

Application Number	Date of Appln	Committee Date	Ward
090824/FO/2009/S1	23rd Jul 2009	22nd Oct 2009	Moss Side Ward

Proposal Erection of 65 residential units comprising 20 x 2 bedroom flats, 6 x 2 bedroom houses, 38 x 3 bedroom houses and 1 x 4 bedroom house, involving a mixture of two and three storey buildings together with associated landscaping, access roads and public realm works

Location Former Greenheys Playing Field Site, Great Western Street, Moss Side, Manchester, M14 4LH,

Applicant Mosscares Housing Ltd, 101 Great Western Street, Moss Side, Manchester, M14 4AA

Agent Malcolm Knight, Bernard Taylor Partnership, 486 Elizabeth House, Didsbury Road, Heaton Mersey, Stockport, SK4 3BS

Description

The site is located 2 kilometres south of the city centre on the junction of Great Western Street and Upper Lloyd Street in Moss Side. The land is open, level and rectangular with a number of semi-mature trees and fencing on the site boundaries, it is approximately 1.21 hectares.

The surrounding area is characterised by residential streets, comprising predominantly two storey, pre -1920's terraced and recently refurbished 1970's social housing. Great Western Street, a residential street forms the eastern boundary and Tommy Johnson Walk, part of the Footballer's Estate, form the southern boundary. An electricity sub-station and a 3 storey residential development are situated to the south eastern corner of the site. To the North on Great Western Street is the Greenheys Centre, a Grade 2 Listed brick and stone Victorian building which is currently used for community and educational purposes.

Until demolition in 1970's the site was densely developed with housing. Subsequently the site was used as a playing field but has not been used for at least 15 years.

There is an informal path from south to north linking the Footballers Estate to Great Western Street, which appears to serve as a 'short-cut' to the bus stop on Great Western Street.

Manchester City Council upon declaring the site surplus to requirements, issued a Development Brief for the site on 30th June 2008. The development brief outlined the City Council's expectations and requirements of the scheme.

The applicant has analysed the details and requirements of the brief and applied them within the proposal. Further to this the applicant has carried out extensive consultation with Manchester City Council and Greater Manchester Police who have informed the principles of the design.

The application is for a new housing neighbourhood, consisting of 2 and 3 storey blocks, providing 65 residential units, broken down as follows: 13 No 3bed 2 storey houses, 1 No 4bed part 2 part 3 storey house, 18 No 3 bed part 2 part 3 storey houses, 5 No 3bed 2 storey courtyard houses, 6 No 2bed 2 storey houses, 2 No 3bed 2 storey houses and 20 2bed 2 storey flats together with associated landscaping, access roads and public realm works.

Consultations

Local residents

1 letter of objection – main points summarised below

Consultation process – The vast majority of residents who live in close proximity to the proposed development have not had an opportunity to see the plans, question officers, and make comments. A decision on the scheme should be deferred until full consultation has taken place with residents to the west of Lloyd St.

Tree - Trees and bushes on the site have been felled in advance of works, in clear contravention of Mosscares' BREEAM report.

Design - There is an over-emphasis on the use of mono pitch roofs and on cladding, neither of which are appropriate or will stand the test of time in design terms. The development looks cheap and flimsy and refers more to the mundane social housing around it, than the sturdier terraced housing on Gt. Western St.

The layout does not respect the predominant pattern of the terraced streets. It is not particularly permeable having very limited pedestrian access through it.

It would have been an ideal opportunity to extend the facelift scheme Tyldesley St

Tenure mix - The mix of social and for sale housing has changed with an increase in the number of social housing units. Moss Side already has a significant amount of social housing compared with surrounding areas, but lacks good quality housing to purchase. There is a real risk of the area becoming a troubled and unsustainable neighbourhood through further increasing the supply. More effort should be made to make the development stack up without increasing the ratio of social to private.

2 letters of support - main points summarised below

Principle- The site needs to be redeveloped to signal ongoing regeneration of Moss Side. As a playing field the site holds little value for an area with ample parks and play provision.

Scale- The scale of the proposals is highly appropriate for the area, and fully respects the surrounding area including the listed building opposite to the site.

Design - The scheme is well designed and will complement the fantastic improvements recently made to the footballers estate.

Mix- The proposed mix of housing will benefit the area. It will provide a number of larger homes with modest sized gardens for sale. This will help build a more sustainable community.

At present growing families would have to leave the area to buy this type of accommodation. This meets the thrust of government policy in ensuring a decent home for all whether this is for home ownership or rented accommodation. The shared-ownership units are particularly welcomed as they may prove very helpful to aspiring first time buyers.

A condition/clause should be inserted to prevent the owner-occupied homes being rented out privately, as introduced on the Maine Road scheme.

Sport England (NW Region) – Sport England have advised that if the playing field has not been used within the last 5 years and is unallocated in the adopted UDP (or proposed to be allocated as part of an emerging LDF) then there is no statutory requirement to consult Sport England on the application

Highway Services – Awaiting comments. Will be presented as a late representation.

Environmental Health - No objections, recommend conditions regarding Refuse and external lighting.

Contaminated Land Section – No objection, recommend conditions relating to remedial works are recommended.

Environment & Operations (Trees) – No objections to the proposed works

Environment & Operations (Refuse & Sustainability) – No comments

Environment Agency - The site does not pose a significant risk to controlled waters and will not require specific remedial action to address risks to controlled waters.

Greater Manchester Ecology Unit - Site surveys carried out by consultants working on behalf of the applicant and site assessments carried out by GMEU have shown that the application site is not of substantive ecological value. I note that the broadleaved trees to be lost to the scheme, the only features of local nature conservation interest on the site, will be compensated by new tree planting. I therefore have no objections to this application on nature conservation grounds

I would recommend that no tree felling required by the scheme be carried out during the optimum period for bird nesting (March to July inclusive) unless nesting birds have been shown to be absent by a suitably qualified person.

Greater Manchester Police – The applicant has undergone extensive consultation with the three relevant departments of Greater Manchester police. The scheme has been informed by the Architectural Liaison Officer, Crime

Reduction Officer and the Local Neighbourhood Inspector so as to insure that the new neighbourhood will be manageable in terms of being able to police it.

ALU Officer - A crime impact statement has been prepared by this unit and it generally endorses the proposals. When devising their proposals, the applicant consulted closely with this unit. The communal and public will require vigilant on-going management and maintenance in order to secure the long term security arrangements of the site. The development should be constructed to Secure by Design standards and compliance should be made a condition of planning approval.

Crime Reduction Officer – Awaiting comments.

Neighbourhood Policing Team – No comments, buy they have been actively involved in the design of the scheme.

Issues

The following is a list of the main statutory and non –statutory national, regional, sub- regional, citywide and local policies and guidance notes of relevance to development for this site:

National

PPS1 - Delivering Sustainable Development (2005)

The main principles of the national planning system are that development should promote sustainability and inclusiveness by:

- making suitable land available in line with economic, social and environmental objectives to improve people's quality of life;
- contributing to sustainable economic development
- protecting and enhancing the natural and historic environment and existing communities
- ensuring high quality development through good and inclusive design, and the efficient use of resources;
- ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community;

PPS3 – Housing (2005)

The principles of PPS1 remain significant throughout PPS3, to ensure that everyone has a decent home with specific goals of:

- high quality housing that is well-designed and built to a high standard;
- a mix of housing, both market and affordable, particularly in terms of tenure and price, to support a wide variety of households in all areas, both urban and rural;
- a sufficient quantity of housing taking into account need and demand and seeking to improve choice;
- housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure; and-
- a flexible, responsive supply of land – managed in a way that makes efficient and effective use of land, including re-use of previously-developed land, where appropriate.

Furthermore, PPS3 also recommends “Local Planning Authorities should plan for a mix of housing on the basis of the different types of households that are likely to require housing over the plan period.”

PPS 9 – Biodiversity and Geological Conservation (2005)

The Government’s broad aim is that planning, construction, development and regeneration should have minimal impacts on biodiversity and enhance it wherever possible.

PPG13 – Transport (2001)

This emphasizes the Government’s commitment to sustainability by promoting environmentally friendly forms of transport. It expands the themes contained in PPS3 by requiring local planning authorities to build in ways that "exploit and deliver accessibility by public transport to jobs, education and health facilities, shopping, leisure and local services". In relation to housing, it supports developments that reduce the need to use cars and facilitate use of walking, cycling and public transport as preferred means of transport. This site meets the public transport accessibility guidance because of its location and existing transport provision.

PPG17– Planning for Open Space, Sport and Recreation (2002)

This post - dates adopted UDP policy L.1.2 (see below), therefore carries significant weight in the determination of any planning proposal. It seeks to protect open space sport and recreation facilities identified as being of high quality or value through either local quantitative and qualitative standards set by the Council (arrived at through a local assessment of need and audit study) or by an independent assessment undertaken by a developer, irrespective of ownership. It states that ‘open spaces should not be developed unless it is surplus to requirements of any uses or other visual, educational or ecological etc functions that open space performs’. Deficiencies of particular open spaces and facilities could be remedied through design, management and maintenance. It states that local authorities should ensure that provision is made for local sports and recreational facilities where planning permission is granted for new developments by way of either new facilities or improvements to existing facilities.

PPS22 – Renewable Energy (2004)

This is concerned with the development of a commitment towards renewable energy production, which it addresses mainly through the planning considerations pertinent to energy production installations. However, it also advises how other types of development should contribute to the Government’s renewable energy targets, in particular, ‘Local planning authorities may include policies in local development documents that require a percentage of the energy to be used in new residential, commercial or industrial developments to come from on-site renewable energy developments.’ This approach has been adopted and clarified in the City Council’s Guide to Development in Manchester 2 and in the Environmental Standards Section of this Brief.

PPS25 - Development and Flood Risk

This sets out Government policy on development and flood risk. It's aims are to ensure that flood risk is taken into account at all stages in the planning process

to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk.

Code for Sustainable Homes (Dept of Communities and Local Govt.)

The Code for Sustainable Homes is the national standard for designing and building homes in an environmentally sustainable way. A dwelling is given up to a 6 stars rating according to how sustainable it is. It is an environmental assessment method for new homes based upon BRE's Ecohomes and aims to protect the environment by providing guidance on construction of high quality homes built with sustainability in mind, with particular emphasis on energy efficiency/CO₂; water efficiency; Surface Water Management; Site Waste Management; Household Waste Management; Use of Materials. The expected standard for the residential development to achieve is rated as Code Level 3 - approximately equal to the Ecohomes 'VERY GOOD' score.

Secure by Design

The scheme must be developed to Secure by Design standards (SBD),

Regional Spatial Strategy (RSS) for the North West (RPG13), submitted Draft RSS 2006 and NWRSS Report of the Panel 2007

The former Regional Planning Guidance for the North West (RPG13) became the statutory RSS for the North West on 28 September 2004. This, together with its draft revision and the Panel report following the Examination in Public of the revision, is the current RSS part of the statutory development plan.

The RSS contains policies that broadly support development proposals for this site, including these Core Development Principles:

DP1 - Economy in the Use of Land and Buildings.

DP2 - Enhancing the Quality of Life.

DP3 - Quality in New Development.

DP4 - Promoting Sustainable Economic Growth and Competitiveness and Social Inclusion.

In addition, the following policies contained within the Delivering Urban Renaissance chapter, are relevant and supportive to the redevelopment of this site: *Policy UR1-Urban Renaissance; Policy UR3-Promoting Social Inclusion through Urban Accessibility and Mobility; Policy UR4-Setting Targets for the Recycling of Land and Buildings; Policy UR7-Regional Housing Provision; Policy UR9-Affordable Housing; Policy UR10-Greenery Urban Greenspace and the Public Realm.*

Sub Regional

Manchester and Salford Housing Market Renewal Pathfinder 2003

Moss Side falls within the Pathfinder area. This Government initiative and is a key element of the comprehensive suite of initiatives helping to deliver the Manchester Sustainable Community Strategy. The Pathfinder identified a lack of opportunity to purchase a choice of housing in a safe, attractive and balanced neighbourhood.

Greater Manchester Local Transport Plan 2 (2006/7 – 2010/1)

The LTP2 seeks to ensure that the primary role of the local street network is to support local rather than through traffic, that routes for cyclists and pedestrians are identified and that high standards of design and environmental quality are adopted in the development of the transport network. The Plan recognises and seeks to address the impact of noise, poor air quality, poor accessibility and physical impediments to movement and encourages accident prevention. It also recognises the particular challenges faced by the inner areas of Manchester and the impact of the Higher Education Precinct and hospital areas,

Citywide

Manchester Sustainable Community Strategy 2006 – 2015

The aim of the strategy is to ensure that Manchester should be a successful modern city, reacting to the opportunities of the 21st Century economy in a way that brings benefits to all of the city's residents and contributes to a city in which people want to live. This aspirational document sets out Manchester's vision for the creation of sustainable communities that emphasises the importance of residents' choice. This development brief accords with its priorities and the principles of the key themes, particularly the regeneration and housing improvement objectives set out in it.

Corporate Housing Strategy 2004-2007

The Council wishes to ensure that the stock in the City contains a wide enough range of housing types to meet the needs of people who want to live in Manchester and therefore the development should contain larger family houses and provide high value accommodation, with a strong emphasis on high quality design and construction, in order to make a contribution towards redressing the balance by helping to provide quality and choice in the housing market. The Brief directs development to achieve these aims.

This non – statutory Council document directs its policy towards its residential accommodation both public and private and is of relevance in the context of a proposed residential development. It recognises that there is an imbalance in the City's housing stock with an under supply of high quality, high value homes which can lead to an exodus of economically active households. A requirement of this housing development on this site is that it helps to deliver choice and quality in the housing market and ultimately a safe, diverse and sustainable community. To help achieve this, the strategy notes the importance of a strong emphasis on high quality design and construction in any developments. Any proposals will also need to meet these requirements.

Greater Manchester Local Transport Plan 2 (2006/7 – 2010/1)

This Greater Manchester partnership document's prime objective is to accommodate the trips generated by the projected increase in jobs in the most sustainable way, so as to improve social inclusion, and protect the environment and improve the quality of life. It identifies issues amongst others like locating land uses where they can be readily accessed by a range of transport, ensuring improvements for people with mobility difficulties, improvements in road safety reduction in car dependency and an increase in the number of short trips taken by walking or cycling.

The Manchester plan: Unitary Development Plan for the City of Manchester (adopted 1995 with alterations in 1998)

The site has no specific designation or protection and is not allocated for any specific proposed use. The following policies are supportive of the proposed development.

Part 1 UDP Policies

H1.2 - aims to broaden the range of residential development and choice of housing, including for disabled people, in order to widen the range of affordability and to meet the needs of residents or those who aspire to live in the City;

H2.1 - encourages environmental improvements in residential areas to make them safer and more attractive

H2.2 - safeguards existing residential amenity from inappropriate development that may have an unacceptable affect;

H2.3 - ensures new housing developments shall incorporate traffic calming measures;

H2.4 – ensure that there are no areas of incidental open space in new (housing) developments

H2.6 – protects residential areas from being converted to commercial uses

H2.7 - requires new housing to be of a high standard of design and contribute to the environment;

E1.5 - encourages high standards of energy efficiency in new developments;

E1.6 - requires materials used in new development to be environmentally friendly, and will also encourage the use of recycled building materials;

E2.4 – ensures that the effects upon wildlife and their habitat are taken into account when considering development proposals and their habitat are integrated in to he development where possible

E2.6 - protects existing trees on development sites and encourages planting schemes to enhance informal recreation areas;

E3.2 – encourages redevelopment on derelict small sites, taking ecological matters into account

E3.5 – promotes measures to create a safer environment from personal attack and accidents, avoiding isolated areas and creating safely accessible communities facilities;

L1.2 – safeguards existing outdoor sporting facilities and recreational areas from development unless appropriate replacement can be provided in advance or it can be shown that adequate facilities exist within the local area;

T2.4 – expects developments to make adequate provision for 100% car parking requirements in relation to dwellings, considering other environmental objectives; the design of new development should allow for in curtilage car parking which should be situated to the front or side of residential properties in the interests of visual amenity and for reasons of security. The location, design and treatment of car parking should not present a disamenity to existing or future neighboring residents in terms of noise and security lighting.

T2.6 - expects adequate car parking provision to be made for disabled people;

T3.1 – caters for the needs of both pedestrians and cyclists in the design of new developments;

T3.4 – ensures safe routes to schools

T3.9 (Alt 2 1998) -- this policy introduces a 'Hierarchy of Road Users' to be used in assessing schemes. It reflects the priorities the Council wishes to see be accorded to different road users. It ensures that safe routes for pedestrians and cyclists, safe access and parking for disabled people will need to be provided. In particular, developers should consider the potential for improving pedestrian and cycle routes / facilities and should ensure compatibility with existing and proposed routes wherever possible.

Part 2 UDP Citywide development control policies:

DC7 - new housing should be accessible to disabled people / visitors at ground floor.

DC16 - street landscapes (trees)

DC21 – flood risk

DC22 – footpath protection

DC26 –development and noise

A Guide to Development in Manchester SPD (2007)

This SPD sets out the City Council's design, environmental and sustainability criteria for development in the City. It is a local development document as part of the statutory Local Development Framework (LDF). The document provides support and advice to both adopted and emerging planning guidance and the key objectives of the City's Community Strategy. The key principles of the development guidance as are relevant to this development are as follows:

- all buildings must be of high quality design and materials and must contribute positively to the street scene;
- the design of new development should respect and be informed by its character / location and adjacent buildings and new development should blend in, in terms of design, siting, massing scale, density, proportion, rhythm orientation, grain and mix;
- building heights are to reflect the surrounding area, generally two storeys, ranging to three and four maximum where appropriate, such as on main road frontage and corner sites;
- development should have a clear, strong building line with corners emphasised to create landmark features and interest in the street scene. Strong corners are important landmarks to aid legibility. In the context of this site, any proposals will need to address the prominent junction of Great Western Street with Upper Lloyd Street;
- buildings should present their main face and pedestrian entrance, ie front on to the street and present an attractive frontage, overlooking and oversee roads, promoting natural surveillance to enhance community safety; In this case, the proposed development should front onto existing and new roads created specifically to serve the development;
- open spaces should have an intended use; any open spaces should have an obviously recognisable function and ownership, with a clear definition between public/private spaces (for example, between landscaped areas and the highway) and a high quality street design.
- environmental sustainability should be achieved;

- the impact of car parking areas should be minimised, ideally provided to the side or rear of the site;
 - personal safety and security are vital elements of the urban area; the design of the development should incorporate crime prevention measures to create an environment that is perceived to be secure. New developments should seek to achieve 'Secure by Design' accreditation. Entry and exit from any buildings should be clearly monitored; suitably secure doors, windows and locks should be used throughout; and the development should allow natural surveillance of any routes, including safe, well-lit access to bus routes through the site. Safe key routes for pedestrians and cyclists to facilities should be integral in the design;
 - the developer should carry out discussions with the Greater Manchester Police Architectural Liaison Unit at an early stage in the development and it will be necessary to carry out a crime impact study prior to seeking planning permission;
 - site boundaries should maintain enclosure and contribute to the quality of the environment / street scene; The design and materials used for any perimeter treatment, particularly to the rear of the building and access to the car parking areas, should be sympathetic with those of the principal development and contribute positively to a sense of security;
 - existing and new trees and planting / existing green open are important elements of new developments;
 - a mix of activity is encouraged at different times of the day in order that areas are active; and
- new development should maximise access for disabled people.

Design for Access 2

The contents of the Brief contribute to achieving the design guidance contained in this manual to ensure inclusively. Any new residential development must be fully accessible for disabled visitors. Homes must also be suitable for future adaptation for occupation by disabled people. At least one accessible parking space should be provided for each dwelling. This must be demonstrated within development proposals for the site.

Manchester Green City

To underpin the economic and social well – being of the City, the Council is aiming for Manchester to become the Greenest City in Britain. Unsustainable energy use and rising energy prices have been identified as priorities for action in both the Manchester Energy Strategy and the approved Manchester Green City report. The Council is also aiming to achieve recognition as the UK's leading city for renewable energy production. New development on the site should address this by achieving high standards of energy efficiency, surpassing the current Part L of the Building Regulations 2006 by 25%. The Council further expects to see 20% of the development's energy demand being met by on – site renewable energy technologies. This will involve careful consideration of the orientation, layout and landscaping of the development, all factors which impact on the energy requirements and generation of new developments. It is also expected that the development will continue to build upon the street tree planting and environmental improvement initiatives that have taken place in other parts of the Moss Side area, close to this redevelopment site, to achieve a net 10% increase in site tree cover.

Central Manchester Strategic Regeneration Framework (2006) (CMSRF)

This sets out the vision, future ambitions and holistic spatial policy framework for the regeneration of this part of the City within which the site falls, but is not part of the formal Planning policy for the City.

The redevelopment of the site would be in accordance with the regeneration objectives of the Central Manchester Strategic Framework (SRF) to achieve 'neighbourhoods of choice', providing a greater mix of housing type and tenure, to suit changing current and future household needs.

Moss Side and Rusholme District Centre Local Plan 2007

Produced in consultation with the local community, this is one of a number of local plans supporting the SRF at neighbourhood level to guide physical change and investment for the next fifteen years. The site is identified in the Local Plan as a 'key opportunity site' and 'strategic redevelopment site' for 'residential use with some open green space'.

Development Brief, Great Western Street and Upper Lloyd Street, (former Greenheys Playing Field), MOSS SIDE, 30th June 2008.

Manchester City Council produced a development brief for the site. The purpose for the brief was to set out the City Council's expectations and aspirations for the site.

Environment Impact Assessment – Due to the size and nature of the proposal, the application has been screened to determine if an Environmental Impact Assessment is required in accordance with the Town and Country Planning (Environment Impact Assessment) (England and Wales) Regulations 1999 and Circular 2/99 (the Regulations), It was concluded that this level of assessment was not necessary and subsequently is not required in this assistance.

Principle – The development brief identified the site as being suitable for the development of high quality, sustainable homes, with an emphasis on owner-occupation and family homes, to help diversify the tenure in the area, therefore the principle of the proposal is acceptable.

Design – The scheme is contemporary in appearance but respects a traditional street and public square arrangement. The new residential units will provide mainly affordable family homes built to high standard and there will be no distinction between houses for sale on the open market, those allocated for shared ownership or social rented.

The new neighbourhood will include distinctive tower forms at street corners, strong frontages on Great Western Street and upper Lloyd Street. The buildings directly opposite the Greenheys Centre are mainly 3 storey with greater height at the corner of the junction of Great Western Street and Upper Lloyd Street. This gives emphasis at this point but also creates sufficient weight and scale to match that of the Greenheys Centre.

Materials on the blocks along Great Western Street will be a mixture of red and buff bricks with occasional use of blue engineering brick. Highlight is provided by use of contrasting coloured board finishes on the block at the Great Western Street/Upper Lloyd Street junction and the towers that frame the entrance to the public square.

All properties have front gardens. These will be laid to self draining surfaces with feature planting locations at their centre. Front boundaries will either be metal railings on top of low brick walls or railings above an upstanding conservation type kerb. In both cases the objective is to avoid litter getting into front gardens. All front gardens will also be gated.

Rear gardens will be timber fenced, with 1.8m high party fences and 2.1m high rear fences. Rear gates will be fitted with key operated security locks and both fences and gates will have visibility perforations that are not climbable in line with the recommendations of the Design for Security Advisor.

Scale - The scale of the development is graded from the junction of Upper Lloyd Street and Great Western Street, where most 3 storey buildings are located and building height rises to 4 storeys plus due to the roofscape, down to a more domestic 2 storey size along the new road (Tommy Johnson Close) and Tyldesley Street (4.2).

Height for main frontages has been achieved by use of mono pitch roofs both running normally front to back, high to low, as on Great Western Street. It has also been developed in response to the renewable requirement on this project, so that on certain blocks (orientated east-west) that combines 2 and 3 storey dwellings linking roofs run north to south to give orientation for solar water heating panels. The scale of the development is matched to its surroundings, with greater height used on main road frontages for emphasis and urban scale.

Mix – It is intended that the properties identified as those for shared ownership and sale be rented out at near market rents until such a time as the housing market and lending to owners improves. The units will then be sold on an agreed phased basis. In the long term this will mean that the levels of intermediate and owner occupied housing will increase in line with improvements in the housing market

Tenure Type	No. of units	% of total units	2 beds flats	2 bed Houses	3 bed houses	4 bed houses
Owner Occupied	12	18%	2	6	4	0
Shared Ownership	28	43%	4	0	24	0
Social rented	25	39%	14	0	10	1

The mix of tenure was agreed during the stage when the City Council sold the land to Mosscafe, therefore the agreed tenure mix was included as a covenant in the contract of sale.

Loss of Open Space - The proposed development site was a school playing field until the associated Greenheys Primary School closed. Since then it has been fenced with a single gateway for public access from Great Western Street and vehicular access from Tyldesley Street. It has not been landscaped or managed as amenity greenspace but because it is grassed with trees and shrubs the Manchester Open Space, Sport and Recreation Study has audited it as amenity green space.

Since the closure of the primary school, other managed playing fields have been established at nearby Manchester Academy together with five-a-side pitches at Manchester Leisure Sports Development Centre. In addition there are also playing fields associated with two nearby primary schools within 480m of the development site and recreational facilities including sports pitches at Platt Field Park and Alexandra Park - within 1.6 kilometres of the site. There are, therefore, other outdoor sports facilities within either walking distance or a bus ride of the development site which are managed and available to use.

The Manchester Open Space, Sport and Recreation Study has demonstrated that as a former playing field it is surplus to requirements because it has not been used for over 15 years and because there are other playing fields close by which are well maintained and managed. Moreover, as amenity greenspace, it neither serves any useful nor recognisable function.

However, where there are acknowledged deficiencies in open space in the locality, the proposed development alleviates this through incorporating open space within the design of the development. The application proposes two linked spaces within the development, this space will be a landscaped open space accessible to all the residents of the development for use as amenity greenspace. It is considered that this offsets the lack of open space identified across the ward, as it will provide usable amenity greenspace unlike the former playing field it replaces.

The proposed development provides families each with their own private garden a recreational space and in addition, an area of amenity greenspace is provided which the community can use. Moreover, the proposed residential development is ideally located for residents to participate in local sports as there are recreational and sporting facilities in close proximity to the proposed development site and therefore, the loss of the former playing field, now classified as amenity greenspace, would not be detrimental to the overall level of provision of open space, sport or recreational facilities in Moss Side

Public open space – At the heart of the scheme are two connected squares off set from each other linking Tommy Johnson Close and Great Western Street on an axis using the tower on the Greenheys Centre as a focus and direction finding marker. The positioning of new public open space and the route through connects the scheme to the Greenheys centre.

These squares echo the existing informal route across the site and allow easy access from the Footballers' Estate to the Greenheys Centre and the bus stop on Great Western Street.

The squares are public amenity open space, providing permeability and a direct route through the scheme. They are however enclosed so as to 'belong' to the houses and flats that look onto them

The squares have different characters. The one facing Great Western Street is more formal with a central 'gateway' onto a largely paved space. The square facing Tommy Johnson Close is landscaped with grassed and planted areas in a network of paths laid out to echo the forms of the buildings.

The design of the security aspects of the public open spaces has been the subject of extensive discussion with the City Council, Design for Security, the Greater Manchester Crime Reduction Advisor and the local area inspector. As a result the scheme incorporates a space, which is usable, safe and manageable in terms of the practicalities of policing it. The following measures have been included:

- (i) Significant overlooking of space by surrounding housing
- (ii) Careful detailing of a simple landscape layout to retain good visibility
- (iii) A good level of street lighting, possibly including ground mounted lights
- (iv) Security lighting to the fronts of all dwellings
- (v) Controlled entry mechanism to the spaces from the street and clear boundary of fencing/planting
- (vi) One seat of simple robust design per square (similar to the benches incorporated in Gerry Wheale Square on the Broadfield Road scheme).
- (vii) Avoidance of hidden corners or spots where people can congregate.
- (viii) High walls and gates to separate rear areas from the front of dwellings.
- (ix) Mosscares management plan for the space allied to proposed adoption of the spaces by the Local Authority
- (x) Potential for possible CCTV coverage via a camera mounted in a suitable location.
- (xi) Controlled access into the squares -see 8.2.vi) below

Art - The scheme introduces Public Art, which is designed to give a landmark point that will assist in people's orientation as well as incorporating some of the history of the area into the scheme. Moss side was as the name suggests a fertile agricultural area, renowned for its marl pits and productive soil. In an attempt to reflect this into the scheme, wild grasses are used as large components in the scheme boundary of the entrance to the square facing Great Western Street.

Parking – Each residential unit has one allocated car parking space, either in a secure car park or within the cartilage of the house.

New Road - The new road to the south of the site is two way with traffic control surfaces and measures at its new entrances and adjacent the new square. It provides a footpath line that gives a proper frontage to houses on Tommy Johnson Close that will face the new square and a simple footpath along the gable of 9 Sammy Cookson Close.

Trees and Landscaping – Some of the trees on site have been removed, this was a result of work commissioned by MossCare to assess the safety conditions of the site. Since the trees are not protected with a tree preservation order, this work did not require formal permission.

The tree survey identifies the condition of the remaining existing trees as being mediocre. In light of this all those trees that pose as a constraint on the development are proposed to be removed. On this basis only a few trees will be retained but a 10% increase in trees will be achieved.

The Upper Lloyd Street frontage has been set back progressively as the scheme reaches the junction with Great Western Street to create a boulevard effect widening planted with trees. This will compliment existing trees on the corner of the site of the Greenheys Centre.

Sustainability/Renewable energy – The scheme achieves a code level 3 on the pre-assessment for code for sustainable homes. The layout, orientation and design of the scheme has been informed by the objective of incorporating renewable technologies into the scheme. The scheme aims to reduce the target emission by 25% in accordance with level 3 of the Code for Sustainable Homes and aims to provide between 10 and 20% on site renewable energy by incorporating the following measures:

- Solar water heating, which will achieve approx 14% reduction in energy use.
- Use of natural daylight has been optimised to achieve, where daylight cannot be utilised, innovative sun tubes that transfer light from roofs into internal spaces.
- Heating - Band A high efficiency gas condensing boiler, above 90% efficient, A boiler class 5 will be specified to reduce NOX emission.
- Maximising the Performance of Thermal Elements - High insulation levels will be introduced into the wall, floors and roof space to achieve 25% improvement over and above the requirements of the Building Regulations -wall u-value at 0.19w/m² C, floor and roof u-value at 0.13 w/m²deg.C.
- Reducing Air Leakage - Setting a target of 6m³/m²h at 50 pa
- Materials
 - Specification of timber from renewable resources under a certified licensing scheme.
 - All insulants to have zero-rated ODP.
 - Glazing specification to achieve high u-value max 1.4.
 - Doors to achieve u-value of max 1.8.

- Reducing Water Use
 - 6/4 litre dual flush wc
 - Flow regulators on shower and taps.
 - External water butts.

- Waste Management
 - Provision of recycling bin system in each kitchen.
 - Provision of recycling bins in external locations.

Secure by Design - The whole scheme is based on 'Secured-by-Design' principles and will seek to obtain accreditation under this scheme

The rears of dwellings are secured at the street facade of houses with high gates. Rear areas are enclosed and reached via controlled electric gates of the bi-fold type so as to minimise open time and avoid 'follow on' intruders. These will be specified to be un-climbable and have concealed operating mechanisms. Rear gardens are provided to all dwellings, most of which have secure in-curtilage parking. Where this cannot be provided a small court of parking spaces is provided.

Disabled access – The applicant has worked closely with the City Council in order to produce a scheme, which is fully accessible and allows for future adaptations if required.

The enclosed car parking spaces for house type 7 are 3.35m wide, Design for Access 2 recommends a width of 4.2m. This house type provides 3 bedroom accommodation with in-curtilage parking, fronting the new road on Tommy Johnson Walk. It is an important house type as it provides family accommodation, which increases the activity and natural surveillance in the southwest of the new neighbourhood. Against this background it is considered that losing or adjusting this house type could prove detrimental to the overall scheme. It was recognised that a suitable solution would be to leave the boundaries between the properties open, as this would make available the extra space required to enable a disabled person to transfer from a car comfortably. A condition restricting the erection of boundary fences/walls will be attached to the approval.

Sub-Station – The scheme proposes to enclose the sub-station with an enclosure made with brickwork and metal panels. The scheme has been designed so as to keep properties a reasonable distance from the sub-station, with the nearest properties being 9 metres away.

Bus stop – Currently there is no shelter at the bus stop on Great Western Street. Given the likely increase in patronage generated by the development, the opportunity to upgrade and improve this facility should be undertaken. The applicant has agreed and the details will be presented as a late representation.

Improvements to the surrounding pavements – There is opportunity to make good and improve the pavements/roads that the surround the site. The applicant has agreed to this, however the details have not yet been received.

Improvements to the boundaries Tommy Johnson Walk – It was considered that improvements in the form of new gates and boundary treatments to the

houses on the Footballers Estate that front Tommy Johnson Walk would assist the new neighbourhood connecting with the existing housing stock. The applicant has agreed to this, however the details have not yet been received.

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

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

Recommendation **MINDED TO APPROVE, subject to the details of the improvements to the bus stop on Great Western Street and the improvements to the pavements/roads that surround the site and Improvements to the boundaries of the houses that front Tommy Johnson Walk.**

Conditions and/or Reasons

1) The development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as Local Planning Authority: Plans numbered 10 Rev A, 11 Rev B, 12, 13 Rev Q, 14-17, 30 Rev A, 31 Rev B, 32 Rev B, 33 Rev A, 34 Rev B, 35 Rev B, 36, Rev B, 37 Rev B, 38 Rev B, 39 Rev B, 40, 51-53, 54 Rev C, 55 Rev, 56 Rev B, 5 Rev B, 58 Rev B, 59 Rev B, 60 Rev B, 61 Rev B, 62 Rev B, 63 Rev B all stamped as received by the City Council on 23/07/2009

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

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

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policy H2.2 of the Unitary Development Plan for the City of Manchester.

3) No development shall commence until a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless otherwise agreed in writing by the City Council as local planning authority.

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

4) Details of a Travel Plan, including particulars of its implementation and monitoring of effectiveness and how measures to improve effectiveness shall be implemented shall be submitted to and approved in writing by the City Council as local planning authority before commencement of the development. For so long as the use is in operation the local planning authority shall be provided with such information as specified in the Travel Plan and all measures that are identified that can improve the effectiveness of the Travel Plan shall be adopted and implemented within a timescale agreed in writing by the local planning authority.

Reason - In the interests of promoting sustainable modes of transport.

5) The development hereby approved shall include a building 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 to and approved in writing by the local planning authority before the development commences. The approved scheme shall be implemented in full before the development is first occupied unless otherwise agreed in writing by the local planning authority 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 government guidance in Planning Policy Statement 1 and Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

6) a) 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.

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 H2.2 of the Unitary Development Plan for the City of Manchester.

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

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

8) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and

paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with Policies 2.4 and 2.6 of the Unitary Development Plan for the City of Manchester.

9) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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

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

11) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any order revoking and re-enacting that Order with or without modification) no boundary treatment shall be erected on the common boundary of house types 7 and 9.

Reason - In interests of providing parking spaces that are fully accessible, in accordance with Design for Access 2.

12) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (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 visual amenity, in accordance with policy H2.2 of the Manchester Unitary Development Plan.

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: 090824/FO/2009/S1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Neighbourhood Policing Team (Greenheys Police Station)
Planning Projects Team
Sport England (NW Region)
Engineering Services
Environmental Health
Contaminated Land Section
Environment & Operations (Trees)
Environment & Operations (Refuse & Sustainability)
Environment Agency
Greater Manchester Ecology Unit
Greater Manchester Police
Judith Hackney, Crime Reduction Officer
Great Western Street Residents Association
Footballers Estates Tenants Association
Housing Strategy Division
South Manchester Regeneration

A wide neighbour notification was carried out, in total approximately 730 residents were notified of the development by letter. A wide radius was used; the area bound by the following roads Broadfield Road, Cadogan Street, Haydon Avenue, Kippax Street, Sam Cowan Close and Crondall Street. A full list of the addresses is available in the application file.

Representations were received from the following third parties:

145 Upper Lloyd Street, Manchester, M14 4HS
13 Parkside Road, Manchester, M14 7JG
45 Upper Lloyd Street, Manchester, M14 4HS

Relevant Contact Officer : Charenjit Kaur
Telephone number : 0161 234 4544
Email : c.kaur@manchester.gov.uk