway works to be secured by condition.

The approach described above is considered to be appropriate as this will allow for a permeable and integrated development with the neighbouring community. This is in line with the Guide to Development in Manchester.

Appearance

The draft Manchester Residential Quality Guidance states that new development should relate positively to its historical context; reinterpreting particular styles and detailing in a contemporary manner that can reinforce local distinctiveness and a sense of place. It is believed that the development proposals successfully achieve this.

The architecture of the surrounding urban form is predominately of brick construction with traditional tiled roof design. However, modern redevelopment schemes in the locality have used a modern pallet of materials to complement the historic urban form.

The proposed development has due regard to its siting and prominence on Princess Road, is of high visual quality and is responsive to its environs. Moreover it takes account of the surrounding context and takes a cue from recent redevelopment schemes in its aspiration to further enhance the appearance of the area.

The scheme uses a limited palette of materials, with a strong logic for the choices made. The scheme has selected the use of local materials to reinforce local identity.

The overall general background colour of the brickwork along the new streets would be red, relating to the existing palette of materials. The background colour would be matched by a contrasting buff brick on House Type 1, which is included in housing along Princess Road.

Hanging tile effect would be utilised to House Types 2 and 3, referencing existing materiality in the surrounding terraced streets.

House Types 1 and 4 would have brickwork detailing, varying from street to street, echoing the change in detailing to existing housing stock in the local area.

The apartments along Bowes Street and Extra Care apartments would be faced with red brickwork, with recesses in black and white, referencing materials present in the contemporary units fronting Bowes Street. The roof would be finished in standing metal seam and projecting bays clad in rain screen.

Block A apartment on the corner of Princess Road and Bowes Street would be finished in red brick for the five storey element with buff brick for the four storey element. Referencing the materials used throughout the development site and having regard to local character.

Black brickwork would be utilised on boundary wall treatments linking to the black brickwork of the boundary walls to the existing contemporary units fronting Bowes Street

Boundary Treatment

The scheme includes appropriate boundary treatment in the form of frontage boundary walls and walls with railings atop and boundary treatment to the rear to provide secure separation between the adjacent plots.



Street Scene looking west – new houses and apartments link Yew Tree Avenue to Bowes Street.

Car Parking

Block A 40 Units -16 car parking spaces on plot in a secure car park and 5 street spaces equating to 47.5% provision.

Extra Care 72 Units - 22 car parking spaces on plot in a secure car park and 14 street spaces equating to 50% provision

Blocks B, C, D, E 92 Units - 54 car parking spaces on plot arranged in separate secure car parking courtyards and 20 on street spaces equating to 80% provision.

54 No. 2 and 3 storey houses with 32 car parking spaces on plot and 22 on street spaces equating to 100% allocation. Although it must be noted that the on street parking spaces are not allocated for use by residents.

Inclusive of on street parking facilities the residential units would have 69% parking provision for the 258 residential units, without, on street parking, the provision would equate to 48%. (Some car parking in Block A would be available for the use of the ground floor A3 use, some of the car parking in the Extra Care car park would be available for staff parking, however, there is a reduced car parking need associated with the proposed use).

The Health Hub facility would have 86 car parking spaces, which accords with the standards set out for such a facility in the appendix to the Core Strategy. This part of the application is in outline only and layout is a reserved matter.

The development proposals adequately cater for the parking generation associated with such a development given the context and location on a major bus route. The area is characterised by on street car parking provision and the scheme will provide for sustainable modes of transport in the form of a City Car Club space and cycle parking provision.

The impact of car parking on the street scene should be minimised. For a pair of semi-detached properties, car parking should be positioned to the side. For an apartment scheme, car parking should be provided to the rear. Where small terraces of properties are proposed, car parking to the end units should be positioned at the side and where possible to the rear. Where unavoidable, any parking in front of the building line should be minimised in visual terms by each plot being of sufficient width to enable landscaped areas to be incorporated alongside the parking provision to break up areas of hard surfacing, and that robust wall and railing boundary treatment with gates be incorporated into the scheme to further minimise any visual intrusion from vehicle. The development has been designed to adhere as closely as possible to these development principles.

Trees and Landscaping



The principle of the retention of the group of 12 semi mature Lime trees fronting Broadfield Road was established at the stage where the Development Brief was prepared for redevelopment of this site. Unfortunately, the proposed scheme removes these trees.

At the time of the receipt of the application, following site visit and following the comments of the Arboriculturalist, it was requested that the applicant explore all avenues available to retain the trees fronting Broadfield Road. A number of the objectors cite the loss of these trees as part of their reason for objection.

The tree consultant employed by the applicant (TEP) responded that there was no potential for the retention of the group of trees and the proposed six properties facing Broadfield Road, as the two were incompatible due to the root system of the trees and damage which would be caused during construction.

The loss of these trees is regrettable, however, a recommendation is made, on balance, that their loss can be mitigated, in the interest of accommodating a coherent development scheme that underpins redevelopment of the area.

Landscaping can be used to soften the appearance of development upon the street scene. The scheme submitted shows a significant number of trees (175) to be planted, with a 6:1 replacement ratio. There are large areas of soft landscaping and shrub planting, with a green roof to a bin storage facility, however, it is the recommendation of the Head of Planning that a condition be imposed to state that notwithstanding the landscaping scheme submitted, the City Council requires an increase in the amount of tree planting. This planting should include a meaningful re-provision of appropriate species tree planting in the same location as group G1 that is to be lost.

Open Space

It is suggested by some residents that the trees referred to above could be retained and a 'pocket park' formed to provide play space / open space provision.

The development site sits opposite Alexandra Park, separated by Princess Road. Alexandra Park has been recently refurbished and is a significant asset to the community of Moss Side, with a wide range of recreational offers available.

The link to this resource by foot and by cycle would be enhanced by the provision of a Toucan crossing across Princess Road, at the expense of the developer (to be secured by condition).

The regenerative benefits of the proposal would outweigh the loss of trees and justification for additional open space at this location.

Amenity Space

Private amenity space is provided for each individual house. The apartments, including the Extra Care apartments proposed, provide access to communal, private and useable amenity space.

The amenity space is functional and satisfies the tests of the Guide to Development in Manchester SPD which includes space for outdoor play, recreation and drying of clothes and also provides a landscaped setting for the proposed buildings.

Residential amenity

The development is designed to minimise the impact of the proposals on surrounding residential developments. Careful consideration has been given to the relationship of buildings to neighbours, having regard to loss of light, overshadowing and privacy distances to prevent any overlooking.

One comment has been received from a property on the opposite side of Bowes Street expressing concerns relating to overlooking to a roof terrace and bathroom window from development above 2 storeys in height

There have also been concerns raised about loss of light to properties on Bowes Street associated with the height of the Extra Care apartment and apartments blocks B, C, D and E proposed.

The Extra Care apartments and apartment blocks B, C, D and E fronting Bowes Street measure 13.5m high and 11.5m high, which is acceptable in the context of the height of the buildings on the opposite side of Bowes Street.

The building separation distances across the road, at the nearest point, is 13.5m, this is to the side gable of one of the original terraced properties that was not demolished to accommodate a rebuild as part of the refurbishment of the terraces to the north.

For most of the length of Bowes Street the proposed separation distance front to front would be between 16-18m.

Looking at the wider context, the terraces around this area have a front to front distance of c. 11m. The distance front to front between existing housing stock on Broadfield Road is c. 16m.

In this context it is considered that the separation distance proposed is acceptable and would not give rise to any undue loss of privacy or overlooking.

The height of the proposals, when coupled with the separation distances provided would not give rise to an unacceptable loss of light to existing properties on Bowes Street.



Bowes Street Elevation

Objections have been raised with regards to the increase in comings and going of traffic and the possibility of an increase in on street car parking on 'The Avenues' associated with the opening up of the cul-de-sacs.

However, it is not considered that the level of traffic or car parking increase to the 'The Avenues' would be such that would cause undue harm to residential amenity or warrant withholding consent. The only cars likely to be passing down 'The Avenues' extensions would be those accessing the properties on those roads, all of which have access to curtilage and on street car parking spaces within the development site.

Cycle Parking

- Block A 41 Cycle Parking Spaces (103% per unit – 53% per bed space)
- Extra Care 46 Cycle Parking Spaces (64% per unit – 51% per bed space)
- Blocks B, C, D, E 104 Cycle Parking Spaces (113% per unit – 74% per bed space)

The 54 houses would have secure internal cycle parking for one cycle and private amenity spaces capable of accommodating further storage for bicycles.

The Extra Care facility would have a reduced cycle parking need associated with the proposed use, therefore overall site provision would therefore be 95% cycle parking provision. 70% per bed space, on the premise that the gardens of the housing could accommodate further bicycle parking. The development therefore performs well in this regard.

A considerable amount of cycle parking is shown indicatively within the ground floor plan submitted for the Health Hub, however, the layout is not a matter that has been submitted for consideration.

Waste Management

The development proposed caters adequately for its waste requirements and the location of refuse (including recycling) has been designed into the scheme. The siting of refuse areas will have the least possible impact on the visual amenity of the area.

The apartments have internal refuse stores (there is a separate waste area for the ground floor uses within Apartment Block A and the Extra Care apartment will have a separate refuse store building), refuse stores will be accessed from within the secure parking area by the management company. On collection day the relevant management company will be responsible for removing the waste bins from the internal storage areas and placing them (for a temporary period) at the back of pavement for weekly collection by the local authority / contractor.

Separate waste storage provision will be made for commercial waste from the Health Hub building, to be managed by the management company.

The street layout has been designed in order that waste vehicles will not be required to enter the secure parking areas and will not be required to reverse.

The 54 houses will have space available within the rear garden for 4 No. bins to be wheeled to the collection point on collection day by residents. The opening to the defensible space to the front of the property will not be large enough to accommodate bins, to prevent the presence of bins in the street scene.

Apartment Block A – 4 No. 1100 litre Refuse Waste, 2 No. 1100 litre Pulpable Recycling Waste, 2 No. 1100 litre Mixed Recycling waste, 1 No. 1100 litre Food Waste.

Apartments Blocks B, C, D, E – 3 No. 1100 litre Refuse Waste, 1 No. 1100 and 1 No. 240 litre Pulpable Recycling Waste, 1 No. 1100 and 1 No. 240 litre Mixed Recycling waste, 1 No. 140 litre Food Waste.

Extra Care - 8 No. 1100 litre Refuse Waste, 4 No. 1100 Pulpable Recycling Waste, 4 No. 1100 Mixed Recycling waste, 1 No. 1100 litre Food Waste, 2 No. 1100 litre Commercial Waste.

Sustainability

The residential development has been designed to meet a minimum of Code Level 4 equivalent for all residential units and BREEAM very good / excellent for the Extra Care facility and Health Hub. The supporting information submitted demonstrates a commitment to being energy efficient incorporating renewable technology into the development. Compliance with this approach is the subject of a recommended condition.

Designing out crime

The development proposals have been developed taking into account the principles of Secured by Design. Greater Manchester Police recommend that compliance with the Crime Impact Statement is conditioned.

Affordable Housing

The scheme for redevelopment of this site has been designed with meeting identified housing needs in mind. Strategic Housing have worked closely with the applicant to

look at particular needs in this locality. They have expressed their support for the application.

MossCare Housing Group will manage the Extra Care apartments, 64 of the apartments would be available for rent, 8 units would be available to buy on a shared ownership basis. The specific need for affordable housing provision for older people is set out in policy H8.

The four apartment blocks fronting Bowes Street would be marked rented properties, controlled by one management company in charge of facilities, estate, property and marketing.

Café - A3 Use

As referenced earlier in this report Apartment Block A to the corner of Princess Road and Bowes Street has an A3 use indicated at ground floor to provide a frontage that activates the street scene.

The total floorspace give over to A3 use would be 369m³. An A3 provision of this scale would not undermine the vitality of the Moss Side local centre that the site sits to the south of.

No details of the hours of opening of the premises are submitted, to be conditioned as part of any approval. Similarly no details of extraction from the premises has been submitted which would also need to be secured by condition.

Air Quality

The Council will seek to improve air quality within Manchester and developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

An Air Quality Assessment is included with the application. It considers the impact of the proposed development, both during construction and operation on local air quality and its subsequent effect on sensitive locations such as residential properties and educational facilities. It concludes that with a number of mitigation measures introduced, as outlined in the report, the significance of predicted impacts will be reduced. The residual impacts of the construction phase and implemented development are considered to give rise to negligible effects. The proposal would be highly accessible by public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development. A condition has been recommended to this effect.

Conclusion

The scheme proposed would provide a mix of housing types to meet an identified need and a community facility, to be delivered by a developer who has worked with the City Council to consult with the community on what the scheme should include. The developer has recently successfully delivered development in this community.

The regeneration benefits of the scheme proposed outweigh the loss of the trees to Broadfield Road and the perceived loss of amenity associated with the opening up of 'The Avenues' to the south. The scheme will deliver improvements to the wider area through the imposition of a condition relating to off site highway works. The scale and massing of the development responds to the site specific context and has regard to its relationship to neighbouring properties.

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. 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 35 Declaration

In assessing the merits of an application for planning permission officers will seek to work with the applicant in a positive and pro-active manner to seeking solutions to problems arising in relation to dealing with the application. Appropriate conditions have been attached to the approval.

Reason for recommendation

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. No above ground 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 only be implemented in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

3. The development hereby approved shall be carried out in accordance with the following drawings and documents:

09-09-2016 Planning statement on Market Rent Portfolio
20-09-2016 Affordable Homes Management Statement
5809.002 Bowes Street Arboricultural Impact Assessment_15 July 2016
5809.003 Bowes Street Manchester Ecological Assessment
8134 (01) 000 - Site location plan
8134 (01) 001 - Existing site plan
8134 (01) 010 - Demolitions and tree removal plan
8134 (01) 011 – Boundaries
8134 (04) 001 - Site Plan
8134 (04) 009 - Proposed Landscape strategy
8134 (04) 010 - Housing Type Plan - T1 (end)
8134 (04) 011 - Housing Type Plan - T1 (central)
8134 (04) 012 - Housing Type Plan - T1 (end alley)
8134 (04) 013 - House Type Plans - T2
8134 (04) 014 - House Type Plans - T3
8134 (04) 015 - House Type Plans - T4 (end)
8134 (04) 017 - House Type Plans - T4 (central)
8134 (04) 018 - Apartment Type Plans
8134 (04) 019 - Apartment Type Plans
8134 (04) 020 - Landscape finishes materials residential
8134 (04) 021 - Landscape finishes materials Healthcare
8134 (04) 022 - Landscape boundary treatments
8134 (04) 040 - Plant Room, Sub Station & Refuse
8134 (04) 041 - Sub Station Plans and Elevations
8134 (04) 207 - EXTRA CARE- Level 00
8134 (04) 208 - EXTRA CARE- Level 01
8134 (04) 209 - EXTRA CARE- Level 02
8134 (04) 210 - EXTRA CARE- Level 03
8134 (04) 211 - EXTRA CARE - Roof Plan
8134 (04) 710 - Health Hub Ground Floor
8134 (04) 711 – Block A – Apartments and Health Hub Floors 1 – 4
8134 (04) 712 – Block A – Apartments and Health Hub Floor 5
8134 (04) 713 – Block A – Apartments and Health Hub Roof Plan
8134 (05) 001 - ILLUSTRATIVE Site elevations
8134 (05) 002 - ILLUSTRATIVE Site elevations
8134 (05) 003 - ILLUSTRATIVE Site elevations
8134 (05) 004 - Site Elevations
8134 (05) 005 - Site Elevations
8134 (05) 006 - Site Elevations
8134 (05) 010 - House Type Elevations - T1 (end)
8134 (05) 011 - House Type Elevations - T1 (central)
8134 (05) 012 - House Type Elevations - T1 (end alley)
8134 (05) 013 - House Type Elevations
8134 (05) 013 - House Type Elevations- T2
8134 (05) 014 - House Type Elevations – T3
8134 (05) 015 - House Type Elevations - T4 (end)
8134 (05) 017 - House Type Elevations - T4 (central)

8134 (05) 018 - Apartment Type Elevations
8134 (05) 207 - EXTRA CARE – Elevations
8134 (05) 720 - Health Hub Ground Floor Elevations N&S
8134 (05) 721 - Health Hub Ground Floor Elevations E&W
8134 (05) 722 - Health Hub Outlined Massing
8134 (06) 010 - House Type Sections - T1 (end)
8134 (06) 011 - House Type Sections - T1 (central)
8134 (06) 012 - House Type Sections - T1 (end Alley)
8134 (06) 013 - House Type Sections
8134 (06) 014 - House Type Sections
8134 (06) 015 - House Type Sections - T4 (end)
8134 (06) 017 - House Type Sections - T4 (central)
8134 (06) 018 - Apartment Type Sections
8134 (06) 207 - EXTRA CARE - Sections
8134 (06) 720 - Section AA & BB
8134 (06) 721 - Section CC & DD
8134 (07) 001 - Street View 1
8134 (07) 002 - Street View 2
8134 (07) 003 - Street View 3
8134 (07) 004 - Site 3D View
088198-03-CAP-0100-PW-DR-I-001 GA PL4
088198-03-CAP-0101-PW-DR-I-001 Swept Path Analysis PL4
088198-03-CAP-0102-PW-DR-I-001 Swept Path Analysis PL4
088198-03-CAP-0700-PW-DR-I-001 Carriageways & footways PL4
088198-03-CAP-1200-PW-DR-I-001 Road markings & signage PL4
98415 Energy Statement Bowes Street 15-09-2016MH
160913 - Bowes Street TA Final RevA with TRACC.
Application Form
Bowes Street - Sustainability Statement - 16-09-2016MH
Bowes Street FTP Final RevA TRACC v2
External Materials 8134 (40) 001RR, 002RR, 003RR, 004RR, 005RR, 006RR
Geo Report
Methodology for Bowes Street
SSTC4-CAP-HML-00-RP-C-0002 Highways Statement (Rev 1 02-09-16)
Stage Coach Design and Access Statement

Stamped as received by the City Council as Local Planning Authority on 22.09.2016

Flood Risk Assessment and Drainage Strategy CS088198-FRA Rev 01 August 2016
Environmental Noise Survey & Assessment 16991-1-R1 02/11/2016
Air Quality Assessment Report prepared by Redmore Environmental 1338 R1 dated
11/10/2016

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

4. Notwithstanding the hard and soft landscaping scheme approved by the City Council as Local Planning Authority shown on drawings numbered 8134 (04) 009_Proposed Landscape strategy stamped as received by the City Council as Local Planning Authority on 22.09.2016, a further detailed landscaping scheme to include

more tree planting (specifically to Broadfield Road) shall be submitted to and agreed in writing by the local planning authority prior to the commencement of development. The landscaping scheme 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.

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 policies SP1, EN9 and DM1 of the Core Strategy.

5. The car parking layout indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the buildings hereby approved being occupied. The car parks shall remain in use at all times thereafter.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

6. The bicycle storage area indicated on the approved plans shall be implemented in full and made available for use prior to first occupation of the residential apartments hereby approved. The approved scheme shall remain available for use whilst apartments are occupied.

Reason - To ensure there is adequate bicycle parking provision, pursuant to policies DM1, T1 and SP1 of the Manchester Core Strategy.

7. The development hereby approved shall only be carried out in accordance with measures detailed in the Energy Statement and Sustainability Statement prepared by the Energy Council dated 15/09/2016, stamped as received by the City Council, as Local Planning Authority on the 29/09/2016.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework (NPPF).

8. 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) none of the apartments (not including the Extra Care apartments) hereby approved 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.

9. Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

10. The development shall be carried out in accordance with the Crime Impact Statement (2016/0370/CIS/01 Version A: 22/08/2016) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 21/09/2016. 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 Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

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; shall be erected other than those expressly authorised by this permission.

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

12. Prior to the occupation of the development, a scheme of highway works, in order to provide an adequate pedestrian and vehicular environment in the vicinity of the

application site, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

Details of the one way system, traffic calming measures, traffic regulation orders, detailed design for the points where the cycle/pedestrian route meets the highway and the toucan crossing

The approved scheme shall be implemented and be in place prior to the first occupation of the residential element of the development hereby approved and thereafter retained and maintained in situ.

Reason -To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

13. No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant policies EN14 and DM1 of the Core Strategy for Manchester.

14. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- (a) Verification report providing photographic evidence of construction as per design drawings;
- (b) As built construction drawings if different from design construction drawings;
- (c) Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant policies EN14 and DM1 of the Core Strategy for Manchester.

15. Prior to the first occupation the commercial unit, details of any roller shutters to the ground floor of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ. The roller shutter shall be opened/raised on Monday to Saturday 09:00 to 17:00

Reason - To ensure that the roller shutters are appropriate in visual amenity terms and provide an active frontage to Princess Road and Bowes Street pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

16. The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn, or as may be otherwise agreed in writing by the City Council as local planning authority. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved scheme shall be implemented in full prior to the first use of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

17. Prior to development commencing a local labour agreement relating to the construction phase of development, shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place thereafter.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

18. Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

19. Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences; any works approved shall be implemented before the use commences.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Reason - To ensure an adequate fume extraction system is put in place in the interest of visual and residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

20. The commercial unit and health hub shall not be open outside the hours to be agreed in writing by the City Council as local planning authority.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

21. The commercial unit and health hub shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties pursuant to policies SP1, H1 and DM1 of the Core Strategy.

22. Before the development commences a scheme for acoustically insulating the residential accommodation against noise from Princess Road; shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Reason - To secure a reduction in noise from Princess Road; in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

23. Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment to ensure that it achieves a background noise level of 5dB below the existing background (La90) in each octave band at the nearest noise sensitive location shall be 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. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

24. Notwithstanding the information contained within the Design and Access Statement, before the development commences a detailed waste management strategy (for all elements of the development hereby approved) shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved strategy shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the collection of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

25. Notwithstanding the air quality impact assessment submitted, a more detailed air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning authority.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect future residents from air pollution pursuant to policies SP1 and DM1 of the Core Strategy.

26. 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 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.

(a) The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the 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 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 development is occupied, then development shall cease and/or the 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 Section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

27. Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

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: 113982/FO/2016 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:

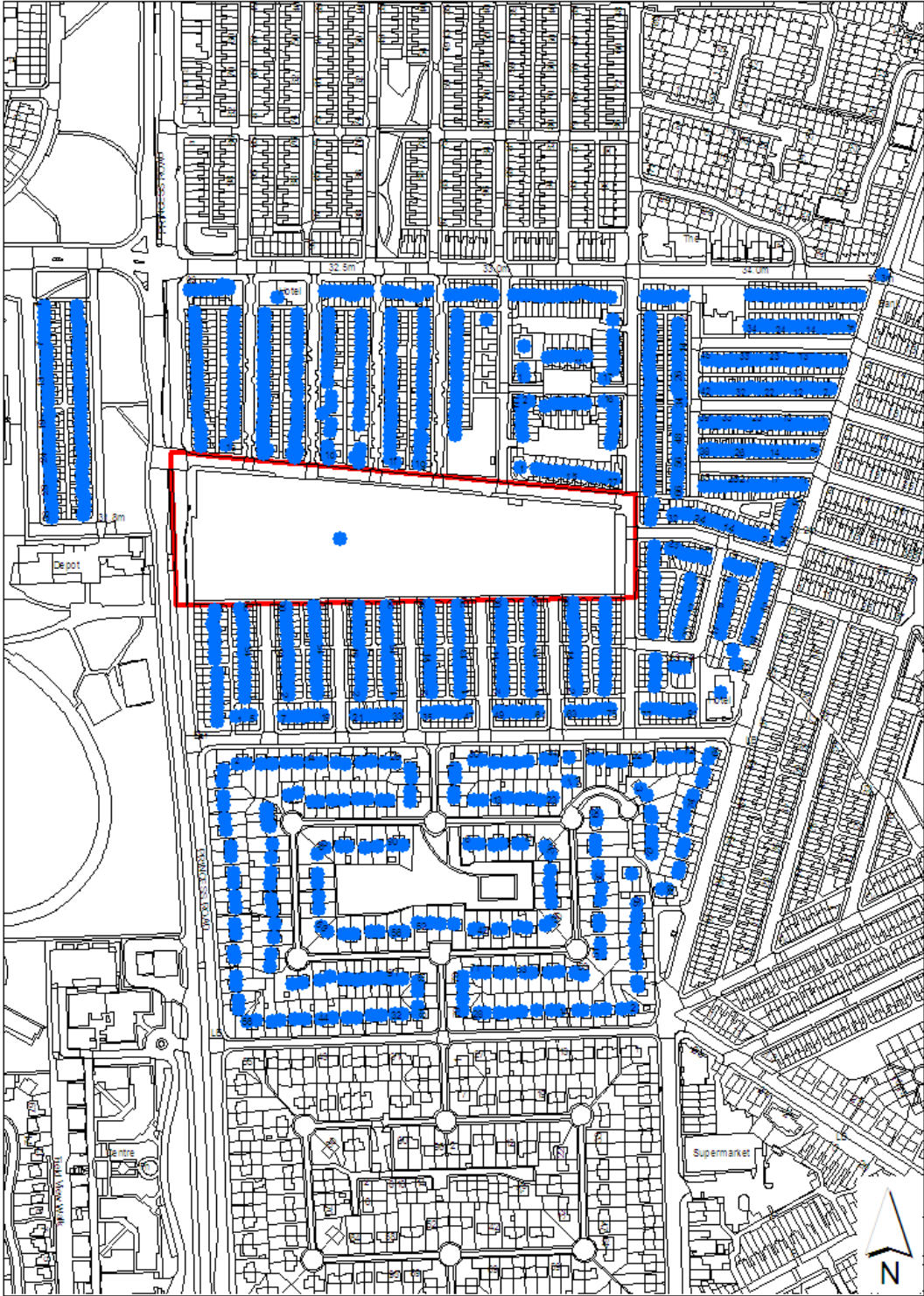
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
Housing Strategy Division
MCC Flood Risk Management
Central Neighbourhood Team
Greater Manchester Police
Transport For Greater Manchester
Greater Manchester Ecology Unit
The Avenues Residents Association

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

2 / 4 / 10 / 19 / 23 / undisclosed Laurel Avenue, Fallowfield, M14 7JW
11 / 23 Elmswood Avenue, Manchester, M14 7JR
5 / 27 Regent Avenue, Manchester, M14 7JQ
18 / 25 Alexandra Avenue, Manchester, M14 7JS
182 / 231 / 233 / 245 Broadfield Road, Manchester, M14 7JJ / 7JT
7 Yew Tree Road
Flat 3, 1 Bowes Street
141 Hartington Street, Manchester, M14 4RU
9 Burdith Avenue, Manchester, M14 7HX
151 Clinton Avenue, Fallowfield, Manchester, M14 7LQ
166 Claremont Road, Manchester, M14 4TU
125 / 139 Beresford Street, Moss Side, Manchester, M14 4RY
128 Hartington Street, Moss Side, Manchester, M14 4RU
67 Parkside Road, Moss Side, Manchester, M14 7JX
139, 155 Rosebery Street, Manchester, M14 4UU
1d Bowes Street, Moss Side, M14 4UZ
100 Caythorpe Street, Manchester, M14 4UH
128 / 146 / 148 / 152 Cowesby Street, Manchester, M14 4UW
97 Lower Seedley Road, Salford, M6 5NG
26 Smalldale Avenue, Whalley Range, Manchester, M16 7JH
27 Regent Avenue, Manchester, M14 7JQ

Relevant Contact Officer : Jennifer Connor
Telephone number : 0161 234 4545
Email : j.connor3@manchester.gov.uk



Application site boundary ● Neighbour notification
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