

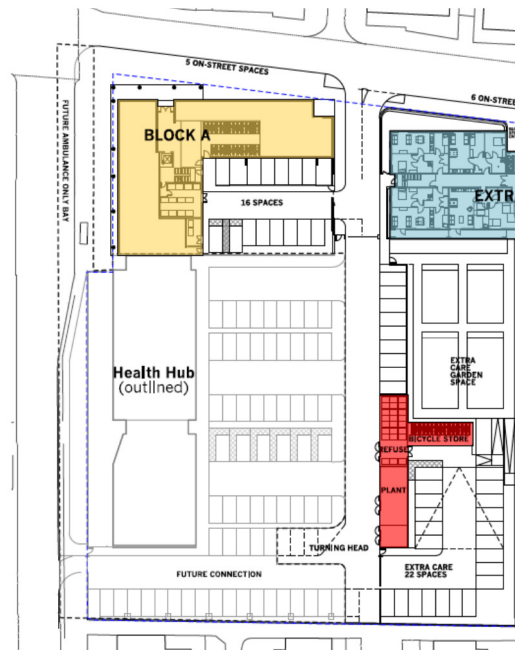
<b>Application Number</b>	<b>Date of Appln</b>	<b>Ward</b>
125776/FO/2019	21st Jan 2020	Whalley Range
<b>Proposal</b>	Erection of part 5, part 4 storey building to provide 40 No. apartment scheme with associated garden space, external drying area, refuse store, cycle store and car parking	
<b>Location</b>	Part Of The Former Stagecoach Site, Princess Road, Manchester, M14 7LS	
<b>Applicant</b>	Mr David Chilton, Rowlinson Bowes Street Ltd, London House, London Road South, Stockport, SK12 1YP	
<b>Agent</b>	Mrs Gwenno Jones, Buttress, 41 Bengal Street, Manchester, M4 6AF	
<b>Key Date</b>	Any further comments on this application to be received no later than 10.00am on 26 May 2020.	

### Description

The site lies to the frontage of the site of the former Stagecoach Bus depot to the east side of the Princess Parkway in Moss Side, just south of the junction with Bowes Street. The site is viewed when approaching Manchester City Centre from the south.

The site which measures 0.325 hectares forms part of a larger redevelopment site measuring 2.47 hectares, which was granted planning permission at the end of 2016 under planning application reference 113982/FO/2016, as follows:  
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.

The proposed apartment building would replace the previously approved Health Hub Facility. The Health Hub was approved in outline, in principal, with all matters reserved. A context plan is included below which shows the indicative positioning of the proposed health hub in relation to other parts of the scheme that were developed in detail and fully consented.



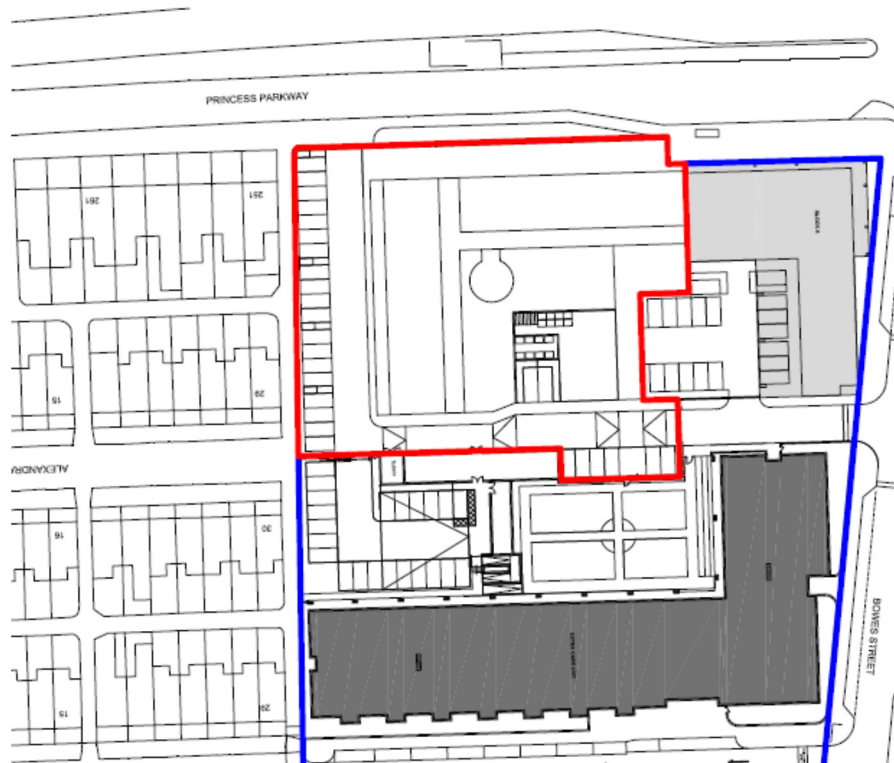
### Approved outline context plan

Development across the wider site is under construction, with the site that is the subject of this application used as contractor parking and for site cabins.

The site is bounded to the north by land to be developed as a private rented apartment block, to the east by a 78 bed Extra Care facility (currently under construction), to the south is an existing alleyway connecting Princess Road and Broadfield Road with terrace housing beyond and to the west is Princess Road with Alexandra Park beyond.

The proposal would be for 40 No. later living affordable shared ownership apartments aimed at the over 55's looking to downsize from their family homes (designed to the principles of Housing our Ageing Population Panel for Innovation HAPPI). There would be a 50/50 split of 1 and 2 bed properties, which would be managed by Mosscafe St Vincent's (MSV) housing association, who will also manage the adjacent Extra Care facility to the east with links between the two facilities.

The scheme includes vehicle and cycle parking, a secure residents' garden and a rooftop terrace garden.



## Site Context

## Site History



## Photograph of the site prior to the demolition of the bus depot

Planning application 113982/FO/2016 for the redevelopment of the former bus depot site was a hybrid application that gave outline approval 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.

## Consultations

The development was advertised in the Manchester Evening News as a major development. A site notice was placed next to the site boundary. A map showing the

extent of residents and businesses notified of the application is set out at the end of this report. Over 200 letters of notification were sent out.

11 objections have been received from 10 separate addresses relating to:

- The loss of the health hub previously planned in this location granted consent in 2016. With a high density increase in population there should be an increase in infrastructure provided. This reduction in facilities is a classic switch and bait tactic.
- Traffic should be considered, zebra crossing, traffic calming measures and regulation orders should be located on Bowes Street
- More bus services should be provided
- Neighbourhood consultation inadequate
- Inadequate provision for social interaction - quality open space including street tree planting, community resources, commercial spaces that the elderly could access would be more useful. This would accord with policy SP1 of the Manchester Core Strategy and the Manchester Residential Quality Guidance.
- Age segregation
- Scheme does not include enough sustainable features
- Issues with developer in the area with regards to road sweeping, which is noisy, noisy practices during construction and damage to pavements.
- The building at 5 storeys would dominate (visual pollution) and overlook surrounding housing and private amenity space and remove sunlight, it has a shortage of car parking spaces and would prevent a view of the park
- Scheme should improve lighting to the alleyway neighbouring The Avenues to prevent tipping and anti-social behaviour
- Balconies to the scheme would suffer from air pollution

One neutral comment was received requesting that pedestrian access for the elderly and cycling facilities ought to be improved.

### **Ward Members**

We are disappointed that the NHS decided not to participate in the community health hub which was originally proposed for the site and that therefore grant funding was lost for the development. We are very disappointed that this decision has not been communicated to local residents and an explanation given as to why the Health Hub could not be developed. Also that the developer did not carry out any pre-application consultation with the local community giving the opportunity to residents to understand and comment on the proposal, and how it has come about.

The availability of primary and community health care is already an issue in the area, the GP practices are quite a long way away, and the wider area is already being faced with significant socioeconomic disparities in health and well-being. The Health Hub, it was felt, would have had the chance to address those issues. Building health resilience is of the utmost importance as the current pandemic illustrates. We believe that there will be even greater future strain on local health services from the needs of the older population in this facility alongside the extra-care facility which is due to open shortly. We want to see this addressed as it is a huge disappointment for our residents and our future residents as well.

The area is also in need of a community space. It is hugely disappointing that the scheme does not include this provision, especially as it has been previously raised with the developer. There are a number of active residents groups in the area but there is no space for people to meet. The Moss Side allotments have been hosting meetings so far, but there is not sufficient space to accommodate the needs of a growing population and the thriving healthy community we all want this area to be. We all agree that this space is needed and would like further space to be provided wherever on the site if this is possible.

We are shocked that the plans indicate a perimeter wall and railings for the development. We feel very strongly against gated communities and firmly believe that walls and physical boundaries reduce the potential for intergenerational activity and for people to understand one another and commit themselves to any sense of common or collective purpose. The very foundations of citizenship are rooted in sharing, and we recommend that the walls and gates are completely removed from the design.

In terms of environmental standards, we welcome the principle of reduction of the need for energy through design features that provide passive heating, natural lighting and cooling, but they do not go far enough and are not in keeping with supporting the city's ambition to become zero carbon. We want the building to be an exemplar in terms of environmental standards, and of course the heating system proposed (gas boilers) falls very short of our ambition and the ambition we have for buildings in our ward. We want to see an electric heating and food cooking solutions, better windows to keep heating in, low carbon fittings and fixtures like LED lights and a higher percentage electric car charging points.

Finally we also want the planning team to explore how some of the electric charging points can be made available to the rest of the community.

## **Highway Services**

**Pedestrians -** It appears that the main pedestrian access is from Princess Road however the location of any additional pedestrian access points should be confirmed. A secure, safe route for pedestrians should be provided within and to/from the car park. 2m footways should be maintained on all pedestrian routes.

**Trip Generation -** The level of trips proposed is not expected to impact local highway safety or operation.

**Access -** Any works to the adopted highway will be subject to a S278 agreement with the highway authority. Dropped kerbs and tactile paving should be provided across the access. It is noted that the access is gated however the barrier is located a notable way along the access road so vehicles can stack off the highway.

**Car Parking/ELV -** There are 27 spaces representing a circa 68% provision. Two (7%) of the spaces are accessible spaces and 2 spaces are shown as car share bays. It is noted that 2 bays are allocated as accessible, given the type of accommodation it is recommended that the number of accessible spaces is increased - circa 5 spaces (20% allocation) seems more appropriate.

The proposed car park layout is acceptable in principle.

Car share bays are welcomed in principle however no details is provided regarding the operation of these bays - this should be confirmed.

It is proposed that 7 spaces will be provided with electric vehicle charging facilities.

Cycles - A cycle store is provided in the car park that accommodates 20 cycles, it is recommended that the store is increased to provide 27 spaces - 100% allocation. Confirmation is sought that the store will be adequately secured and weatherproofed.

Servicing - Bins are stored and collected within the site car park area. A swept path assessment has been provided for a circa 11.2m refuse vehicle which is acceptable in principle.

Travel Plan - To encourage sustainable travel, it is recommended that the development, submission, implementation and monitoring of full Travel Plans should be included in the conditions of any planning consent.

Construction - Some detail has been provided and this appears acceptable in principle. Should planning approval be granted then a construction management plan should be conditioned that includes detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway.

The document should also consider contractor parking and ongoing construction works in the locality. It is recommended that the above is conditioned and attached to any planning permission that may be granted.

It is recommended that the contractor avoids deliveries during peak times and road sweepers etc. should not be left idling on street.

### **Environmental Health**

Recommend conditions relating to construction management, external equipment and contaminated land. Environmental Health have assessed the information with regards to acoustic insulation, refuse and air quality that has been submitted to accompany the application and consider it to be acceptable subject to conditions.

### **MCC Flood Risk Management**

Conditions are recommended relating to surface water and maintenance of a sustainable urban drainage scheme. United Utilities have made the same recommendation.

### **Greater Manchester Police**

Recommend that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be added.

### **Policies**

## **Relevant Local Policies**

### **Local Development Framework**

The relevant development plan in Manchester is the Core Strategy Development Plan Document 2012-2027 (the “Core Strategy”), adopted in July 2012, and the saved policies from the Manchester Unitary Development Plan (UDP), adopted July 1995. The Core Strategy is the key document and 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. The proposals are considered to be consistent with the following Core Strategy Policies SP1, H1, H5, H8, EN1, EN4, EN9, EN14, EN16, EN17, EN18, EN19, T1, T2 and DM1.

Policy SP1 - Spatial Principles. This sets out the key special principles which will guide the strategy. Development in all parts of the City should “make a positive contribution to neighbourhoods of choice including creating well-designed places that enhance or create character, make a positive contribution to the health, safety and wellbeing of residents, consider the needs of all members of the community regardless of disability and protect and enhance the built and natural environment.”

The development would reuse previously developed land to improve the built environment and local character providing well designed housing choice for the elderly.

Policy H1 – Housing Provision. This policy identifies that approximately 60,000 new dwellings will be provided in Manchester between March 2009 and March 2027 equating to an average of 3,333 units per year although this rate will vary across the identified period. The policy identifies that the emphasis outside of the City Centre and the City's Inner areas is to increase the availability of family housing. It is expected that 90% of residential development will take place on previously developed land and sites in close proximity to centres and high frequency public transport routes. The application proposals would contribute to the overall provision of new residential units in the City on previously developed land in a sustainable location close to services and public transport routes. The proposals incorporate apartments. On this basis the proposals are considered to accord with the policy H1 of the Core Strategy subject to consideration of matters set out within the issues section of this report.

Policy H5 – Central Manchester Housing Policy. 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. The development proposals would accord with policy H5 of the Core Strategy.

Policy H8 – Affordable Housing. Policy states that affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The development would be above the site size threshold and would be above the unit number threshold.

Manchester City Council have a land interest and this is a specific product (affordable shared ownership homes) managed by Mosscafe St Vincent's Housing Association. The local planning authority can control the use of the development through a condition which deals with affordable housing.

Policy EN1 - Design Principles and Strategic Character Areas. The site historically has a building of recognised scale on site. The proposal a building that would be of a good quality design, and would enhance the character of the area and the overall image of Manchester. The positive aspects of the design are discussed in more detail below.

Policy EN4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development. The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN9 - Green Infrastructure. The development includes tree planting, landscaping, a residents garden and rooftop terrace garden.

Policy EN14 - Flood Risk. This is discussed in more detail below.

Policy EN16 - Air Quality. The proposal would be highly accessible by public transport.

Policy EN17 - Water Quality. The development would not have an adverse impact on water quality. Surface water run-off and ground water contamination would be minimised.

Policy EN18 - Contaminated Land and Ground Stability. This is discussed in more detail below.

Policy EN19 – Waste. The development would be consistent with the principles of waste hierarchy.

Policy T1 - Sustainable Transport. The development incorporates 7 No. 7KWatt electric vehicle charging points, with the infrastructure in place for residents to install their own charging points in future. There would be 30 cycle parking spaces equating to a 75% cycle parking provision which is considered appropriate in this instance. It is noted that there are 27 car parking spaces proposed for the 40 units and access to two shared vehicles, however there is a notable on street parking pressure in this locality and it is considered that the scheme does encourage a modal shift away from car travel to more sustainable alternatives.

Policy T2 - Accessible Areas of Opportunity and Need. The proposed development would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.



Policy DM1 - Development Management. This sets out the requirements for developments in terms of sustainability and outlines a range of general issues that all development should have regard to. Of these, the following issues are or relevance to this proposal:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Design for health;
- Adequacy of internal accommodation and amenity space;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- That development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- Accessibility to buildings, neighbourhoods and sustainable transport modes;
- Impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- Impact on biodiversity, landscape, archaeological or built heritage, green infrastructure and flood risk and drainage.

These issues are considered full, later in this report.

### **Saved UDP Policies**

DC26 - Development and Noise. States that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments.

It is considered that the proposal is consistent with the policies contained within the UDP.

### **National Planning Policy Framework**

The NPPF sets out the Government's planning policies for England and how these are expected to be applied and is a material consideration in the determination of all planning applications.

There are three overarching objectives to sustainable development: economic, social and environmental:

- an economic objective, contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation; and improved productivity ; and by identifying and coordinating the provision of infrastructure;
- a social objective, supporting strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built

environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

- an environmental objective, contributing to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, use natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused in locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context paragraph 110 states that applications for development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.

Paragraph 117 indicates that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Including giving substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

Paragraph 127 confirms that planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development; create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The NPPF states that where proposed development accords with an up-to-date Local Plan it should be approved. The proposals would create additional residential accommodation in a sustainable location and as set out in this report are indicated as being in accordance with the up to date Core Strategy Development Plan Document and therefore accord with the main principles and expectations of the revised National Planning Policy Framework.

## **Other Material Considerations**

### **Guide to Development in Manchester Supplementary Planning Document (SPD) and Planning Guidance (April 2007)**

Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. The SPD states that proposals should seek to ensure that the use of the building reflects their purpose and the place in which they are located. Development should enliven and define neighbourhoods and promote a sense of place. Development should have regard for the location of sustainable public transport and its proximity. In relation to crime issues, the SPD requires that prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and stewardship.

### **Residential Quality Guide**

Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

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

### **The Manchester Green and Blue Infrastructure Strategy (G&BIS)**

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

### **Central Manchester Strategic Regeneration Framework**

This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the greatest possible contribution to the City's social, economic and other objectives and identifies the Southern Gateway area, within which the site sits, as one of the main opportunities that will underpin the Framework, which is extremely important for Central Manchester, the city as a whole and the surrounding area. It is considered that the application proposals will contribute significantly to achieving several of the key objectives that are set out in the Framework, including creating a continually renewed urban environment, making Central Manchester an attractive place for employer investment, and changing the image of Central Manchester.

### **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 Bilborrow 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 Bilborrow 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.”

**Environmental Impact Assessment** - The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

The proposal is below the thresholds at Schedule 2 of the EIA Regulations and it is not located within a ‘sensitive area,’ as such, the proposals do not comprise ‘Schedule 2 development’ and a Screening Opinion was not sought.

Having taken into account the EIA Directive and Regulations it is therefore considered that an Environmental Assessment is not required in this instance.

## **Principle**

### **The schemes Contribution to Regeneration**

Regeneration is an important planning consideration. The site is a prominent site currently being used as a site compound as part of a wider regeneration scheme. 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 aimed at a certain age group in the Moss Side area. Moss Care St. Vincent’s Housing Association would manage the affordable shared ownership apartments. The level of existing social housing within Moss Side and Hulme, and within Moss Care and St. Vincent’s existing stock base, is significant. Diversification of the residential offer in a managed fashion, would complement the existing housing offer in accordance with policy H8.

The high quality development proposed would contribute to the creation of a sustainable neighbourhood in this part of the City.

A health hub was approved as part of the outline consent on this part of the wider development site. The health hub provision was aspirational and never detailed and is no longer proposed, which is regrettable. The loss of this facility has been the main focus of objections to the scheme, however, the local planning authority must determine whether or not the scheme submitted meets local and national policies in its own right.

It is acknowledged that the originally approved 258 units across the development site, and the inclusion of residential development on this part of the site would see that number increase to 298. Holistic development of areas must have regard to infrastructure and as such the City Council will continue to encourage the developer to accommodate a health use within the ground floor of apartment block at the corner of Bowes Street and Princess Road. Following discussions regarding facilities are to be made available for community use within the development to accommodate

residents' groups meetings. The applicant has stated that community use can be accommodated in the resident lounge fronting Princess Road. A condition is recommended to confirm the details of a community use agreement.

The housing offer would complement the housing market in this area and is consistent with the Core Strategy, which states that emphasis will be on diversifying housing stock in mono-tenure areas.

### **Affordable Housing**

The proposal is in accordance with the Councils approved guidance in relation to affordable housing policy H8 as it would comprise affordable shared ownership homes managed by Moss Care St. Vincent's Housing Association for purpose built accommodation for a specified occupant, a condition is recommended to secure this.

### **Economic Growth**

There is a commitment to the creation of employment during construction through a local labour agreement, this offer is documented in the application. There has been a local labour agreement in place for the development of the wider site. In the requirements of this agreement Rowlinson report monthly on Key Performance Indicators which include providing details of post codes for operatives living local to the development. There is also a commitment to employing local apprentices and work experience candidates working closely with the City Council Work and Skill Team. Rowlinsons support local community initiatives directly or through the City's Neighbourhood Manager for Whalley Range.

The proposed building would be utilised in association with the neighbouring extra care facility to be managed by Moss Care St. Vincent's and staff will be employed offering services to both buildings.

### **Climate Change**

An Environmental Statement accompanied the planning application, it sets out that the homes would be energy-efficient and well insulated, but also well ventilated and able to avoid overheating by, for example, passive solar design, the use of native deciduous planting supplemented by external blinds or shutters, awnings over balconies, green roofs and cooling chimneys.

- The building would have enhanced thermal efficiency of building fabric.
- The building would produce a 16% reduction in Carbon Emissions against Part L 2013 and 25% reduction against Part L 2010.
- Mechanical Ventilation with Heat Recovery (MVHR) will be provided throughout the building to recover heat from the apartments.
- Heating & Hot water will be provided by communal plant with CHP and high efficiency mains gas boiler systems. The CHP will be sized to provide the base domestic hot water load for the development to optimise running time.
- There would be an efficient lighting strategy.

There would be 7 No. 7kwatt electric vehicle charging points, with the infrastructure in place for residents to install their own charging points in future. 30No. secure and covered cycle parking spaces would be provided within the site boundary. As this is a private development it would not be possible in this context for the electric charging points to be accessible to the wider public.

It is considered that the building would perform well having regard to Climate Change targets, the level of cycle parking is considered to be appropriate given the type of accommodation proposed, which caters for the independent elderly and those with care needs. It is also noted that there is storage for mobility scooters shown on plan to enable residents to travel.

## **Scale and massing**

The amount of accommodation is determined by the scale and massing of the surrounding context.

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 and the wider development scheme includes a six storey building, known as Block A, proposed to the corner of Princess Road and Bowes Street.

Block A, on the corner of Princess Road and Bowes Street would remain the highest point on the wider development site, in reference to the former clock tower on site. The scheme that is the subject of this application would step down a storey, to five storeys, from Block A along the Princess Road elevation, and steps down another storey, to four storeys, as it turns the corner to the south facing block. A terrace roof garden of an open frame marks this transition with a semi open structure. The proposals would continue the strong building line to Princess Road.

The height of the proposals would not adversely impact on the residential amenity of nearby residential property, particularly the properties on Princess Road, Alexandra Avenue, Elmswood Avenue and Parkside Road. This is addressed later in this report.

## **Layout**

The units would take main pedestrian access from Princess Road, there would also be access to the rear accessed off the secure car parking courtyard to the rear accessed from Bowes Street. The entrance to Princess Road frontage is set back from the back of pavement with defensible space clearly defined by boundary treatment, as depicted below.

The schemes internal layout would be compliant with national space standards.

## **Design**



The 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. The scheme uses a limited palette of materials, with a strong logic for the choices made.

The materials to be used would be buff / brown multi brick with textured finish laid in stretcher bond with cream coloured mortar with complementary brick detailing. There would be metallic colour coated metal cladding panels in gold colour with concealed fixings, all joints to be flush. Metallic colour coated metal laser cut decorative perforated panels. Vertical flat bar railings. Metallic colour coated metal window system and sliding doors to balconies with clear glazing and opening lights with matching metal cills to base and a minimum 185mm reveal.

The front door to apartments would have glazed vision panel and be faced externally with metallic colour coated metal panel with a minimum 183mm reveal.

Private planters and seating area for residents' personalisation would be in metallic colour coated metal and timber

The apartments include deep balconies, which are an extension of the living space, whilst providing amenity space. To the lower floors facing Princess Road these spaces are enclosed with frameless glazing to mitigate air quality and noise disturbance impacts upon occupants. This also addresses issues often raised by Greater Manchester Police with regards to security.



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.

### **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.

Environmental Health assessed the information submitted and are satisfied subject to a condition requiring compliance with the recommendation of the assessment submitted. The scheme includes 7 No. electric vehicle charging point and infrastructure to provide electric charging point to all other car parking spaces. The mitigation set out in the Air Quality Assessment requires dust control methods during construction and mechanical ventilation for particular units fronting Princess Road. The required mitigation would be the subject of a condition.

### **Highways and Car Parking**

Vehicular access into the rear of the development will be via controlled gated access. There would be pedestrian access from Princess Road and Bowes Street, and vehicular access from Bowes Street only. It is considered that the 40 units now proposed, with 27 car parking spaces would create less pressure on the highways network than the previously approved outline health hub. It is recommended that a travel plan be conditioned.

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 scheme will provide for sustainable modes of transport in the form of the 30 cycle parking spaces. The site is located on a bus corridor and is walkable to Moss Side local centre, Hulme local centre and the City Centre.

### **Landscaping and amenity space**

As well as planters to the extended private balconies, there are shared amenity spaces. The scheme includes a residents grow garden, raised planters and a roof terrace area fronting Alexandra Park.

A secure perimeter would be provided to the site with a combination of 2400mm and 2100mm high walls, as required by Greater Manchester Police. The presence of 2.4m high treatment to the alleyway between Broadfield Road and Princess Road would have historic context, as the former Stagecoach bus depot building presented one continuous elevation to this southern boundary of the site. However, it is noted in the years since the demolition of the depot that this boundary has been more open, as such it would be appropriate to look at providing openness to boundary treatment.

A condition relating to the provision of further details of boundary treatment is recommended.

Low level external lighting would ensure that the external areas are used after dark, without impacting on the residents' amenity.

Materials to the landscaping would constitute block paving in, resin bound gravel and semi covered pergolas with concrete paving.

There are no trees on the site presently, the scheme includes for the provision of 9 trees, including the planting of 5 hornbeams to the Princess Road frontage.

The scheme would not adversely impact upon ecology.

The amenity space is functional and satisfies the tests of the Guide to Development in Manchester SPD and also provides a landscaped setting for the proposed building. Alexandra Park is in close proximity to the development site.

### **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.

### **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.

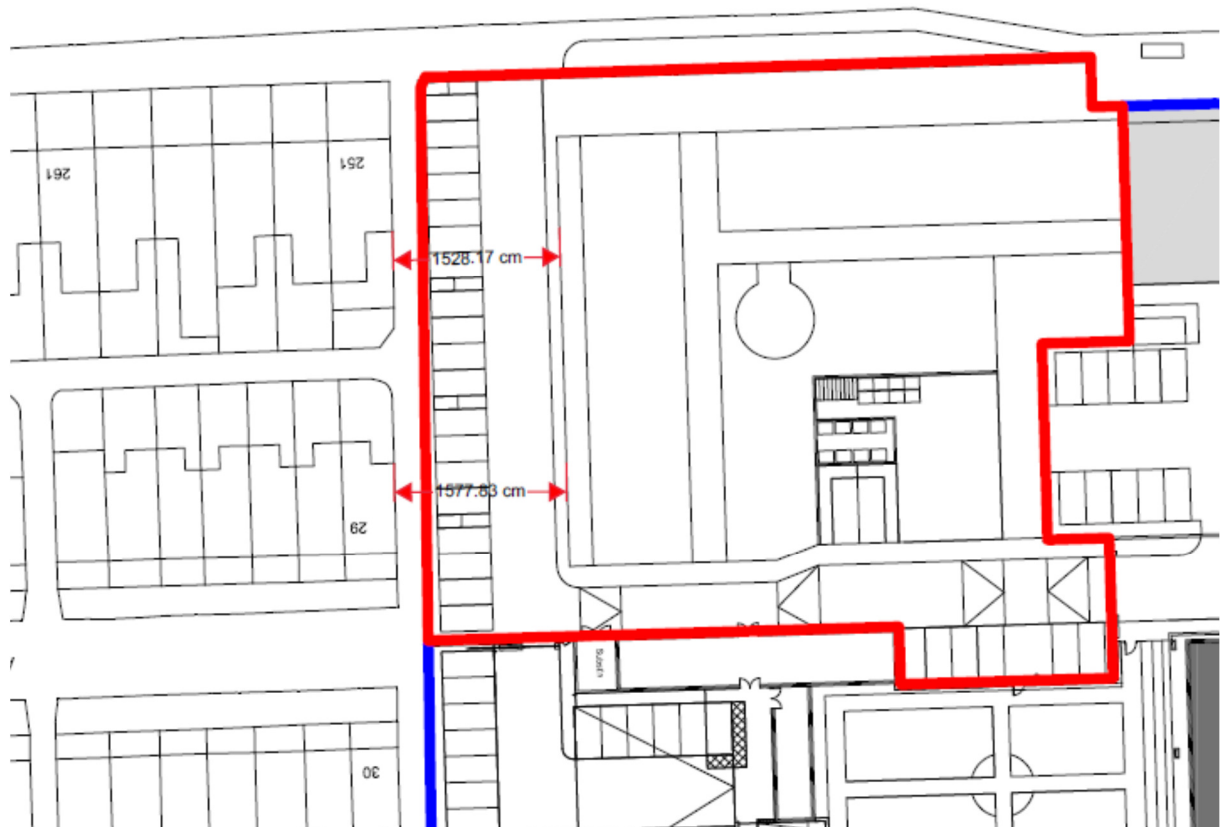
The scheme as approved in outline did not include reserved matters and as such the scale and massing of a building have not been established. The building proposed has been informed by the site context.

A daylight/sunlight study has been submitted to accompany the application which assesses the impact of the proposals on surrounding property. The report finds that good levels of daylight and sunlight remain to surrounding residential property and that the proposal would fully comply with the BRE regulations.



Windows at the nearest properties at 251 Princess Road and 29 Alexandra Avenue

The southern elevation of the proposal would be located between c. 15.2 to 15.8m due north of the gable of properties on Princess Road and Alexandra Avenue.



Having regard to the context of this locality it is considered that the separation distances proposed are 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 Princess Road or Alexandra Avenue, nor would they result in any overbearing impact.

It is not considered that the level of traffic or car parking increase associated with the development proposed would be such that would cause undue harm to residential amenity or warrant withholding consent. Due regard must be the outline consent for the health hub facility, as approved in principal, which would have generated more comings and goings than the development proposed.

Supporting documentation with regards to television signals state that these signals would be unaffected by the development, a condition is recommended to conduct a post construction survey to confirm that this is the case.

### **Accessibility**

An inclusive design strategy has been adopted to the development proposals given that the development is aimed at an elderly cohort. The internal design is based on providing appropriate accommodation for current needs with the potential for adaptation and alteration as residents age and their needs change.

Externally the landscaping has been designed with the needs of occupants in mind and 2 No. accessible parking spaces are provided on the site.

### **Waste Management**

There would be bins for 2 No. 1100litre bins for general waste, 2 No. 1100litre bins for pulvable recycling waste, 2 No. 1100litre bins for mixed recycling and 1 No. 240L bin for food waste.

The green waste from the landscaping will be disposed of via the landscaping contractors under the management agency.

On collection day the management company will remove the required bins from the store to the collection point ready for the vehicle. Upon arrival the vehicle will obtain access to the site through the barrier by intercom to the adjacent Extra Care facility. Once in the site, the refuse vehicle will pull forward and reverse to the collection area. The vehicle will then exit via the same entrance point. The management company will then remove bins back to the appropriate store. It is envisaged that bins will be collected on a weekly basis, depending on which recycling / waste bin is to be picked up that week.

This would be an appropriate level of provision. A condition would be required to secure this level of provision, however a condition would also be required to secure further information in the waste management strategy with regards to recycling

chutes, as well as maintenance and a management plan for bin rotation, breakdown and blockages, control of noise and odour etc.

## **Conclusion**

The regeneration benefits of the scheme proposed are clear. 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 Chief Executive must give full consideration to their comments.

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

**Recommendation      APPROVE**

## **Article 35 Declaration**

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the application, and the application has been determined in accordance with the policies within the Development Plan.

## **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 and documents:

OUTLINE CONTRACTORS METHODOLOGY  
(01) 807 BLOCK PLAN

8134-BA+ZZ-ZZ-DR-A-(05) 801-B EAST AND WEST ELEVATIONS  
8134-BA-ZZ-1F-DR-A-(04) 802 GA FIRST FLOOR PLAN 8134-BA-ZZ-2F- DR-  
A-(04) 803 GA SECOND FLOOR PLAN  
8134-BA-ZZ-3F-DR-A-(04) 804 GA THIRD FLOOR PLAN  
8134-BA-ZZ-4F-DR-A-(04) 805 GA FOURTH FLOOR PLAN  
8134-BA-ZZ-OF-DR-A-(04) 801 GA GROUND FLOOR PLAN  
8134-BA-ZZ-OF-DR-A-(05) 803 WEST BAY DETAIL ELEVATIONS  
8134-BA-ZZ-OF-DR-A-(05) 804 EAST BAY DETAIL  
8134-BA-ZZ-OF-DR-A-(05) 813 GROUND FLOOR SITE PLAN WITH  
FINISHES  
8134-BA-ZZ-OO-DR-A-(04 810 TYPICAL 2 BED APARTMENT  
8134-BA-ZZ-OO-DR-A-(04) 809 TYPICAL 1 BED APARTMENT  
8134-BA-ZZ-OO-DR-A-(05) 800 WEST STREET ELEVATION  
8134-BA-ZZ-RF-DR-A-(04) 806 GA ROOF PLAN  
8134-BA-ZZ-RF-DR-A-(04) 808 SITE LAYOUT  
8134-BA-ZZ-XX-DR-A-(04) 811 INTERNAL REFUSE PLAN  
8134-BA-ZZ-XX-DR-A-(04) 812 EXTERNAL REFUSE PLAN  
8134-BA-ZZ-XX-DR-A-(06) 802 NORTH AND WEST SECTIONS  
8134-BA-ZZ-ZZ-DR-A-(04) 807 SITE BOUNDARY TREATMENT  
8134-BA-ZZ-ZZ-DR-A-(05) 802 NORTH AND SOUTH ELEVATION  
(01) 801 REV A SITE BLOCK PLAN  
8134-BA-ZZ-OF-DR-A-(01) 802 SITE LAYOUT PLAN  
Design & Access Statement prepared by Buttress  
Environmental Statement prepared by the Energy Council ref 98415.2  
Local Employment Commitment from Rowlinson  
AFFORDABLE HOUSING STATEMENT  
AIR QUALITY ASSESSMENT prepared by Redmore Environmental ref  
1338-5r1  
LANDSCAPING DETAILS prepared by the Environment Partnership refs  
D5833.01.008 and D5833.01.007  
NOISE IMPACT ASSESSMENT prepared by Noise.co.uk ltd ref 20416-1  
SITE WASTE MANAGEMENT PLAN  
TRANSPORT ASSESSMENT prepared by Curtins ref 074868-CUR-00-XX-  
RP-TP-001-Final  
Received 19 Dec 2019  
  
CRIME IMPACT ASSESSMENT prepared by Greater Manchester Police ref  
2012/0273/CIS/01 Version A received 23 Dec 2019  
SIGNAL LEVELS STATEMENT prepared by Sig Comm Digital Ltd 15 Jan  
2020  
DAYLIGHTING TECHNICAL ANALYSIS prepared by Energy Council  
ref 98415.3 16 Jan 2020  
TV/FM & DAB RECEPTION SURVEY REPORT prepared by SCS 21 Jan  
2020

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.

3. Above-ground construction works shall not commence until samples and specifications of all materials to be used in the external elevations and hard

landscaping around the buildings as detailed on the approved drawings have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those 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.

4. The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and shall not be occupied or used until the City 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.

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, received by the City Council, as Local Planning Authority on the 19th December 2020.

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. The mitigation measures identified in the Air Quality Assessment prepared by Redmore Environmental ref 1338-5r1 received 19/12/19 shall be implemented.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

9. 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 those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of staff 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 to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

10. Prior to the commencement of development a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority.

The development shall be implemented in accordance with the agreed Construction Management Plan. The Plan shall include:

- The routing of construction traffic;
- The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- Identify measures to control dust and mud on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned;
- Specify the working hours for the site;
- Identify advisory routes to and from the site for staff and HGVs;
- Dust management statement;
- Noise management statement.

Reason - In the interest of pedestrian and highway safety, and to ensure that construction works are not prejudicial or a nuisance to adjacent dwellings and properties pursuant to policy DM1 of the Core Strategy.

11. Prior to the commencement of the development hereby approved 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.



Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

12. Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Princess Road 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 a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00)	30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB L Aeq
Gardens and terraces (daytime)	55 dB L Aeq

Upon completion of the development and before first occupation of the residential units, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultants' report. The report shall also undertake post completion testing to confirm that the internal noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

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

13. Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment to ensure that it achieves a rating level (LAeq) 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.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

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.

14. 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.

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.

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 policies DM1 and EN18 of the Core Strategy.

15. When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and 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 policies DM1 and EN18 of the Core Strategy.

16. Notwithstanding the details shown on the approved boundary treatment plan reference 8134-BA-ZZ-ZZ-DR-A-(04) 807, this does not give any approval to the

boundary treatment shown and prior to the occupation of the development hereby permitted details of the design of all boundary treatment shall be submitted to and agreed in writing by the local planning authority. Development shall only be carried out in accordance with the approved details.

Reason - To reduce the risk of crime and to achieve permeable design, pursuant to policy DM1 of the Adopted Core Strategy for the City of Manchester.

17. The hard and soft landscaping scheme approved by the City Council as local planning authority shown on the submitted drawings shall be implemented not later than 12 months from the date of commencement of works, allowing for optimum planting seasons (October – April) and as agreed with the Local Planning Authority. 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.

18. 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 replacement national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

19. 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:
- Verification report providing photographic evidence of construction as per design drawings;
  - As built construction drawings if different from design construction drawings;
  - 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: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development. Having regards to national policies within the NPPF and NPPG and local policies EN08 and EN14.

20. 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.

21. Assess the impact of the development on television signal reception upon neighbouring property within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester.

22. 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 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.

23. No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs.

Reason - In the interest of visual amenity, pursuant to policy DM1 of the Core Strategy.

- 24.a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

25. Prior to occupation of the school site, a detailed Community Access Agreement for the use of the ground floor residents lounge shall be submitted to and agreed in writing by the City Council as local planning authority. The agreement is to secure access to of this space for the local community. The agreement shall incorporate details including hours of operation, type of community use and associated costs of use.

Reason - To enable the use of the facilities by the community in accordance with policy SP1 of the adopted Unitary Development Plan of the City of Manchester.

26. The development hereby approved shall be occupied solely by residents over 55 years of age (and their family) as set out in the submitted design and access statement and affordable homes statement.

Reason - To ensure that the community within which the application site is located remains sustainable, pursuant to policies H1 and H8 of the Core Strategy.

### **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: 125776/FO/2019 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**  
**MCC Flood Risk Management**  
**Greater Manchester Police**

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

**Relevant Contact Officer :** Jennifer Connor  
**Telephone number :** 0161 234 4545  
**Email :** [j.connor3@manchester.gov.uk](mailto:j.connor3@manchester.gov.uk)

