

## List No. 4

<b>Moss Side Ward</b>	<b>Application Number</b> 080958/FO/2006/S1	<b>Date of Appln</b> 2nd Nov 2006	<b>Committee Date</b> 15th Feb 2007
<b>Proposal</b>	Erection of part three/part 4 storey block comprising 578 sqm of retail / leisure floorspace with 25 apartments above including roof top gardens and terraces and erection of 9 x 3 storey town houses at the rear of the site fronting Dunworth Street		
<b>Location</b>	297-339 Claremont Road, Moss Side, Manchester, M14 7NB,		
<b>Applicant</b>	Caspian Construction Ltd / The Housing Estate Ltd 174 Wilmslow Road, Rusholme, Manchester, M14 5LQ		
<b>Agent</b>	SMC DTR:UK Ltd Alberton House, St Marys Parsonage, Manchester, M3 2WJ		

### Description

This application relates to a rectangular, 0.3 ha (0.7 acre) plot of land bounded by Claremont Road to the south, Dunworth Street to the north, Kippax Street to the west and Crofton Street to the east. Alleyways running north to south separate the site from the rows of terraced properties along Kippax Street and Crofton Street.

The site is currently occupied by a single storey textile factory fronting Claremont Road and a variety of single storey, semi-derelict out buildings, together with a large service area/car park to the rear. Pedestrian and vehicular access is currently gained from Claremont Road with vehicular access for servicing gained from Dunworth Street.

The rear of the site is in a poor, run down condition, characterised by the clutter of semi-derelict out buildings, hard landscaping and 6.5 metre (approx) boundary treatment to the rear. This comprises of a 2.5 metre brick wall with approximately 3.5 metres of chain link fence and barbed wired above.

In term of the site's immediate surroundings, this is mixed use in nature. Claremont Road is a main district distributor road served by a bus route and contains a number of small-scale retail and food and drink uses. To west of the site along Claremont Road is a large, two storey primary school, with the remainder of the immediate area predominantly consisting of residential properties.

With regard to this application, it is proposed to erect 25 one, two and three bedroom apartments within a part three, part four storey block fronting Claremont Road. This block will also contain 4 retail/leisure units on the ground floor with access and servicing to be from Claremont Road only. The combined commercial floorspace totals 578 square metres.

The apartment block is of a contemporary design and includes three storey blocks to each side and central four storey section with mono-pitched roofs.

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To the rear of the site, facing Dunworth Street, it is proposed to erect 9, three storey, three bedroom townhouses, with integral garages and mono-pitched roofs together with front and rear gardens.

The central part of the site includes a surface level car park to provide 29 car parking spaces for future occupiers of the apartment block and ground floor commercial units. This area also includes cycle parking facilities, soft landscaping and refuse areas for the apartments and commercial units.

The current scheme relates to an amended scheme to that originally submitted. The proposal has been modified to address previous concerns regarding the height of the apartment blocks, pedestrian access, security, refuse storage and detail on side elevations. The application has subsequently been reconsulted upon.

In brief, the revised scheme lowers the height of the apartment block and reduces the height of the monopitch and open grid feature elements by approximately 1 metre. The balcony/entrance element on the sides of the apartment block have also been set back from Kippax Street and Crofton Street so that the sky will be visible between the expressed structural frame. This will increase the light and transparency of the architecture. Further, to reduce the impact on neighbouring properties along Kippax Street and Crofton Street, the end apartments on levels two and three have been reduced to 2 bedroom apartments and the balcony at level three removed. This has reduced the apartment block height at these locations to less than the adjacent buildings.

In addition to the above, changes have also been made to the external works. The car park access gate has been relocated closer to Dunworth Street and there is now a distinct separation of access to the development and the rear alleyways that serve Kippax Street and Crofton Street. Windows have been added at ground floor level to the side elevation of the townhouses along Dunworth Street to increase natural surveillance to the car park and additional refuse areas have been provided to the shops on Claremont Road.

## **Consultations**

Local residents - 10 letters of objection have been received for the original submission including a petition containing 20 signatures. Following the submission of a revised scheme, one letter of objections has been received. Any further objections will be reported as late representations. Details of the objections received are summarised below:

- (i) The development will lead to increased demand for parking and traffic congestion.
- (ii) Delivery vehicles making deliveries to the retail development will exasperate existing problems.
- (iii) Additional retail space would put pressure on existing retailers and the potential closure of current retail premises would encourage vandalism and crime.
- (iv) The development is too high and will block light to houses and lead to a loss of privacy due to overlooking.

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- (v) The commercial units would lead to an increase in traffic, litter and noise.
- (vi) The houses on Dunworth Street will have a reduction in light. Currently the factory is the same height as the houses and does not obstruct light.
- (vii) The proposed accommodation is aspirational and does not address the housing needs of the local community which is for affordable family housing.

Ward Councillors - General support is given for the proposal, although any hot food takeaway provision would be a problem. Developers would be expected to assist in providing community benefit by helping with general environmental improvements such as alleygating. Co-operation would also be required in the future management of the scheme.

South Manchester Regeneration - The proposed development works well with the aspirations for this area, although the management of the retail units in the event of them becoming vacant and the management of the apartments needs to be agreed.

Greater Manchester Policy Architectural Liaison Unit - Believe the scheme can be made to meet Secure by Design standards and can see no problem with the proposal.

Environmental Health (Contaminated Land Section) - Historical information relating to the site indicates the possible presence of significant levels of contamination. It is therefore recommended that a condition be inserted requiring a desktop study to identify possible sources of contamination to be submitted together with details of a site investigation and written method statement for the remediation of the land.

Landscape Practice - Confirmation is required of the proposed boundary treatments and paving. The proposed amenity space needs to provide an area of lawn, shrub/tree planting and seating. Full landscaping details are required.

Great Western Street Residents Association - Following a meeting with the residents, support was given in principle for the scheme. However, as part of any legal agreement they have requested improvements to the surrounding alleyways.

## **Issues**

Unitary Development Plan (UDP) - There are no site specific policies relating to the application site. However the following city wide policies are relevant to this proposal:

Policy H1.2 seeks to ensure that the housing stock contains a wide range of housing types to meet the needs of all people who live in Manchester.

Policy H2.2 states that the Council will not allow development that will have an unacceptable impact on residential areas. The matters that the Council will consider include the scale and appearance of the development and it's impact in terms of noise, vibration, traffic generation, road safety and air pollution.

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Policy DC7.1 states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people wherever this is practical and that family homes will be expected to provide safe areas within which children can play.

Policy E3.5 aims to promote measures which will lead to a safer environment. These measures include, ensuring the layout of new development is designed with safety in mind, designing landscaping and community areas to minimise the risk of attack, providing safe places for children to play and improving road safety.

Policy MS1 seeks to improve the physical aspects of Moss Side and in particular to improve its housing stock, the appearance of its streets and open spaces and to improve and expand the range of shops, commercial and leisure facilities in the area.

Policy S2.4 states that new shopping facilities should not significantly affect the amenities of nearby residential areas.

Policy T3.7 expects new developments to make adequate provision for secure cycle parking.

In terms of regional policy, the Draft North West Plan (The Regional Spatial Strategy) was submitted to Government on 30th January 2006, published for public consultation on 20th March 2006 and closed on 12th June 2006. The Examination in Public commenced in October and the final plan is expected to be published towards the end of 2007. This plan (RSS) will replace Regional Planning Guidance for the North West (RPG 13) and currently carries more weight in planning decisions.

The RSS contains many of the themes contained in RPG13 in terms of urban regeneration and the use of previously developed land. The key theme underpinning RSS however is sustainable development. The strategy to achieve this sustainable environment involves an integrated and long term approach to ensure that progress is made in pursuit of all the economic, social and environmental objectives

Policy DP1 encourages both the economic use of land and the development of brownfield land.

Policy SD1 seeks to concentrate development in the North West Metropolitan Area which will enhance economic strength, the environment, overall quality of life and social regeneration.

Policy UR1 identifies the sustainable regeneration of the region's urban areas as a clear priority. Emphasis is placed on the reuse of derelict land and buildings, the balanced distribution of good quality dwellings and access to employment and community facilities.

In addition to the above, central government provides national planning guidance in the form of Planning Policy Guidance Notes (PPG) and more recently on some planning issues, Planning Policy Statements (PPS). PPS3 which is referred to below should not be viewed as a material consideration on

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planning applications until 1st April 2007, although it may be capable of being a material consideration in particular circumstances prior to this date.

PPS1 'Delivering Sustainable Development' sets out the overarching policies on the delivery of sustainable development through the planning system. Emphasis is placed on the need for good design to ensure, attractive, usable, durable and adaptable places

PPG3 'Housing' establishes the Government's commitment to priorities the reuse of previously developed land within urban areas. Good design is also a factor of great importance in new housing developments in order to create high quality environments for people to live.

PPS3 'Housing' highlights that the majority of new housing should be located on brownfield land. The guidance also states that the planning system should deliver:

- 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.

PPG4 'Industrial and Commercial Development and Small Firms' refers to the importance of bringing under used or vacant land back into beneficial use for the regeneration of towns and cities. It also promotes mixed use developments, advising that optimum use should be made of sites in urban areas, taking into account factors such as accessibility by public transport.

PPG13 'Transport- strongly promotes public transport, walking and cycling as alternatives to the private car. By shaping the pattern of development and influencing the scale, density, design and mix of land uses, planning can help reduce the need to travel.

Further to the above, the 'Guide to Development in Manchester 2', for which an updated version is being consulted upon, is set to become a Supplementary Planning Document (SPD). At present the document has been adopted as non-statutory planning guidance for development control purposes. The document contains core principles to guide developers to high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability

Principle - It is considered that the proposed development is acceptable in principle and complimentary to its surroundings. The Claremont Road area is generally characterised by residential and small-scale retail properties and this

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proposal would be in keeping with the type of uses in the area and reflects the urban mix of the Claremont Road street scene.

The site is currently occupied by a factory and service yard in a poor condition. The redevelopment of the site would therefore regenerate the immediate area to the benefit of the local community.

Concerns have been expressed that the retail/leisure units could become vacant or that they would be used for hot food takeaways which would increase blight on the area.

Members should note that if the scheme is approved, permission will only be granted for the ground floor units fronting Claremont Road to be used for retail purposes (Class A1) or leisure uses within Class D2. Any changes from these uses would require a separate application for planning permission.

In addition to the above, the Planning Service shares the concerns that the commercial units could become vacant. The units however are capable of being converted into residential properties with sufficient defensible space provided on the Claremont Road frontage. The fall back position would therefore mean the units are converted into a residential use if the event of sustained vacancy.

**Car Parking** - The scheme provides one car parking space per house/flat all of which are accessed from Dunworth Street. The 9 town houses each have an integral garage and driveway, whilst the 25 apartments and 4 shop units have 29 surface level car parking spaces located at the centre of the site, with the inclusion of one disabled car parking space for use by future occupants of the apartments and staff of the retail/leisure units. The level of provision is in line with current policy for parking. The retail/leisure units are located amongst a parade of other shops where on street servicing and parking are normal practice. The absence of dedicated parking for the commercial element is therefore not significant for this scheme.

**Access** - The site has two existing accesses off Dunworth Street and Claremont Road. The proposed vehicular access is based upon the current access point off Dunworth Street, although the junction width is to be widened to provide better visibility and turning area. Dunworth Street is currently used as the access point for parking and servicing in relation to the existing factory. It is therefore not considered that the use of Dunworth Street for access would have any material, detrimental impact on nearby residents.

**Disabled Access** - The scheme is capable of adaption to be fully accessible for disabled people to live in.

**Scale and Massing** - The scheme involves the erection of 3 storey dwellings on Dunworth Street and a part 3 storey, part 4 storey block fronting Claremont Road. The contemporary design of the buildings involves the use of mono-pitches to allow an increase of light through the site and the set back of the building from the rear of the dwellings on Crofton Street and Kippax Street, which lessens the impact of the building. It is therefore considered that the scheme can be effectively assimilated into the local environment without any undue, significant impact on surrounding occupiers.

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Claremont Road is busy thoroughfare with a large mix of buildings, including the primary school just west of the site which is comparable in terms of height. This scheme however also involves the use of light and transparent architecture which it is considered will enhance and add value to the immediate area.

Site Layout - All the proposed buildings front roads with parking spaces kept of the street frontages. Further, no buildings are proposed for the centre of the site and therefore any impact on the residential amenity to the dwellings on Kippax Street and Crofton Street are kept to a minimum. The proposed layout of the scheme is therefore considered acceptable.

Residential Amenity - The revised scheme will regenerate a site which at present is in commercial use and in a run down state of appearance. The proposed scheme will introduce residential neighbours more in keeping with the residential properties that surround the site. It is acknowledged that residents are concerned that there would be buildings of a greater scale than there is presently. However, the scheme has been designed to effectively mitigate against the loss of significant levels of light and overlooking. Further, by introducing layers of elevations, the apartment building mass has a light rhythmic appearance, with the townhouses also using this principle to produce a small-scale fenestration. Overall, the scheme will regenerate a run down site and lead to an attractive, safer environment for local residents.

Sustainability - The site is well served by local bus services to the city centre on Claremont Road itself and a short walk to the east along Wilmslow Road there are a range of bus routes that serve many areas of the city including the airport. The site is also well catered for in terms of local facilities with shops and primary schools within a short walk of the site. Further to this, the applicant has included a cycle storage facility within the development to encourage people to use an alternative to the private car.

Landscaping/Amenity Space - The scheme involves the provision of communal open space and tree planting central to the site, front and rear garden to the townhouses and the use of balconies and private areas for many of the apartments.

A number of different materials are also proposed for the road, footpath, bicycle store and car parking areas to produce texture to the surface area. A mixture of plant species is also proposed to produce year round effect and include ground covers, climbers and trees. A full landscaping scheme would need to be submitted and is a requirement of a planning condition.

BREEAM - A pre-construction BREEAM Assessment has been submitted with the application. This states that the development will achieve a 'very good' rating. A condition has been inserted ensuring that a licensed assessor awards a post construction rating.

Crime and Disorder - An appropriate 'secure by design' condition has been inserted if the Committee is minded to approve the application. This stipulates that the applicants must liaise with Greater Manchester Police regarding any security measures.

Legal Agreement - The applicants have agreed to enter into a S.106 legal agreement should the application be approved. This relates to a financial

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contribution towards street trees, street lights and improvements to the public realm and public art, including the upgrading of alleyways at the sides of the site.

**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)/objectors/residents 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 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**

Approve subject to a S.106 agreement relating to the provision of street trees, CCTV coverage and improvements to the public realm and public art and including the upgrading of the alleyways at the sides of the site and that the application accords with Policies H1.2, H2.2, DC7.1. E3.5, MS1, S2.4 and T3.7 of the Unitary Development Plan and that there are no material considerations of sufficient weight to indicate otherwise.

### **Conditions and/or Reasons**

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

Reason -

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

2) Construction of the works hereby approved by this permission shall not take place until samples and specifications of the 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.

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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.

3) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment and gates to be erected. The boundary treatment shall be completed before [the use hereby permitted is commenced] or [before the building(s) is/are occupied] or [in accordance with a timetable agreed in writing with the local planning authority]. Development shall be carried out in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

4) The development hereby approved shall not be occupied unless a Building Research Establishment Environmental Assessment Methodology (BREEAM) rating has been awarded by an assessor licensed by the Building Research Establishment in respect of all buildings comprised in the development.

Reason - In the interests of minimizing the environmental impact of the development, pursuant to Manchester Unitary Development Plan policy.

5) Before the development hereby approved commences a report to assess the likely extent of any ground contamination and/or ground gas being present on or affecting the site shall be submitted to and approved in writing by the City Council as local planning authority. Should any ground contamination and/or ground gas be present, before the development commences, the site shall be remediated in accordance with a scheme agreed in advance with the City Council as local planning authority and implemented in accordance with the approved scheme.

Reason - To ensure that the presence of or the potential for any contaminated land/ground gas is detected and appropriate remedial action is taken in the interests of public safety in order to comply with Policies H2.1, H2.2, E3.1 and E3.2 of the adopted Manchester Unitary Development Plan.

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

Reason

To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

7) The details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site and shall remain so displayed unless otherwise agreed in writing by the City Council as local planning authority.

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Reason -

In the interests of local amenity, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester

8) The development shall not be occupied unless accreditation confirming achievement of the Secured by Design standards in respect of the development has been issued by Greater Manchester Police, unless otherwise agreed in writing by City Council as local planning authority.

Reason - To reduce the risk of crime pursuant to policy and E3.5 of the Unitary Development Plan of the City of Manchester, and to reflect the guidance contained in PPS1 "Delivering Sustainable Development"

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

Reason

To ensure that the proposed development does not cause unacceptable amounts of dust in the vicinity and to ensure that local roads are kept clear of mud, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

10) Notwithstanding the survey already submitted, the applicant shall, with regard to television reception in the area containing the application site, provide the City Council as local planning authority with studies that:

a) Measure the existing television signal reception within the potential impact area, [as identified in the report stamped as dated 19th October 2006 and within an area of 500 metres radius surrounding the building] before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications (Ofcom), and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified above 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 as listed 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 provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the

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extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, as advised in Planning Policy Guidance Note 8: 'Telecommunications'.

11) The development hereby approved shall be carried out in accordance with the drawings numbered MO6145 (O-) 16C, MO6145 (O-) 24A, MO6145 L (O-) 18C, MO6145 (O-) 17C, MO6145 (O-) 19B, MO6145 (O-) 16C, MO6145 L(O-) 20B MO6145 (O-) 21B and MO6145 (O-) 22B, stamped as received by the Local Planning Authority on 15th January 2007, unless otherwise agreed in writing by the City Council as Local Planning Authority.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

12) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. These facilities shall then be retained and permanently reserved for bicycle parking.

Reason

To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport.

13) Notwithstanding the provisions of Article 3 of, and Class A of Part 1 of Schedule 2 to, the Town and Country (General Permitted Development) Order 1995, the garage accommodation hereby approved, as part of this development shall not be converted into living accommodation without the express written permission of the City Council as local planning authority.

Reason

The loss of garage parking space would result in an unacceptable increase in on-street parking and would thereby be detrimental to highway and pedestrian safety, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

14) A landscaping scheme shall be submitted to and approved in writing by the City Council as local planning authority prior to the commencement of the development. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. Any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within 5 years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted unless otherwise agreed in writing by the City Council as local planning authority.

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To ensure that a satisfactory landscaping scheme for the development is carried out, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

15) The development hereby approved shall include acoustic glazing and acoustically treated ventilation in accordance with an acoustic attenuation scheme to be submitted to and approved in writing by the City Council as local planning authority before the development commences. The acoustic attenuation scheme hereby approved shall be implemented in full before use of the premises first commences.

Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied, pursuant to policy H2.2 of the adopted UDP.

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

Reason

To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

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

Reason

To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

18) 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

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19) Before development commences a scheme for the extraction of any fumes, vapours and odours from the commercial premises areas within the development hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with Policy H2.2 of the Unitary Development Plan for the City of Manchester.

20) The premises shall only be used for retail (Class A1) or leisure uses within Class D2 only, and for no other purposes, including any other purpose in the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason -

To protect residential amenity, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

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

Reason -

To protect residential amenity, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

22) The permitted hours of opening of the commercial units hereby approved are to be agreed with the City Council as local planning authority prior to occupation.

Reason

In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

23) No loading or unloading shall be carried out outside the following hours 07.30 to 20.00 Monday to Friday, 09.00 to 18.00 Saturday and no similar activity on Sundays and Bank Holidays

Reason

In the interests of residential amenity pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester..

24) The commercial units on the Claremont Road frontage hereby approved shall be serviced from the road frontage only during the hours specified by Condition 23 of this planning approval.

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To protect residential amenity, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

25) Details of the shop frontages of the commercial units hereby approved, including security grills or roller shutters shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason -

In the interests of residential amenity, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

26) No part of the development shall be occupied until a management plan for the management of the residential and commercial units has been submitted to and approved in writing by the City Council as local planning authority. This plan should remain in operation at all times.

Reason -

In the interests of residential amenity, pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

27) Details of how ground-level structural openings within the proposal will be in-filled and secured in advance of accommodation being used or occupied by a tenant must be provided before development commences. Full details of how temporary in-fills will be created, how they will add positively to the amenity of the area, how they will enhance the visual character and vitality of an area, and how they will be maintained in their original quality and condition must be submitted to and approved in writing by the local planning authority before development commences.

Reason - In the interests of amenity and crime reduction pursuant to policies H2.2 and E3.5 of the adopted Unitary Development Plan of the City of Manchester.

#### **Local Government (Access to Information) Act 1985**

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 080958/FO/2006/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 all held by the Planning Division.

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

Chief Executive's Landscape Practice Group  
Great Western Street Residents Association  
South Manchester Regeneration  
Environment & Operations (Highway Authority)

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Greater Manchester Police

Director of Housing

Head of Environmental Health

Head of Environmental Health

Head of Engineering Services

Claremont Road Junior & Infant School, Claremont Road, Moss Side, Manchester, M14 7NA

343a, Claremont Road, Moss Side, Manchester, M14 7NB

351a, Claremont Road, Moss Side, Manchester, M14 7NB

Flat, 341 Claremont Road, Moss Side, Manchester, M14 7NB

336 Claremont Road, Moss Side, Manchester, M14 7WJ

9 Dunworth Street, Moss Side, Manchester, M14 7WH

7 Dunworth Street, Moss Side, Manchester, M14 7WH

5 Dunworth Street, Moss Side, Manchester, M14 7WH

37 Dunworth Street, Moss Side, Manchester, M14 7WH

35 Dunworth Street, Moss Side, Manchester, M14 7WH

33 Dunworth Street, Moss Side, Manchester, M14 7WH

31 Dunworth Street, Moss Side, Manchester, M14 7WH

3 Dunworth Street, Moss Side, Manchester, M14 7WH

29 Dunworth Street, Moss Side, Manchester, M14 7WH

27 Dunworth Street, Moss Side, Manchester, M14 7WH

25 Dunworth Street, Moss Side, Manchester, M14 7WH

23 Dunworth Street, Moss Side, Manchester, M14 7WH

21 Dunworth Street, Moss Side, Manchester, M14 7WH

19 Dunworth Street, Moss Side, Manchester, M14 7WH

17 Dunworth Street, Moss Side, Manchester, M14 7WH

15 Dunworth Street, Moss Side, Manchester, M14 7WH

13 Dunworth Street, Moss Side, Manchester, M14 7WH

11 Dunworth Street, Moss Side, Manchester, M14 7WH

1 Dunworth Street, Moss Side, Manchester, M14 7WH

390 Claremont Road, Moss Side, Manchester, M14 7WB

388 Claremont Road, Moss Side, Manchester, M14 7WB

386 Claremont Road, Moss Side, Manchester, M14 7WB

384 Claremont Road, Moss Side, Manchester, M14 7WB

382 Claremont Road, Moss Side, Manchester, M14 7WB

380 Claremont Road, Moss Side, Manchester, M14 7WB

378 Claremont Road, Moss Side, Manchester, M14 7WB

376 Claremont Road, Moss Side, Manchester, M14 7WB

374 Claremont Road, Moss Side, Manchester, M14 7WB

372 Claremont Road, Moss Side, Manchester, M14 7WB

370 Claremont Road, Moss Side, Manchester, M14 7WB

368 Claremont Road, Moss Side, Manchester, M14 7WB

366 Claremont Road, Moss Side, Manchester, M14 7WB

364 Claremont Road, Moss Side, Manchester, M14 7WB

362 Claremont Road, Moss Side, Manchester, M14 7WB

360 Claremont Road, Moss Side, Manchester, M14 7WB

Methodist Housing Association, 358 Claremont Road, Moss Side, Manchester, M14 7WB

356 Claremont Road, Moss Side, Manchester, M14 7WB

354 Claremont Road, Moss Side, Manchester, M14 7WB

352 Claremont Road, Moss Side, Manchester, M14 7WB

350 Claremont Road, Moss Side, Manchester, M14 7WB

348 Claremont Road, Moss Side, Manchester, M14 7WB

346 Claremont Road, Moss Side, Manchester, M14 7WB

#### List No. 4

344 Claremont Road, Moss Side, Manchester, M14 7WB  
342 Claremont Road, Moss Side, Manchester, M14 7WB  
340 Claremont Road, Moss Side, Manchester, M14 7WB  
338 Claremont Road, Moss Side, Manchester, M14 7WB  
79 Kippax Street, Moss Side, Manchester, M14 7NJ  
77 Kippax Street, Moss Side, Manchester, M14 7NJ  
75 Kippax Street, Moss Side, Manchester, M14 7NJ  
73 Kippax Street, Moss Side, Manchester, M14 7NJ  
71 Kippax Street, Moss Side, Manchester, M14 7NJ  
69 Kippax Street, Moss Side, Manchester, M14 7NJ  
67 Kippax Street, Moss Side, Manchester, M14 7NJ  
65 Kippax Street, Moss Side, Manchester, M14 7NJ  
63 Kippax Street, Moss Side, Manchester, M14 7NJ  
61 Kippax Street, Moss Side, Manchester, M14 7NJ  
59 Kippax Street, Moss Side, Manchester, M14 7NJ  
57 Kippax Street, Moss Side, Manchester, M14 7NJ  
55 Kippax Street, Moss Side, Manchester, M14 7NJ  
53 Kippax Street, Moss Side, Manchester, M14 7NJ  
99 Crofton Street, Moss Side, Manchester, M14 7ND  
97 Crofton Street, Moss Side, Manchester, M14 7ND  
95 Crofton Street, Moss Side, Manchester, M14 7ND  
93 Crofton Street, Moss Side, Manchester, M14 7ND  
91 Crofton Street, Moss Side, Manchester, M14 7ND  
89 Crofton Street, Moss Side, Manchester, M14 7ND  
87 Crofton Street, Moss Side, Manchester, M14 7ND  
85 Crofton Street, Moss Side, Manchester, M14 7ND  
83 Crofton Street, Moss Side, Manchester, M14 7ND  
81 Crofton Street, Moss Side, Manchester, M14 7ND  
76 Crofton Street, Moss Side, Manchester, M14 7ND  
74 Crofton Street, Moss Side, Manchester, M14 7ND  
72 Crofton Street, Moss Side, Manchester, M14 7ND  
70 Crofton Street, Moss Side, Manchester, M14 7ND  
68 Crofton Street, Moss Side, Manchester, M14 7ND  
66 Crofton Street, Moss Side, Manchester, M14 7ND  
64 Crofton Street, Moss Side, Manchester, M14 7ND  
62 Crofton Street, Moss Side, Manchester, M14 7ND  
60 Crofton Street, Moss Side, Manchester, M14 7ND  
58 Crofton Street, Moss Side, Manchester, M14 7ND  
56 Crofton Street, Moss Side, Manchester, M14 7ND  
54 Crofton Street, Moss Side, Manchester, M14 7ND  
52 Crofton Street, Moss Side, Manchester, M14 7ND  
113 Crofton Street, Moss Side, Manchester, M14 7ND  
111 Crofton Street, Moss Side, Manchester, M14 7ND  
109 Crofton Street, Moss Side, Manchester, M14 7ND  
107 Crofton Street, Moss Side, Manchester, M14 7ND  
105 Crofton Street, Moss Side, Manchester, M14 7ND  
103 Crofton Street, Moss Side, Manchester, M14 7ND  
101 Crofton Street, Moss Side, Manchester, M14 7ND  
Seymour & Story Ltd, 353 Claremont Road, Moss Side, Manchester, M14 7NB  
Afro Caribbean Beauty Salon, 351 Claremont Road, Moss Side, Manchester,  
M14 7NB  
Andrew Fitzpatrick, 349 Claremont Road, Moss Side, Manchester, M14 7NB  
A M Strafford & Sons Ltd, 345-347, Claremont Road, Moss Side, Manchester,  
M14 7NB

#### **List No. 4**

Iqbal Newsagents & Greengrocers, 343 Claremont Road, Moss Side, Manchester, M14 7NB  
341 Claremont Road, Moss Side, Manchester, M14 7NB  
Highland Knitters, 297 Claremont Road, Moss Side, Manchester, M14 7NB

#### **Representations were received from the following third parties:**

Chief Executive's Landscape Practice Group  
South Manchester Regeneration  
Greater Manchester Police  
Head of Environmental Health  
Head of Environmental Health  
Head of Engineering Services  
, 21 Dunworth Street, Moss Side, Manchester, M14 7WH  
, 17 Dunworth Street, Moss Side, Manchester, M14 7WH  
, 364 Claremont Road, Moss Side, Manchester, M14 7WB  
, 352 Claremont Road, Moss Side, Manchester, M14 7WB  
, 350 Claremont Road, Moss Side, Manchester, M14 7WB  
, 348 Claremont Road, Moss Side, Manchester, M14 7WB  
, 346 Claremont Road, Moss Side, Manchester, M14 7WB  
, 344 Claremont Road, Moss Side, Manchester, M14 7WB  
, 61 Kippax Street, Moss Side, Manchester, M14 7NJ  
, 72 Crofton Street, Moss Side, Manchester, M14 7ND  
, 66 Crofton Street, Moss Side, Manchester, M14 7ND  
, 58 Crofton Street, Moss Side, Manchester, M14 7ND  
, 56 Crofton Street, Moss Side, Manchester, M14 7ND

**Relevant Contact Officer:** : Steven McCoombe  
**Telephone No.** : (0161) 234 4607  
**Email** : s.mccoombe@manchester.gov.uk