

Application Number	Date of Appln	Committee Date	Ward
117274/FO/2017	14th Aug 2017	11th Jan 2018	Levenshulme Ward

Proposal Erection of an apartment block with a maximum height of 5 storeys (excluding roof top plant) and comprising 27 units (26 x two bedroom and 1 x one bedroom) with car parking, amenity space and boundary treatments and 4 two storey houses with roof space accommodation with garden areas, car parking and associated walls and fencing and vehicular access from Kingsway and Moseley Road following the demolition of the existing public house

Location Kingsway Hotel, Moseley Road, Manchester, M19 2LJ

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Description

The planning application site is currently occupied by a predominantly 3- storey public house and is located at the junction of Kingsway and Moseley Road and is adjacent to a major traffic light controlled roundabout junction. Whilst the offices of the Your Housing Group are located to the south-west of the application site, the surrounding area is residential with a predominant composition of 2-storey semi-detached dwellinghouses characterised by front and rear gardens with driveways.

The application site has a broadly triangular configuration formed by the intersection of Kingsway and Moseley Road and, as a result of the siting of the existing public house has a strong presence at the roundabout junction and prominence within the wider streetscene. The existing public house is separated from houses to the north of the application by a hard surfaced car parking area. The application building is set back from the adjacent footpath with the boundaries to Kingsway and Moseley Road defined by concrete bollards. A bus stop is located adjacent to the Moseley Road site boundary.

The existing building is predominantly 3- storey but incorporates a part single part 2-storey section at its southern end (adjacent to the roundabout junction) and a flat roof single storey extension projecting from its northern elevation, The building has a broadly rectangular configuration with set backs to its northern and southern sections thereby emphasising the main central 3-storey section of the building presented to Kingsway and Moseley Road respectively.

The existing elevations are characterised by a white painted ground floor elevation with brown brickwork rising through the upper floors. Stone string courses demarcate the respective floors. Further articulation would be formed through recesses within the elevation composition and the formation of rectangular windows set within brick

soldier course headers and stone sills. The roofscape comprises of a series of hipped pitched roofs that respond to the variance in the component parts of the building and the formation of brick chimney stacks. The existing buildings would be demolished as part of the development.

The application was formerly the subject of the following planning application, which was withdrawn 15 August 2017 following discussions with officers who expressed concerns regarding the magnitude of the proposed development and its impact in urban design terms:

113387/FO/2016 - Erection of 4 storey building to 41 x 2 bedroom apartments together with associated car parking and landscaping and alterations to existing highway access following demolition of existing building

Through the revised application (ref:117274/FO/2017) and its subsequent amendments, the applicant has sought to respond to the previously expressed concerns as part of an on-going dialogue with officers. The proposed development has been significantly amended since its original submission in relation to both the number of proposed residential units, elevational design and arrangements for car parking and amenity space. The proposed site layout is shown at Fig. 1.



Fig.1 - Proposed site layout

The current proposals comprise:

1. Apartments - The proposed 27 unit apartment block would be configured to respond to the triangular composition of the site with a 'landmark' elevation presented to the junction of Kingsway and Moseley Road. This 'landmark' elevation would form a distinctive 'Art Deco' style curve that would coherently link the component street elevations. The proposed roof would have a very shallow hipped roof construction, which would be viewed as a flat roof from the street as the eaves, set at 14.25 metres above ground level, would take precedence within the elevational

composition. The apartment block would project northwards into the site with composite 4 and 3 storey elements forming street elevations to Kingsway and Moseley Road; before terminating as a series of integrated but articulated rear elevations related to a centrally positioned car parking area (for use by the apartments).

The landmark elevation would incorporate a 3-storey band of white cladding above the ground floor and beneath the fifth floor with a defining central recess spanned at each floor by integral balconies. The cladding would return to a mid-point along the Kingsway elevation and then partially return along the Moseley Road elevation. Further articulation would be formed through the recesses of the fifth floor thereby along the formation of an integral terrace. Notwithstanding the cladding details, the predominant material would be formed in red brick.

The elevational composition would be further relieved through the formation of vertical recesses to the Moseley Road elevations and the setting back of the 4 and 3 story elements, which would be visible across the apartment car park. The characteristic vertical composition of the building would be further emphasised by the design, grouping and arrangement of rectangular windows. The principal entrance to the building would be via a canopied entrance from Moseley Road. A linked arrangements of footpath within the site would link the entrance to the building and the pedestrian access to the street and car park.

The setting of the proposed apartments would be formed by grassed areas and trees planted adjacent to the Kingsway boundary with a mix of tree planting and hard and soft landscaping returning adjacent to the Moseley Road boundary. The proposed apartment car parking area would comprise of 21 spaces (including 3 accessible spaces) would be formed to each side of a service road access and egressed from Moseley Road. Pedestrian access and egress would be taken from Moseley Road and Kingsway. The car parking area would incorporate landscaping and a communal bin storage areas. The car parking area would be separated from proposed houses in the northern section of the site by fencing.



Figure 2 – Proposed apartment elevations

2. Dwelliinghouses - The proposed dwellinghouses would be arranged in semi-detached pairs (4 units in total) and constructed in a red brick and grey roof tile composition. The dwellinghouses would be 2-storey with integral roof space accommodation and would incorporate pitched roofs with the ridge line running from south to north and gable elevations. Distinctive pairs of flat roof projecting dormers would be centrally positioned within the respective front elevations. Rectangular windows in dark grey metal frames and incidental cladding would be grouped and arranged in the front and rear elevations. The rectangular motif would be related to the formation of doors and (secondary habitable, hallway and WC) windows within the side elevations.



Fig.3 – Proposed dwellinghouse elevations.

Landscaping

Proposed boundary treatment

In addition to neighbour and statutory consultation the originally submitted planning application was advertised in the Manchester Evening News and through the display of site notices. Further neighbour and statutory consultation was undertaken in relation to the amendments to the planning application, which are considered within this report. The applicant the application also undertook its own local consultation in respect of the proposed development.

Consultations

Local Residents –9 emails and one letter of objection were received in relation to the initially submitted proposals:

- i. The proposed development would be excessive in relation to its height and the proposed number of apartments. The proposals would result in the over development of the site;
- ii. It is considered that if the site is to be redeveloped, the number of proposed apartments should be reduced;
- iii. The development would result in the loss of an historically and architectural building and its proposed replacement would be of a lesser architectural quality and detriment of the character of the surrounding area;
- iv. The proposed development lacks satisfactory and sufficient car parking and would result in the displacement of cars into neighbouring streets and the wider locality. The resulting generation of traffic would add to localised congestion, which would be particularly detrimental to pedestrian and highway safety given the close proximity of the site to a major roundabout junction;
- v. The generation of pollution from additional traffic would undermine local air quality;
- vi. The proposed development would result in additional noise and disturbance.

One email was received that did not object to the proposed development but requested that the developer makes financial contribution towards improved traffic lights and pedestrian crossing within the vicinity of the application.

A further 5 emails and a petition signed by 15 residents have been received from neighbouring residents in respect to the revised proposals. The objections reaffirm the above comments, particularly with regard to:

- i. The height, scale and magnitude of the development;
- ii. The adverse impact of additional traffic and a perceived lack of residents car parking;
- iii. The lack of quality in the design of the proposed development and its incongruous relationship to neighbouring buildings;
- iv. The detrimental loss of the public house on the local community.

Councillor Dzidra Noor – Objected to the initially submitted planning application (117274/FO/2017) on the grounds that the proposed development would exacerbate existing localised traffic difficulties and congestion. The resulting impact of additional traffic generation would be particularly harmful to pedestrian and highway safety given the proximity of the site to a busy roundabout junction. The related increase in vehicular activity would increase pollution and thereby reduce local air quality.

Highway Services – The following comments have been received:

- i. The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities. It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns;
- ii. Secure cycle storage for the apartments is being provided communally on the ground floor equating to 100% provision and this is considered acceptable. Pedestrian access to the apartments is from Moseley Road which is acceptable in highway terms;
- iii. The existing eastbound bus stop will need repositioning and this will be in conjunction with MCC, TfGM and GMP with the developer meeting all associated costs. Any required highway alterations (e.g. crossover vehicle access points, street lighting alterations) would be undertaken through S278 agreement between the developer and the MCC Capital Programmes Team;
- iv. Driveways should be a minimum 3m x 6m for the houses and forecourt parking places should be a minimum of 2.4m x 4.8m. Sufficient visibility is required at all vehicle access points and the applicant is requested to verify that this is the case;
- v. With regard to waste management the number of bins and means of storage are acceptable but the developer should verify how the bins for the apartments are to be managed i.e. transportation to/from the collection point;
- vi. Should approval be granted it is recommended that prior to the commencement of the development a detailed construction management plan outlining working practices during development is submitted to and approved in writing by the local planning authority;
- vii. . For large developments a dilapidation survey is required which should include photographs and commentary on the current condition of carriageways and footways on the construction vehicle routes surrounding the site;
- viii. The information provided in the technical note by the applicant is sufficient to verify that no network capacity concerns will arise as a result of the development;
- ix. The revised development layout on drawing 101 rev. D is also acceptable to Highways where 21 on-site parking spaces are now being provided for 27 units equating to 78% provision and a preferred driveway layout is proposed to the two houses on Moseley Road.

Environmental Health – Conditions have been recommended in relation to the following:

- i. Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Kingsway and Mosley Road (and any other identified noise sources) shall be submitted to and

approved in writing by the City Council as local planning authority. Environmental Health have reviewed the submitted Echo Acoustics' Noise Assessment. However, the developer should confirm the proposed glazing specification as per the report's recommendations, as well as the means of background ventilation either via acoustically-rated trickle ventilation units, through-wall acoustically-rated mechanical ventilation units or a whole-house system;

- ii. Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve an appropriate noise rating level;
- iii. Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. Environmental Health have reviewed the submitted information and advised that an internal access door from the residential part of the development should be provided to allow residents internal access to the bin storage area. This door should be connected to the residential area by a lobby, so as to prevent nuisance odours entering the residence;
- iv. Any external lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties;
- v. An air quality impact assessment for the development shall be submitted to and approved in writing by the City Council as local planning;
- vi. It is recommended that a construction management plan shall be submitted to and approved by the Council. This will contain a Noise & Vibration section (in addition to a dust emission section) that shall base the assessment on British Standard 5228, with reference to other relevant standards. It shall also contain a community consultation strategy which includes how and when local businesses and residents will be consulted on matters such out of hours works.

Contaminated Land Section – A condition has been requested to address identified historic land contamination issues related to this previously developed site.

Flood Risk Management Team – Have requested conditions relating to the following:

- i. No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority;
- ii. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority.

Neighbourhood Team (Arboricultural Section) – No objection the proposed development from an arboricultural perspective. There are currently no onsite trees to comment on. There is a City Council located adjacent to the application site on Kingsway, which would need to be protected during the implementation of the new landscaping plan.

Greater Manchester Police Design for Security – The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement dated 13 September 2017 Ref: URN:2017/0738/CIS/01 and a planning condition should be added to reflect the physical security specification listed within section 4 of the appendices within the submitted Crime Impact Statement. Design for Security support for this application subject to the recommendations of the Crime Impact Statement being incorporated into the development.

Greater Manchester Ecology Unit – The following comments have been received:

- i. Bats - The existing public house is a large brick built building with a hipped roof covered in slate. The building is located on the junction of two busy main roads which are well lit. The surrounding habitat is considered to be low value for foraging bats. A preliminary assessment was undertaken of the building on 28th July 2016 and comprised an internal and external inspection of the building. The loft space was uninsulated and had a glazed area at its apex, leaving the loft space well lit. No bats or signs of bats were found during the survey and the building was considered to have a negligible - low potential to support roosting bats. The only suitable bat roosting feature was found to be the lead flashing at the buildings north face. Given the results of this survey, on this occasion, an updated survey requested. However, it is recommended, as a precautionary approach, that prior to demolition the lead flashings be taken off by hand with care, with the presence of bats borne in mind. If bats are found at any time during works, work should cease immediately and advice sought from a suitably qualified bat worker. It is recommended that the above measure are related to the development by condition;
- ii. No signs of nesting birds were observed during the survey;
- iii. In accordance with Section 11 of the NPPF, we would recommend that opportunities for biodiversity enhancement be incorporated into the new development. These should include:
 - a. Bat bricks and/or tubes within the new development;
 - b. Bat boxes;
 - c. Bird boxes;
 - d. Native tree and shrub planting.

GMEU has no objections to the development subject to the above recommendations.

Environment Agency – Based on the submitted Phase 2 Geo-Environmental Site Investigation by WML consulting, it is considered that the site poses a low risk to controlled waters and as such have no comments to make to the application.

United Utilities – Have requested that any planning permission be conditioned to ensure that:

- i. Foul and surface water shall be drained on separate systems.

- ii. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

Issues

National Planning Policy Framework (NPPF) – The NPPF requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 14 states that 'at the heart of the NPPF is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should accord with the development plan and should be approved without delay unless:

- i. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
- ii. Specific policies in the NPPF indicate development should be restricted.
- iii. The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).
- iv. Paragraph 8 (of the NPPF) goes on to state that these roles should not be undertaken in isolation: 'to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system'.
- v. Paragraph 9 (of the NPPF) - States that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment as well as in people's quality of life. This includes making it easier for jobs to be created in cities.

The NPPF has been related to the proposed development and the following specific paragraphs and policies are considered to be particularly relevant:

The following specific policies are considered to be particularly relevant to the proposed development:

- i. Chapter 1: Building a strong, competitive economy - By securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future. Chapter 1 has been related to the contribution of the development the supply of housing in the city;
- ii. Chapter 4: Promoting sustainable transport - Outlines Government objectives in respect of promoting sustainable transport, in particular developments should be supported that exploit opportunities for the use of sustainable

transport modes for the movement of goods or people. Chapter 4 has been related to the provision car parking arrangements and consideration of measures to reduce reliance on private car usage;

- iii. Chapter 7: Requiring good design - Reflects upon the importance of design to the built environment and its contribution to sustainable development and making places better for people. With this in mind, the design of the substantive development has been assessed in relation to the quality and cohesion of its composite building, as well as the function and appearance of public and private spaces'. Chapter 7 has been related to the quality of the proposed design of the building and its potential contribution to the built environment;
- iv. Chapter 8: Promoting healthy communities - States that the planning system has an integral role in promoting healthy communities as part of delivering the Government sustainable vision; this includes creating safe and accessible environments where crime and disorder do not undermined quality of life. In addition, there should be high quality public spaces. Chapter 8 has been related to the quality of the proposed urban design and standard of accommodation, alongside measures to ensure that the development would not unduly impact upon the surrounding residential context;
- v. Chapter 10: Meeting the challenge of climate change, flooding and coastal change - States that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, There is a focus upon supporting energy efficient developments as part of a low carbon future. In addition, areas at risk of flooding should be avoided for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account. Chapter 7 is relevant given the identified land conditions, which require appropriate mitigation. It has also been related to the delivery of sustainable design to reduce carbon emissions and measures to ensure satisfactory waste water and drainage management;
- vi. Chapter 11: Conserving and enhancing the natural environment – Is a key consideration and highlights that efforts should be made to increase biodiversity at development sites and safeguard wildlife habitats. It also states that measures should be put in place to prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate Core planning principles - Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan making and decision-taking. Chapter 11 has been related to consideration of the capability to support bird and bats and the provision of landscaping within the site;
- vii. Chapter 12: Conserving and enhancing the historic environment - States that local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment. In doing so,

they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. In developing this strategy, local planning authorities should take into account:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation
- The wider social, cultural, economic and environmental benefits that
- conservation of the historic environment can bring;
- The desirability of new development making a positive contribution to local
- Character and distinctiveness;
- Opportunities to draw on the contribution made by the historic environment to the character of a place.

Paragraph 135 is particular relevant to the assessment of the existing public house, which, due to its architectural and historic significance, requires its consideration as a non-listed heritage asset. Paragraph 135 states that: 'the effect of an application on the significance of a non-designated heritage asset, i.e., non-listed building, should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'

National Planning Policy Guidance (NPPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The NPPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the NPPG:

- i. Consultation and pre-decision matters - The NPPG reasserts that local planning authorities are required to undertake a formal period of public consultation, prior to deciding a planning application. Furthermore any comments should be taken into account it is important to make comments before the statutory deadline. The NPPG also affirms that the NPPF states that statutory consultees should provide advice in a timely manner throughout the development process. The NPPG also states that where an application has been amended it is up to the local planning authority to decide whether further publicity and consultation is necessary, particularly when:
 - a. Objections or reservations raised in response to the original consultation stage substantial and, in the view of the local planning authority, enough to justify further publicity;
 - b. Proposed changes significant;
 - c. Earlier expressed views are related to the proposed changes. Issues raised by the proposed changes likely to be of concern to parties not previously notified.

- ii. Design - Good quality design is considered to be an integral part of sustainable development. The National Planning Policy Framework recognises that design quality matters and that planning should drive up standards across all forms of development. As a core planning principle, plan-makers and decision takers should always seek to secure high quality design. Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations. Good design responds in a practical and creative way to both the function and identity of a place. It puts land, water, drainage, energy, community, economic, infrastructure and other such resources to the best possible use over the long as well as the short term;
- iii. Flood Risk Planning and Flood Risk - The proposed development has been assessed to determine if it represents a flood risk. For the purposes of applying the National Planning Policy Framework, 'flood risk' is a combination of the probability and the potential consequences of flooding from all sources, including from rivers and the sea, directly from rainfall on the ground surface and rising groundwater, overwhelmed sewers and drainage systems, and from reservoirs, canals and lakes and other artificial source;
- iv. Health and well-being - States those local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in planning decision making. Public health organisations, health service organisations, commissioners and providers, and local communities should use this guidance to help them work effectively with local planning authorities in order to promote healthy communities and support appropriate health infrastructure. It recognises that development proposals can support strong, vibrant and healthy communities and help create healthy living environments which should, where possible, include making physical activity easy to do and create places and spaces to meet to support community engagement and social capital;
- v. Land affected by contamination - States that the contaminated land regime under Part 2A of the Environmental Protection Act 1990 provides a risk based approach to the identification and remediation of land where contamination poses an unacceptable risk to human health or the environment. The regime does not take into account future uses which could need a specific grant of planning permission. To ensure a site is suitable for its new use and to prevent unacceptable risk from pollution, the implications of contamination for a new development would be considered by the local planning authority to the extent that it is not addressed by other regimes. It is acknowledged that some areas may be affected by the natural or background occurrence of potentially hazardous substances, such as radon, methane or elevated concentrations of metallic elements. Only a specific investigation can establish whether there is contamination at a particular site, but the possibility should always be considered particularly when the development proposed involves a sensitive use such as, in this case, housing with gardens;
- vi. Noise - Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location.

In general, for noise making developments, there are four broad types of mitigation: engineering - reducing the noise generated at source and/or containing the noise generated; layout - where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings; using planning conditions/obligations - to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and; mitigating the impact on areas likely to be affected by noise, including through the provision of noise insulation when the impact is generated from a building.

- vii. Travel plans and traffic / transport assessments - The NPPG states that the primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives in connection with both proposed and existing developments;
- viii. Water supply, wastewater and water quality: Considerations for planning applications- It is stated that this will depend on the proposed development, its location and whether there could be concerns about water supply, water quality or both. It is advised that early engagement with the local planning authority, the Environment Agency and relevant water and sewerage companies can help to establish if water quality is likely to be a significant planning concern and, if it is, to clarify what assessment will be needed to support the application.
- ix. Viability – It is stated that decision-taking on individual applications does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary. This should be informed by the particular circumstances of the site and proposed development in question. Assessing the viability of a particular site requires more detailed analysis than at plan level.

The core principles and policy guidance contained within the National Planning Policy Framework and National Planning Policy Guidance have been directly related to the assessment of the potential impact of the development on residential amenity. Particular consideration has been given to the benefits of remediating a site affected by land contaminated leading to its redevelopment to secure a residential use that would contribute positively to the supply and diversity of local housing supply, local regeneration and the formation of sustainable communities.

Technical housing standards – Nationally described space standard (March 2015) - This standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height. The requirements of this standard for bedrooms, storage and internal areas are relevant only in determining compliance with this standard in new dwellings and

have no other statutory meaning or use. The nationally described space standard has been applied to an assessment of the size and quality of the proposed houses and apartments.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles)

Policy SP1 specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EN1 (Design Principles and Strategic Character Areas)

Policy EN 1 states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and access statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

Policy EN 3 (Heritage)

Policy states that throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

Whilst the application building is not listed, it has been considered as a non-designated heritage asset due to its architectural and historic importance to the local area. Reference to policy EN3 has therefore been related to the proposed demolition of the existing building.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development)

Policy EN4 has been related to the assessment of the submitted statement detailing measures to reduce CO2 emissions and to secure energy efficiency.

Policy EN 8 (Adaptation to Climate Change)

Policy EN8 states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In this case of this application reference has been given to the adaptability of the development to climate change with particular reference to:

- i. Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability;
- ii. The need to control overheating of buildings through passive design;
- iii. The opportunity to provide linked and diverse green space to enhance natural habitats, which will assist species adaptation.

Policy EN8 has been related to the proposed sustainable design of the proposed apartments and arrangements to secure appropriate drainage management.

Policy EN 9 (Green Infrastructure)

Policy EN 9 states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

Policy EN 14 (Flood Risk)

Policy EN 14 states that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). Policy EN14 has been related to the assessment of the proposed arrangements for drainage and reduction of flood risk in association with consultation with statutory bodies.

Policy EN15 (Biodiversity and Geological Conservation)

Policy EN15 states, amongst other things, that the developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate, with reference to:

- i. The Manchester Biodiversity Strategy;
- ii. The Open Space, Sport & Recreation Study, which identifies areas where there is a deficit of natural and semi-natural green space, opportunities for green corridors and other linkages;
- iii. Manchester's Climate Change Action Plan;
- iv. The Strategic Flood Risk Assessment (SFRA) for Manchester;
- v. The Manchester Tree Strategy.

Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation. Development should wherever possible seek to maintain, enhance or restore existing geology. Policy EN15 has been related to the assessment of the ecological evaluation of the site and the details of the submitted bat survey. It has also been related to arrangements for landscaping.

Policy EN 16 (Air Quality)

Policy EN16 states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

Policy EN18 (Contaminated Land and Ground Stability)

Policy EN18 states that any proposal for development of contaminated land must be accompanied by a health risk assessment. This application has been assessed by the Contaminated Land Section whose recommendations are capable of being related to the development by condition.

Policy EN19 (Waste)

Policy EN19 requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

Policy EN19 has been related to the proposed waste management arrangements.

Policy H1 (Overall Housing Provision)

Policy H1 states that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will vary across the lifetime of the Core Strategy. Based on the availability, suitability and achievability of developing capacity sites in Manchester's Strategic Housing Land Availability Assessment, and the current economic situation, the trajectory overleaf provides an indication of the timescale over which development is likely to come forward. The proportionate distribution of new housing, and the mix within each area, will depend on:

- i. The number of available sites identified as potential housing sites in the SHLAA;
- ii. Land values and financial viability;
- iii. The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester;
- iv. Preserving and improving the quality of the existing housing stock;
- v. The management of areas where Houses in Multiple Occupation predominate.

Policy H1 states that 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

The proposed development, in accordance with the requirement of policy H1, has been assessed to ensure that it:

- i. Contributes the creation of mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people and people with specific support requirements;
- ii. Reflects the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;

- iii. Contributes to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space, including in high density development;
- iv. Makes provision for parking cars and bicycles (in line with policy T2) and the need for appropriate levels of sound insulation;
- v. Addresses any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision;
- vi. Prioritises sites which are in close proximity to centres or high frequency public transport routes;
- vii. Takes account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations);
- viii. Is designed to give privacy to both its residents and neighbours.

Policy H6 (South Manchester)

South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centre priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing. Policy H6 has been considered and balanced against the positive benefits of the development and characteristics of the site in relation to its potential to deliver an appropriate residential development. For the reasons set out in this report the composition of the proposed housing mix is considered to be justified in this case.

Policy H8 (Affordable Housing)

Policy H8 sets out the following requirements for affordable housing or an equivalent financial contribution, as set out in Providing for Housing Choice, or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. These thresholds will be subject to amendment over the lifetime of the Core Strategy to reflect changing economic circumstances. The targets and thresholds will form part of supporting SPD and/or Planning Guidance. Policy H8 states:

- i. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options;
- ii. The proportion of affordable housing units will reflect the type and size of the

- i. development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment;
- ii. Affordable housing units will be inclusively designed to reflect the character of
- iii. development on the site;
- iv. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include:
 - a. There is a very high level of affordable housing in the immediate area;
 - b. There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;
 - c. Affordable housing would be prejudicial to the diversification of the existing housing mix;
 - d. The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;
 - e. It would financially undermine significant development proposals critical to economic growth within the City;
 - f. The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;
 - g. There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme;
- v. The Council will also consider the provision of affordable housing which is delivered by taking advantage of other equity based products.

Policy H11 (Houses in Multiple Occupation)

Policy H11 states that change of use from a C3 dwelling house to a C4 HMO will not be permitted where there is a high concentration of residential properties within a short distance of the application site falling within one or more of the following categories:

- i. Exempt from paying Council tax because they are entirely occupied by full time students;
- ii. Recorded on Private Sector Housing's database as a licensed HMO;
- iii. Any other property which can be demonstrated to fall within the C4 or sui generis HMO use class.

In cases where the concentration of such properties is significant but less high, the Council will examine property type and resident mix in more detail when considering an application for a change of use.

Policy H11 has been related to the future occupation of the proposed apartments and houses as the conversion of the residential to HMOs once completed would not be acceptable in this location. This is discussed issue is further in the report.

Policy T1 (Sustainable transport)

Policy T1 relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. The policy states that the Council will support proposals that, amongst other things:

- i. Improve choice by developing alternatives to the car;
- ii. Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- iii. Improve pedestrian routes and the pedestrian environment;
- iv. Reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

Furthermore, development should take account of the needs of road users according to a broad hierarchy consisting of (in the following priority):

- i. Pedestrians and disabled people;
- ii. Cyclists, public transport;
- iii. Commercial access;
- iv. General off peak traffic;
- v. General peak time traffic.

Policy T2 (Accessible areas of opportunity and need)

Policy T2 states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections; is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities. Policy T2 also states that applications should include appropriate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policies T1 and T2 have been related to measures to reduce reliance of private car usage, securing managed levels of car parking, as well as, taking advantage of access to local public transportation links and facilitating walking and cycling as alternatives to private car usage.

Policy DM1 (Development Management)

Policy DM1 states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Relevant considerations in this case are:

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development to ensure that development has regard to the character of the surrounding area;
- c. Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- d. Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

Policy DM1 points a- h (inclusive) have been related to the assessment of the proposals with regard to its potential impact on residential amenity and the contextual relationship of the new building and its functions on the local built environment.

Saved Unitary Development Plan (Saved UDP) Policies -The following saved Unitary Development Plan policy is also considered to be relevant:

Part 1 policy

Policy E3.3 - This policy is relevant given the views of the site from Kingsway and it is thereby necessary to ensure that the proposed development contributes to the improvement of the appearance of such an important route. This is to be achieved through improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

Part 2 policies

Policy DC7 (New Housing Development)

Policy DC7.1 The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

Policy DC7.1 has been related to the assessment of the proposed arrangements to ensure appropriate accessibility for people with disabilities.

Policy DC26 Development and noise - The following elements of policy DC26 are considered to be relevant:

Policy DC26.1 - The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. The effect of new development proposals which are likely to be generators of noise and
- b. The implications of new development being exposed to existing noise sources which are effectively outside planning control.

Policy DC26.3 - Development likely to result in unacceptably high levels of noises will not be permitted:

- a. In residential areas;
- b. Near schools, hospitals, nursing homes and similar institutions;
- c. Near open land used frequently for recreational purposes.

Policy DC26.4 - Where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following:

- a. Engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers;
- b. Layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it; and screening by natural barriers or other buildings or non-critical rooms within a building; and

Policy DC26.5 - The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

The requirements of policy DC26 have been related to the potential for additional noise to be generated by the development and appropriate measures to secure its mitigation. Consideration has also been given to the potential for the proposed development to be affected by nearby noise generating uses and traffic and the provision of suitable mitigation measures.

Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance - The Guide aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester.

The following paragraphs are of particular relevance:

- i. Section 2 Design - Paragraphs 2.3 and 2.7 - Discuss the importance of new development to surrounding neighbourhoods and the character of

its streets, in terms of its layout, design, scale, massing and orientation of its buildings to achieve a unified urban form to enliven the neighbourhood and its sustainability. The density of the development has also been assessed to ensure the proposed levels are informed by the characteristics of an area and the specific circumstances of the proposals;

Paragraphs 2.13, 2.14, 2.15 and 2.18 - Discuss the importance of urban design and the contribution of new buildings to the streetscape and the appearance and character of the local environment. It states that although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations. Furthermore corners of buildings create visual interest, enliven the streetscape and contribute to the identity of an area;

Paragraphs 2.25 and 2.31 – States that proposed street layouts are accessible for people to use with designs having regard to the impact a new development on the local traffic network and on the nature and number of likely movements arising from it;

Paragraph 2.39 - Refers to the Council's intention to protect important wildlife habitats and take full account of the effects of new development on wildlife itself;

Paragraph 2.45 - Has been related the proposals in terms of its provision of a mix of housing within an established neighbourhood and is therefore relevant to the analysis of the character of the area surrounding the application site;

Paragraph 2.57 - States that: 'the size, appearance, location and means of access to waste storage areas should be integrated into the design of developments from the outset'. The provision of satisfactory arrangements for the storage of waste and recyclable material is considered to be particularly important given the intensity of the proposed use. Paragraph 2.57 has also been considered in conjunction with

- iii. Section 3 Accessibility – Highlights the importance of ensuring that new development is inclusively designed and accessible to all;
- iv. Section 4 Environmental Standards – Identifies the need to ensure that development is environmental sustainable and designed to reduce carbon emissions. It also identified the need to ensure the provision of appropriate waste management. The need ensure that the impact of the construction of new development on local areas and communities is suitably managed and minimised is also identified in this section of the guide;
- v. Section 6 Parking Guidelines - Paragraphs 6.2; 6.4, 6.5 and 6.6 provide guidelines for car parking, including the quality, function and appearance of car parking areas, as well as the adequacy and inclusivity of provision. Paragraph 6.4 discusses the circumstances where parking in front of the building line may be appropriate subject to mitigation through landscaping;

- vi. Section 7 Housing Density and Mix - Paragraph 7.4 states that the composition of the residential development has been assessed to determine if the development positively contributes to the range of housing choices and assists the sustainability of these neighbourhoods;
- vii. Section 8 Community Safety and Crime Prevention – Relates the importance of creating safe environments through the incorporation of informal surveillance and crime prevention measures as an integral part of new development. Paragraphs 8.5, 8.6 and 8.7 - State that the development should promote community safety and crime prevention and has been related to the security arrangements to be incorporated into the proposed development including its shared spaces and communal areas; developments should have recognisable uses or internal arrangements which help to foster stewardship, minimise the risk and fear of crime, and accommodate the public without compromising amenity and the safety of users and the provision of safe and secure car parking arrangements;
- viii. Section 10 Internal Design Principles and the Provision of Space within Housing - Requires an assessment of the residential units to ensure that the internal design principles and the provision of space within housing are appropriate.

The above considerations have been related to the assessment of the design principles presented as part of the submitted planning application.

Providing for Housing Choice Supplementary Planning Document (SPD) and Planning Guidance (adopted 2nd September 2008) - This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision, The City Council is committed to establishing a strategy for affordable housing provision in Manchester. It is important that everyone living in Manchester has the opportunity of a decent, affordable and accessible home and that the range of available housing both supports the City's economic growth and develops and sustains neighbourhoods, attracting families and workers.

It states that as the City's economic growth continues to accelerate the City needs to diversify its housing offer through a new policy framework to support economic success, inclusion, social and environmental improvements and the outcomes of the Community Strategy. In this context, the Council needs to ensure better opportunities are available for lower paid and lower skilled residents to access housing and share in the predicted growth. Achieving this requires a new, more sophisticated strategic approach to the City's housing strategy. It further states that the Council needs to lead on improving the quality, quantity and balance of housing supply in the City. The City Council's Affordable Housing Strategy is an important tool to secure the provision of a range of new housing suitable for existing and future residents, with an emphasis on mechanisms to enable access to home ownership.

The document highlights the need to ensure the development of homes and places to attract and retain workers at all levels in the new economy through their housing

life cycles. It promotes pathways into owner occupation by providing new financial products, skills and employment training to retain and attract working households in the city. It also seeks to make the best use of existing affordable housing in the social sector, by more efficient management and by promoting social mobility. Through the better and more integrated use of existing private housing, especially the private rented sector, improvements can be made to its quality and accessibility thereby delivering social mobility and meeting residents' aspirations. By utilising opportunities available through the planning system to assist in the provision of affordable housing the delivery of balanced and sustainable communities can be secured.

The Housing Choice SPD has been referred to in the assessment of applicant's submitted statement in relation to viability and provision affordable housing as part of the proposed development.

Manchester Residential Quality Guidance – Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016). The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the guidance into all aspects of residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management. The proposed development has been assessed with reference to the guidance and considered to be acceptable for the reasons set out in this report.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

In this case, officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case officers and the applicants (through their appointed representatives) engaged in pre-application discussions and post submission dialogue, which informed the principles of the proposed development, including the configuration of the site layout, the scale parameters of proposed built form and the mix of apartment types and houses. It is considered that sufficient information was submitted in support of the final proposals allow the planning application to be fully assessed.

Principle of the development – The application site is being released for sale by its current owners in response to the national decline in demand for local public houses. Given the prominence of the application site and the quality of neighbouring housing, it is vitally important that a viable and sustainable use is found for the site that is compatible with the predominant residential character of the area. The appearance of the existing building has declined over recent times as custom and investment in the building has diminished. The further decline in the building would be detrimental to the character and amenities of the area. It is considered that a residential use would be appropriate and would respond positively to Core Strategy Objective 3 Housing (SO3), which ‘seeks to provide for a significant increase in high quality housing provision at sustainable locations throughout the City’ in response to ‘address demographic needs and to support economic growth.’

The existing building has architectural merit and local significance. The applicant has therefore been required to consider its retention and conversion. However, it is accepted that the internal configuration of the existing building and the achieved number of residential units would not secure an appropriate quality of accommodation nor would it secure a viable and sustainable development. The applicant has acknowledged the significance of the existing building and responded with a high quality design response, in relation to both the apartment block and houses. In so doing it is considered that the proposed development would contribute positively to the character and appearance of the surrounding area.

Consideration has been given to Core Strategy policy H6 and it is priority for family housing outside district centres. In this case it is considered that an apartment led scheme would be appropriate due to the constraints of the site, which would allow the formation of a sufficient number of houses to secure a viable residential scheme. The inclusion of a higher density element would secure a viable development with a high quality of urban design. As the surrounding area comprises predominantly of housing, it is not considered that the overall character of the area as location for predominantly family orientated development would be compromised. Moreover, it is considered that the inclusion of 4 houses as part of the proposed development would contribute positively to the supply and quality of housing available to families in the area.

On balance, it is considered that the proposal would secure a high quality and sustainable development within a high prominent and significant site. The development would contribute to the overall housing supply in the city without compromising the amenities of the area. The proposed development would thereby secure an appropriate development that is satisfactorily related to Core Strategy policies SP1, EN1, EN4, EN8, EN15, EN18, EN19, H1, H6, H8, T1, T2 and DM1, saved UDP policy DC26, the principles contained in the Guide to Development in Manchester and the general principles of NPPF and the specific details of its chapters 1, 2, 4, 7, 8, 10, 11 and 12.

Environmental impact of demolition and construction – An amendment to the GDPO came into force in May 2017 and withdrew permitted development rights in relation to the demolition of public houses. Consequently, the proposed demolition of the Kingsway Public House has been considered as part of the substantive development and its impact assessed accordingly.

The application has been accompanied by a bat survey, which is discussed below and has not identified the site as habitat and identifies measures to address the discovery of bats and their habitats during demolition. A comprehensive demolition / construction management plan has also been submitted that demonstrates that consideration has been given to the managed undertaking of demolition and construction. However, it is considered that the submitted details need to be more closely related to the framework for the undertaking of demolition and construction management as set out in condition 11. This recommended condition also responds to the request from Environmental Health in relation to air quality management during this phase of the development. On this basis it is considered the undertaking of demolition and construction can be effectively managed to minimise impact on residential amenity and the local highways network and thereby secure compliance with policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester, Saved Unitary Development Plan policy DC26 and the guidance contained within the National Planning Policy Framework.

Loss of the Kingsway Public House – In response to NPPF paragraph 155, the potential harm caused by the demolition of the existing public house has been considered and balanced against the positive benefits of the proposed development. Reference has also been made to Core Strategy policy EN3, in assessing the potential for the retention of the existing building and the quality of the proposed replacement buildings.

It is acknowledged that the existing public house makes a significant contribution, in terms of its architectural and historic importance and contribution to the local community. However, the viability statement provided by the applicant indicates that the continued operation of the public house is no longer viable and is scheduled for closure irrespective of the outcome of this application. Given the prominence of the site, it is important to secure its active and sustained use, which would be compatible with the surrounding residential context. There is concern that the introduction of a non-residential use within the site would be harmful to residential amenity, in terms of disturbance from noise, activity and traffic generation.

As stated the conversion of the existing building has been considered but found to be unviable. Negotiations have therefore focussed upon achieving a high quality design response, which secures an appropriate magnitude of development. It is considered that the proposed development would be appropriately related to the constraints of the site and its context, with a suitable balance of built form and open space. It would also make a positive and lasting contribution to the local built environment and enhance green space and the appearance of the streetscene. On this basis, it is considered that the development would be compliant with NPPF Chapter 12 and Core Strategy policies, SP1, EN1, EN3, H1, H6 and DM1.

Viability and affordable housing – Any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives. A further key strand to the consideration of this issue is scheme viability. A viability assessment has been submitted, which demonstrates that in its current form the development is viable with costs associated with contamination mitigation, land assembly and traffic management measures being factors for consideration.

The recently endorsed ‘Housing Affordability in Manchester’ report by the Executive acknowledged the importance of delivering new homes through the planning process, providing the fundamental and underlying platform for growth and ensuring that the supply of housing increases thereby helping to counter price rises created by shortage. An assessment of scheme viability was acknowledged as an essential part of this process.

The applicant has submitted a viability assessment that indicates that the proposed apartments are to be made available for private rent with the houses made available for sale. For the purposes of the viability assessment it is has been assumed that all the units would be available for sale It has been found that the resulting profit margins would be affected by the provision of an affordable housing requirement to such an extent the delivery of the scheme would be adversely affected. This is attributed to the costs of acquisition, demolition and construction.

The applicant has indicated that it provides affordable rented accommodation and confirmed that the proposed apartments would be let with 6 to12 month initial tenancies with options for longer terms as requested. On this basis, the development would secure a significant contribution to the continued provision of affordable housing in the local area. It is considered that the inclusion of an affordable provision in respect of the proposed 4 houses would be an onerous requirement given the proportion of this element of housing within the overall development. It is therefore not considered that the provision of affordable housing would be appropriate and the proposed development would meet the criteria for exceptionality and thereby comply with Core Strategy policies H1 and H8.

Residential space standards – The proposed development would deliver a mix of residential units of varying sizes that have been assessed against the Nationally Described Residential Quality Standards. The following table demonstrates the extent of compliance with the nationally described space standards:

No of units	Type	Achieved space (sq. metres)	Described Standard (sq. metres)	Difference (sq. metres)
1	1 bed, 2 person	46	50	-4
4	2 bed, 4 person	75	70	+5
5	2 bed, 4 person	79	70	+4
8	2 bed, 4 person	68	70	-2
3	2 bed, 4 person	67	70	-3
3	2 bed, 4 person	68	70	-2
1	2 bed, 4 person	75	70	+5
2	2 bed, 4 person	67	70	-3

4 (Houses)	4 bed, 8 person	113	124	-11
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It is acknowledged that there would be a marginal short fall in the internal space achieved in a proportion of the proposed apartments. However, this short fall is attributed to the unusual formation of the proposed apartment building which has been necessarily designed to respond to the configuration of the site and to achieve a high quality elevational treatment that contributes to the streetscene and character of the locality. The layout of the proposed building also secures a viable and therefore deliverable number of apartments. On this basis (and given that 10 of the proposed apartments would exceed the nationally described standards), it is considered that the layout of the apartments and the space achieved is acceptable.

It is acknowledged that the shortfall in relation to the proposed houses is more significant. However, it is considered that an 8 person occupation would be a maximum capacity and it is more likely that family occupation would be at a lower level. The design presented by the applicant seeks to provide flexible accommodation with satisfactory provision of garden areas and car parking. On this basis, it is considered that the achieved space in relation to the proposed houses would be appropriate.

On the basis of the above, it is considered that the development would secure a quality of accommodation that would positively relate to the adopted Residential Quality Guidance with appropriate arrangements for waste management, amenity space and car parking. It is also considered that the proposed development would contribute to sustainable growth in Manchester. The development thereby positively responds to Core Strategy policies SP1, EN1, H1, H5, T2 and DM1 and the NPPF (Chapters 7 and 8).

Residential amenity – It is considered that the substantive development would be a development of high quality with an appropriate balance of built form, amenity space and car parking. The siting and arrangement of windows would be appropriate subject to the implementation of identified obscured glazing where necessary, including the provision of obscured glazing to the northern elevation of the proposed houses to ensure appropriate relationship to adjacent properties. It is considered that satisfactory distances would be maintained between proposed and existing windows. Noise insulation would be secured through the recommended condition to ensure mitigation of noise impacts from the highways and other noise sources that may affect the proposed development. The private amenity space would be related to the proposed houses and the open space to apartment providing an appropriate setting to the new built form. Within the context of the site, it is considered that satisfactory residential amenity would be secured pursuant to Core Strategy policies SP1 and DM1.

Future use of the development - A condition has been included for purposes of clarity and to confirm that the authorised development relates to the formation of 27 apartments to Class C3 purposes. A separate condition has been included to facilitate the appropriate future use and management of the authorised apartments limiting their future occupation to Class C3 (a) not precluding occupation by two unrelated people sharing a property. This condition is considered necessary to secure compliance with paragraph 7.4 of the Guide to Development in Manchester:

Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

Magnitude of development – It is considered that the development appropriately relates to the constraints of the application site, which is considered to have capacity for the proposed number of units. This approach would safeguard the character and appearance of the substantive development pursuant to Core Strategy policies SP1, EN1, H1 and DM1.

Highways issues and car parking – It is considered that the proposed dwelling houses would be supported with 2 spaces per unit thereby exceeding the usual requirement for new housing sustainable transport locations. The arrangement of the proposed car parking has been amended to meet highway safety and urban design requirements. It is acknowledged that the proposed 27 apartments would be supported with 21 car parking spaces. However, in this case a balance needs to be struck between the formation of viable number of residential units, the provision of meaningfully landscaped amenity and the avoidance of the overly prominent positioning of car parking.

The comments of residents have been taken into consideration and have been related to the transportation information accompanying the proposals, which indicate:

- i. The site has access to 3 bus routes and is within an approximate 9 minute walking distance from Levenshulme Train Station;
- ii. 2011 Census data indicates that, 50 % of household in Levenshulme do not have access to a car. On this basis the proposed ration of car parking (78 % provision) would exceed the provision to respond to this local trend;
- iii. The applicant is willing to enter into arrangements to encourage new residents to adopt sustainable transportation choices.

The above details have been considered and accepted by the Head of Highway Services. It is also considered that the levels of traffic generation, noise and disturbance may be far more significant if the existing building were to be retained and converted into a non-residential use.

As the application site is in a highly sustainable location and benefits from a bus stop immediately adjacent to the Moseley Road boundary it is considered that a residential travel plan could be effectively implemented as part of the implementation of the development. It is considered that the overall proposed pedestrian and vehicular access and egress arrangements are acceptable, the proposed level of accessible parking (3 spaces) is appropriate and satisfactory manoeuvring space has been provided within the apartment car park. Taking the above factors into consideration, it is considered that the proposed development would therefore be satisfactorily related to Core Strategy policies SP1, T1, T1 and DM1 and the NPPF.

Cycle parking – The applicant has indicated the provision of 18 cycle racks (36 cycle capacity) to be securely located within the proposed entrance atrium. This level of provision is considered to be acceptable given the proposed number of units and Cores Strategy policies SP1, T1, T2 and DM1 have been positively responded to.

Residential travel plan – As stated the applicant's submitted transport report contains details that would be capable of incorporation into a residential travel plan thereby securing a reduction in future reliance on private car usage. A travel residential plan condition has been recommended, which would include measures relating to its future monitoring and implementation and thereby secure compliance with Core Strategy policies SP1, T2 and DM1, the Guide to Development in Manchester SPD (2007) and the guidance with the National Planning Policy Framework (Chapter 4).

Off-site highways works – A condition has been included to ensure the appropriate undertaking of off-site highways works before the occupation of the related phases of the development.

Height, scale and massing – The existing building is a height, scale and proportions that distinguish it from the neighbouring 2 –storey houses. However, the proposed apartment block would also be viewed within the context of the part 3, part 4 storey office buildings occupied by the Your Housing Group, which is located to south-east of the application site and presents its frontage to Moseley Road. The applicant has references the ridge height of the existing buildings in setting of the parameter of the proposed apartment building. Whilst acknowledging the need to relate the development to the surrounding context it is considered that the apartment block needs to announce its presence and the junction of Kingsway and Moseley Road and this can only be effectively achieved through the concentration of height at this intersection. Such an approach effectively hold the corner of the site allowing coherent and clearly defining street elevations to be formed. In practical terms this height is also required to ensure the delivery of a viable development with appropriate standards of internal space.

It is considered that the impact of the height of the building in the streetscene would be offset by the incorporation of recesses to the fifth floor, the integrated articulation within the composition of the elevation and the graduated reduction in height as the building moves northwards toward the car parking area. The elevational design would also ensure the formation of a proportionate building with a suitably balanced scale and massing. The formation of the central band effectively demarcates the proposed apartment building from 2-storey housing. The graduated reduction in height across the development would continue through the formation of proposed houses that would be appropriately related to the height parameters of existing houses to the north of the application site. The maintenance of band of open space around the perimeter of the proposed building would also allow the height of the building to be satisfactorily related to the street.

In the light of the above, it is considered that height of the proposed apartment blocks can be accommodated within the application site and appropriately related to the surrounding context. It is also considered that the height and proportion of the proposed houses acknowledge the character of the neighbouring houses. On this basis the development would thereby relate positively to policies SP1, EN1 and DM1 and NPPF Chapter 7.

Siting and streetscene – The siting of the proposed apartment block would secure an appropriate relationship to the streetscene with a clearly defined band of private space enclosed by a suitable boundary treatment along Kingsway and Moseley

Road. A minimum distance of 12 metres would be secured across the car parking area and between the interface of the rear elevation of the proposed apartments and the side elevations of the nearest house. There would direct interface between habitable room windows. A minimum distance of 11 metres would be formed between the rear elevations of the proposed houses. However, the angled configuration of the proposed houses fronting Kingsway would satisfactorily avoid direct interface between or overlooking of proposed habitable room windows. This configuration would also avoid direct overlooking between proposed and existing habitable room windows. Tree planting is also proposed along the shared rear gardens between the proposed houses. The proposed houses would be related to the established building lines formed along Kingsway and Moseley Road. On balance, it is considered that appropriate privacy and contextual relationships would be achieved to the benefit of the amenities of the area and the proposed development would thereby be appropriately related to SP1, EN1, and DM1 and NPPF Chapter 7.

Design – It is considered that the proposed design of the apartment block would secure an elevational composition that would secure a strong relationship with the junction of Kingsway and Mosely Road whilst securing coherent street frontages to the waste and east of the sides of the building. The curved elevation responds to the configuration of the site and rises to emphasise the significance of the building and its relationship the junction. The curve of the elevation also positively responds the geometry of the adjacent roundabouts and views form the street when approaching the site.

The use of white render announces the presence of the building and is contrasted with the predominant uses of brown brick, which would be used to acknowledge the characteristic materials within the locality, as well as, the Kingsway Public House. The building would thereby secure appropriate contextual relationships with existing built form. Continuity and cohesion within the composition of the building would secured through the design and vertical arrangement of windows. This verticality and integral recesses and setbacks would relieve the width of the building. Visual interest and an acknowledgement of the more domestic scale of the proposed houses would be secures through the reduction in the height of the proposed block to 4 and 3 storeys. The position of clearly identified doorways would secure appropriate relationships between the proposed block and the streetscene.

The design of the proposed houses would be a contemporary interpretation of the tradition found within the street. Cohesion with the adjacent apartment block would be achieved through the use of matching brickwork and window frames. The uses of grey roof tiles is an acknowledgement of the colour of roofing materials to the original public house.

A condition has been recommended to ensure the approval of material specifications prior to the commencement of above ground construction works. It is considered that a quality design response have been secured and the development would thereby accord with Core Strategy policies SP1, EN1 and DM1, Manchester Residential Quality Guidance and the NPPF.

Boundary treatment – The applicant has indicated the provision of railing to the street boundaries, which would effectively define the public and private realm. Sliding access gates with fob controls are also proposed the car parking area. Railings are also proposed in relation to the street boundaries of the dwellinghouses, with the garden areas to these units defined by close boarded fences and the retained brick wall to the northern boundary. However, a condition is considered to be necessary to ensure the approval of the final detail of the proposed street railings and related, brick piers, plinths and gates. This condition is recommended pursuant to Core Strategy SP1, EN1 and DM1.

Reducing carbon emissions and sustainable design – The applicant has submitted an environmental standards statement that confirms the adoption of a fabric first design response to energy efficiency and carbon emission reduction, i.e., measures incorporate into the design of the proposed apartments and houses supplemented with energy efficient appliances and boilers. The use of renewable energy sources has been discounted due cost and design considerations. A condition has been recommended to ensure that the full details of the proposed measures are submitted, implementation and their application verified as part of the proposed development to thereby secure compliance with Core Strategy policies SP1, EN4, EN8 and DM1 and NPPF Chapters 7, 8 and 10.

Noise – Conditions have been recommended to address the comments of Environmental Health regarding noise insulation of the proposed apartments and houses and any required externally mounted equipment and to secure compliance with Core Strategy policies SP1 and DM1 and saved UDP policy DC26.

Waste management - The applicant has given consideration to City Council waste management guidance and provided the following waste and recycling provision:

- i. Apartment block – Communal waste and re-cycling Euro bins will be provided in a storage enclosure area to be centrally within the car park with servicing from Moseley road by local refuse collector. The bin storage area would have the following capacities:
 - a. 3 x general waste;
 - b. 2 x Pulpable waste;
 - c. 2 x Mixed recycling;
 - d. 1 x food.
- ii. A condition has been recommended to ensure the approval of the elevational details of the bin storage enclosure. A condition has also been recommended to ensure site management arrangements to ensure waste bins are appropriately presented for collection and subsequently returned to the bin storage enclosure. In urban design terms, it is not considered that a canopied link between the apartment building and the bin store, as requested by Environmental Health, would be appropriate and requirement for its provision is therefore not recommended.

- iii. Dwellinghouses – A hard standing area will be provided in the secure rear gardens of each property to accommodate the five bins relating to general waste, pulpable waste, Mixed recycling, garden and food waste.

The applicant has also indicated that all apartments and houses would have 3 x10 litre waste recycling bins in the kitchen base units.

A condition has been recommended relating the development to the submitted waste management plan (comprising details of bin capacities and storage locations), which shall be implemented and maintained in situ whilst the use is undertaken pursuant to Core Strategy policies SP1, DM1 and the guidance within the National Planning Policy Framework.

Secured by Design – A condition has been recommended to ensure that the proposed development achieves secured by design accreditation in accordance with the specific recommendations of the submitted crime impact statement pursuant to Core Strategy policies SP1 and DM1 and the guidance within the guidance the National Planning Policy Framework.

Accessibility – The applicant has indicated that the proposed design of the proposed apartment would allow level access to the main entrances and amenity areas. This inclusive access would continue through the provision of a through floor lift, circulation corridors and doorways within each floor of the block. The proposed houses would secure level access, appropriate door widths and circulation spaces. The layout of the proposed houses would have the potential for future adaptation. On this basis, it is considered that Core Strategy polices SP1 and DM1 and saved UDP policy H1 have been appropriately responded to with regard to inclusive access.

Permitted development restrictions – In order to maintain and safeguard residential amenity and in response to the constraints of the substantive site, it has been considered appropriate to restrict the permitted rights that would otherwise be available to householders. Conditions have therefore been recommended to ensure that the following development is not undertaken without the permission of the City Council as local planning authority:

- i. The erection of extensions, porches and outbuildings;
- ii. The replacement of authorised boundary treatments;
- iii. The insertion of additional windows.

It is considered that the above conditions, will secure compliance with Core Strategy polices SP1 and DM1.

Air quality – The applicant has provided demolition and construction management, which seek to appropriately manage pollution and safeguard air quality during these phases of the development. These details would be delivered through the recommended substantive demolition and construction management plan condition. In assessing the impact of the post construction phase of the development on air quality has be undertaken with reference to the historic use of the site, which involved the operation of a large car parking with no on-site tree planting to mitigate against vehicle exhaust emissions. The proposed development would significant

reduce the car parking to a maximum of 25 car parking spaces throughout the substantive development. The proposed development has been related to a residential travel plan that would help to further manage private car usage and related vehicle exhaust emissions. The indicative landscaping scheme has indicated the provision of 18 new trees, which would mitigate against vehicle emissions within and outside the application site. It is therefore considered that the proposal incorporate measures that would aid quality management, However, in response to Environmental Health comments and to explore further measures to safeguard air quality a suitable condition has been recommended pursuant to Core Strategy policies SP1, EN16 and DM1 and NPPF Chapter 8.

Land conditions – A condition has been recommended to address known land contamination issues. The applicant has been made aware of the necessity to apply this condition in order to ensure that satisfactory land remediation is undertaken pursuant to Core Strategy policies SP1, EN18 and DM1 and NPPF Chapters 8, 10 and 11.

Flood Risk – The Flood Risk Management Team (FRMT) has assessed the submitted flood risk assessment and has indicated its requirements for incorporation into the proposed development to secure appropriate drainage within and from the site and reduce the risk of flooding. These requirements are related to the development by condition. A separate condition has been recommended to secure the approval of details of the implementation, maintenance and management of sustainable drainage to be incorporated into the development, including verification reports, construction drawings. The requirements of United Utilities have also been related to the development by condition. It is considered that subject to these conditions, the development, pursuant to Core Strategy policies SP1, EN17, EN18, EN19 and DM1 and the NPPF Chapters 10 and 11.

Landscaping – Whilst the surrounding area benefits from street trees and grassed areas, the setting of the application building is characterised by extensive tarmac surfacing. The applicant has submitted indicative hard and soft landscaping details, indicating to provision of 18 new trees; the majority of which would relate to or be visible from the street. The applicant has also indicated a range of surfacing materials to complement the proposed soft landscaping arrangement. It is considered that this 'greening' of the site, including the formation of private garden areas, would bring positive benefits to the street scene and aid bio-diversity.

Whilst the arrangement of the soft landscaping and positioning of hard surfaced areas is considered to be acceptable, in principle, a condition has been recommended to ensure the approval and implementation of the the following:

- i. Specification of tree, shrub and other planting, including the provision of nature species to aid bio-diversity;
- ii. Specification of surfacing materials;
- iii. The arrangements for future maintenance.

A condition has also been recommended to ensure that a street tree adjacent to the Kingsway boundary is protected during construction and that its root system is not adversely affected when implemented the authorised boundary treatments.

It is considered that, subject to the above conditions, the proposed development would be satisfactorily related to Core Strategy policies SP1, EN9, EN15 and DM1 and the NPPF.

Ecology – The applicant has submitted a bat and bird survey that concludes that: ‘no field signs indicative of roosting bats was found either externally or internally. Furthermore the building is considered to support very limited bat roosting features...The building’s loft space is considered to offer suitable habitat for roosting bats however it appeared completely inaccessible with no potential access points identified during either the internal or external searches. No evidence of breeding birds was found either internally or externally.’

These findings have been accepted by GM Ecology Unit (GMEU). However, a condition has been recommended, in response to the comments of GMEU, to ensure that prior to demolition the lead flashings be taken off by hand with care to establish the presence of bats. If bats were to be found at any time during works, work should cease immediately and advice sought from a suitably qualified bat worker.

A condition has been recommended to secure biodiversity enhancement as part of the proposed new development, including:

- i. Bat bricks and/or tubes within the new development;
- ii. Bat boxes;
- iii. Bird boxes.

The recommended requirement for native tree and shrub planting would be realised through the landscaping scheme relating to the development.

It is considered that the development would present the opportunity for significant tree planting and related bio-diversity enhancement delivered through the above conditions. On this basis Core Strategy policies EN9 and EN15 and the NPPF would be met.

TV Reception – Given the height of the proposed buildings, it has been considered for a TV reception survey to be undertaken in the interests of residential amenity pursuant to policies SP1 and DM1.

Conclusion – The proposed development offers the opportunity to improve and increase housing choice in Longsight and would secure the appropriate development of a brownfield site. The design of the proposed development would satisfactorily safeguard the amenities of both existing and future residents thereby securing compliance with Core Strategy policies SP1, H1, H5 and DM1, whilst also achieving a positive visual improvement to the streetscene. Measures, secured through conditions, would enable the management of the future occupancy of the proposed housing to secure its potential continued availability to families in accordance with Core Strategy policies H1 and H11. Arrangements have also been put in place to manage future car parking demand. The regeneration benefits to be attained through the implementation of the development and the environmental benefits of related land remediation have been clearly set out in the report. The development would achieve positive urban design responses that relates to its context and

surrounding streetscene. These features would secure appropriate replacement buildings. It is considered that the loss of a distinctive building would be offset by the positive regeneration benefits of the development, the quality of its urban design and the contribution to overall supply of housing. On balance, it is considered that the proposed development would be positively related and comply with Core Strategy policies SP1, EN1, EN4, EN8, EN9, EN15, EN16, EN18, EN19, H1, H6, H8, H11, T1 and T2, saved UDP policies E3.3, DC7 and DC26, NPPF chapters 1, 4, 7, 8, 10, 11, and 12, the principles of the Guide to Development in Manchester, the Nationally Described Space Standards and Manchester Residential Quality Guidance. The approval of planning permission is therefore recommended in the light of the above and subject to the schedule of related conditions.

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 a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

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

Recommendation APPROVE

Article 35 Declaration

In this case, officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case officers and the applicants (through their appointed representatives) engaged in pre-application discussions and post submission dialogue, which informed the principles of the proposed development, including the configuration of the site layout, the scale parameters of proposed built form and the mix of apartment types and houses. It is considered that sufficient information was submitted in support of the final proposals allow the planning application to be fully assessed.

Reason for recommendation

Conditions to be attached to the decision

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents stamped as received by the City Council on: 14 August 2017; 4 September 2017; 30 November 2017 and 14 December 2017

Site location plan 15-092/099;
Topographical survey 15-0092/100;
Proposed site plan 17-068/101 Rev E;

Apartment

Proposed Floor Plans: Ground, first and second 17-068/103 Rev G;
Proposed Floor Plans: Third, fourth and roof 17-068/104 Rev G;
Proposed apartments elevations 17-068/105 Rev E;
Landscaping GA 080/02 Rev E;

Dwellinghouses

4B8P Floor plans 17-068/111;
4B8P Elevations 17-068/112;
3D Views 17-068/113;

Design and Access Statement Ref September 2017 Rev A by Bowker Sadler amended by Addendum received 8 December 2017;
Environmental Standards Statement & Waste Management Statement by Bowker Sadler and dated 30 August 2017.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

3) Before the commencement of above ground construction works, 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 fully implemented in accordance with the approved materials thereafter.

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

4) Before the commencement of above ground constructions works, as scheme shall be submitted to and approved in writing by the City Council as local planning authority detailing the siting, materials and specification of walls to the perimeter of

the boundaries enclosing the northern and southern site boundaries. The development shall be fully undertaken in accordance with the approved details, which shall be maintained in situ thereafter.

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

5) The planning permission hereby granted relates to the formation of 27 apartments (Class C3) and 4 houses (Class C3) and ground floor lounge area for use by residents and visitors only as shown on the approved drawings.

Reason – For the avoidance of doubt and in the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

6) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the residential units shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a) not precluding occupation by two unrelated people sharing a property.

Reason - In the exceptional circumstances of a proliferation of HMOs restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1, H11 and DM1 of the Core Strategy for the City of Manchester.

7) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions, porches or outbuildings shall be erected other than those expressly authorised by this permission.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 Core Strategy for the City of Manchester.

8) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no fences, gates or walls shall be erected within the curtilage of any dwelling forward of any wall of that dwelling which fronts onto a road.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 Core Strategy for the City of Manchester.

9) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the extension hereby approved other than those shown on the approved drawing referenced:

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 Core Strategy for the City of Manchester.

10) Before first occupation of the authorised apartments and houses windows, as so indicated on the approved drawings relating to bathrooms and WCs and windows and doors to the northern elevations of authorised houses, shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

11 a) The authorised development shall be fully implemented in accordance with the submitted Phase I Geo-Environmental Site Assessment by E3P dated May 2016 (the Preliminary Risk Assessment), which identifies and evaluates all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site and conforms to the 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 policies DM1 and EN18 of the Core Strategy for the City of Manchester and the National Planning Policy Framework (Chapters 8, 10 and 11).

12) Before the commencement of the authorised development, a comprehensive construction management plan shall be submitted to and approved in writing by the City Council as local planning authority, which shall define and specify:

- a. The undertaking of demolition within an area enclosed by hoardings, 'Heras' style fencing and scaffolding around the building with debris netting: the position of which should be identified within an approved site management drawing;
- b. Extracted materials would to be segregated into skips within the site for removal to licensed waste sites. Any asbestos would be removed by a licensed contractor;
- c. Existing foundations would be excavated and affected land backfilled in relation to the preparation of external works;
- d. Defined access and egress routes for demolition and construction traffic, including staff, delivery and construction vehicles, including HGVs,
- e. Methodology for the undertaking of demolition and on-site processes, including crushing of materials removal of waste, delivery of materials to be used in ground works, arrangements for back filling and dust suppression and duration of noise generating activities;
- f. Identified measures to control dust and mud on the surrounding public highway including: details of how the wheels of contractor's vehicles / streets are to be cleaned and the sheeting of vehicles entering and leaving the site during the demolition and construction period;
- g. Identified vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- h. Identified measures for the management of on-site construction vehicles and plant machinery in order to reduce emissions. This shall include a detailed drawings demonstrate that vehicles can access and egress the site in forward gear. Where this is not possible arrangements for stewarding vehicles to and from the site would need to be provided;
- i. Measures for securing the site, including on-site security and lighting.

The construction, forming part of the development hereby authorised, shall be implemented in accordance with the agreed construction management plan. If any at any time when the use is operating / being constructed causes any pedestrian or highway safety concerns which in the opinion of the City Council, as LPA, are detrimental to adjoining and nearby residential properties or highway and/or pedestrian safety, within 1 month of a written request, a scheme for the mitigation against the impacts shall be submitted for approval in writing by the City Council, as Local Planning Authority and once approved, such mitigation measures shall be

implemented, with a timescale previously agreed in writing with the City Council, as Local Planning Authority, and thereafter maintained during the demolition/ construction phase of the development.

Reason - In the interest of pedestrian and highway safety and residential amenity, as specified in policies SP1, EN19, T2 and DM1 of the Core Strategy for the City of Manchester, policy DC26 of the Saved Unitary Development Plan and guidance contained within the National Planning Policy Framework (Chapters 8, 10 and 11).

13) Before the commencement of the authorised development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority to demonstrate accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details, which shall include:

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

The development shall be undertaken in accordance with any related and agreed construction works, which shall be fully implemented prior to the occupation of the authorised residential units and maintained in situ thereafter.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies EN8 and EN14 of the Core Strategy for the City of Manchester and the National Planning Policy Framework (Chapter 10).

14) Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Core Strategy for the City of Manchester and the National Planning Policy Framework (Chapter 10).

15) The development is to be undertaken in accordance with the submitted waste management scheme comprising: drawing referenced Site location plan 15-092/099; Waste Management Proforma dated 4 September 2017 and Environmental Standards Statement & Waste Management Statement by Bowker Sadler and dated 30 August 2017. The agreed arrangement including the associated bin storage structures shall be implemented in full prior to the first occupation of the authorised apartments and maintained in situ thereafter.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

16) Before the first occupation of the authorised apartments, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the elevational design of the proposed bin storage enclosures and arrangements for presenting waste and recycling containers / bins to a designated collection point and their return to the designated bin storage areas as part of a residential management plan. The approved scheme shall be fully implemented upon first occupation of the authorised apartments and remain in place thereafter.

Reason - In the interests of residential amenity pursuant to policies SP1, DM1 and EN19 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework.

17) Before the development commences a scheme for acoustically insulating the residential accommodation against noise from Kingsway and Moseley Road any otherwise noise generating uses 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 Kingsway and Moseley Road and any otherwise noise generating uses in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester.

18) Before the commencement of the authorised development, the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise from any externally mounted ancillary plant, equipment and servicing that may be required as part of the development shall be selected and/or acoustically treated. Any externally mounted equipment installed as part of the authorised development shall be installed in accordance with the specifications of the agreed and subsequently maintained in situ.

Reason – To safeguard residential amenity by minimising the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester and saved Unitary Development Plan policy DC26.

19) If any external lighting relating to the authorised apartment block and / or its car parking area, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

20) Before the first occupation of the authorised development, full details and specification of all off-site highways works, including footpath reinstatement to Kingsway and Moseley Road, with a timescale for their implementation shall be submitted to the City Council as local planning authority. The required works shall be fully implemented prior to the first occupation of any part of the development.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, EN19, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework (Chapters 8 and 10).

21) Before the occupation of the authorised apartments hereby approved, car parking areas and service road shown and all hard surfaced external areas as shown on drawing referenced Proposed site plan Proposed site plan 17-068/101 Rev E. A shall be demarcated, surface and made available for use. The car parking area and access road shall be maintained in situ prior to the occupation of the authorised apartments and remain in situ thereafter.

Reason - In the interest of residential amenity and pedestrian and highways safety pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

22) Within 3 months of the date of the planning permission hereby granted, an air quality impact assessment for the development related to good practice principles for both the design and operational phases shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented as part of the development prior to the occupation of the residential amenity and shall remain in situ thereafter.

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

23) Before first occupation all external bathroom and / or WC windows and windows and doors to the northern elevations of authorised houses shall be glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

24) The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 and section 4 of the appendices relating to the submitted Crime Impact Statement Version a Ref: 2017/0738/CIS/01 dated 13 September 2017. The development shall only be carried

out in accordance with these approved details and occupation or use shall not commence until the Council as local planning authority has acknowledged, in writing, that it has received written confirmation of a secured by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1, EN1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

25) The development shall be undertaken in accordance with a Residential Travel Plan, which includes:

- i. The measures proposed to be taken to reduce dependency on the private car by those living or visiting the development;
- ii. A commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time;
- iii. Mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv. Measures for the delivery of specified travel plan services;
- v. Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

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

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester, the Guide to Development in Manchester SPD (2007) and the guidance with the National Planning Policy Framework (Chapter 4).

26) The development hereby approved shall be implemented in full accordance with the measures as set out within the environmental sustainability section of the document referenced - Environmental Standards Statement & Waste Management Statement by Bowker Sadler and dated 30 August 2017, including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

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

27) Before the occupation of the authorised development, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority:

- a. Identify, before the development commences, the potential impact area in which television reception is likely to be adversely affected by the development. The study shall be carried out either by the Office of Communications (OFCOM), or by a body approved by OFCOM and shall include an assessment of when in the construction process an impact on television reception might occur.
- b. Measure the existing television signal reception within the potential impact area identified in (a) above 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 Independent Television Commission, and shall include an assessment of the survey results obtained.
- c. Assess the impact of the development on television signal reception within the potential impact area identified in 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 in (b) 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 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. In the interest of residential amenity, as specified in policy DM1 of Core Strategy for the City of Manchester.

28) Notwithstanding the detail of the submitted document Kingsway Pub Levenshulme Bat Survey Report by Kingdom Ecology Ltd and dated 1 August 2016 and before the commencement of demolition works, a bat emergence survey shall be undertaken to determine the presence of bats or bat habitats and measures to be undertaken should the presence of bat and their habitats be established. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s) and a bat survey prepared and approved in writing by the City Council as local planning authority. The development shall be fully implemented with the findings of the agreed bat survey.

Reason - To provide opportunities for new wildlife habitats and ensure the protection of the existing habitats of species that are protected and in order to comply with policies SP1, EN15 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

29) Before the occupation of the authorised apartments and dwellinghouses, a scheme shall be submitted to and approved in writing by the City Council, as local planning authority, detailing the specification of tree, shrub and other planting (including the provision of native species to aid bio-diversity) and details of materials to be used in the formation of hard surfaced external areas. The scheme shall also include details of future maintenance following the implementation of the approved details. The approved planting shall be undertaken in the first full planting season following the occupation of the authorised apartments and dwellinghouses, with the implementation of hard surfacing being undertaken in accordance with the approved details before the occupation of any of the residential units hereby approved. The implemented scheme shall be maintained in accordance with hard and soft landscaping management arrangements, which shall remain in place thereafter. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy for the City of Manchester.

30) Before the occupation of the authorised apartments, a scheme to encourage bio-diversity within the application site shall be submitted to and approved in writing by the City Council as local planning authority, including the provision measures to encourage habitats for native bird and, if appropriate, bat species. The development shall be implemented in accordance with approved scheme prior to the occupation of the authorised apartments and shall be maintained in situ thereafter.

Reason – in the interests of residential development and to encourage bio-diversity pursuant to policies SP1, EN1, EN15 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

31) Before the commencement of demolition works, a scheme shall be submitted to and approved by the City Council as local planning authority, detailing measures to protect the Kingsway street tree and its root system as identified on drawing ref: Landscape GA 080/02 Rev E during the demolition and construction phases of the development, including the implementation of boundary treatments. The approved details shall be implemented prior to commencement of and remain in place until the completion of each phase of the demolition and construction process.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy for the City of Manchester.

32) Before the occupation of the apartments and houses hereby approved, details of the position of gates, walls, fencing, railings and other means of enclosures relating to the boundaries of the authorised apartments and dwellinghouses shall be

submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved details prior to the occupation of the authorised apartments and dwellinghouses to which the details relate and maintained in situ thereafter.

Reason - in the interests of residential development pursuant to policies SP1, EN1 and DM1 of the Core Strategy for 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: 117274/FO/2017 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:

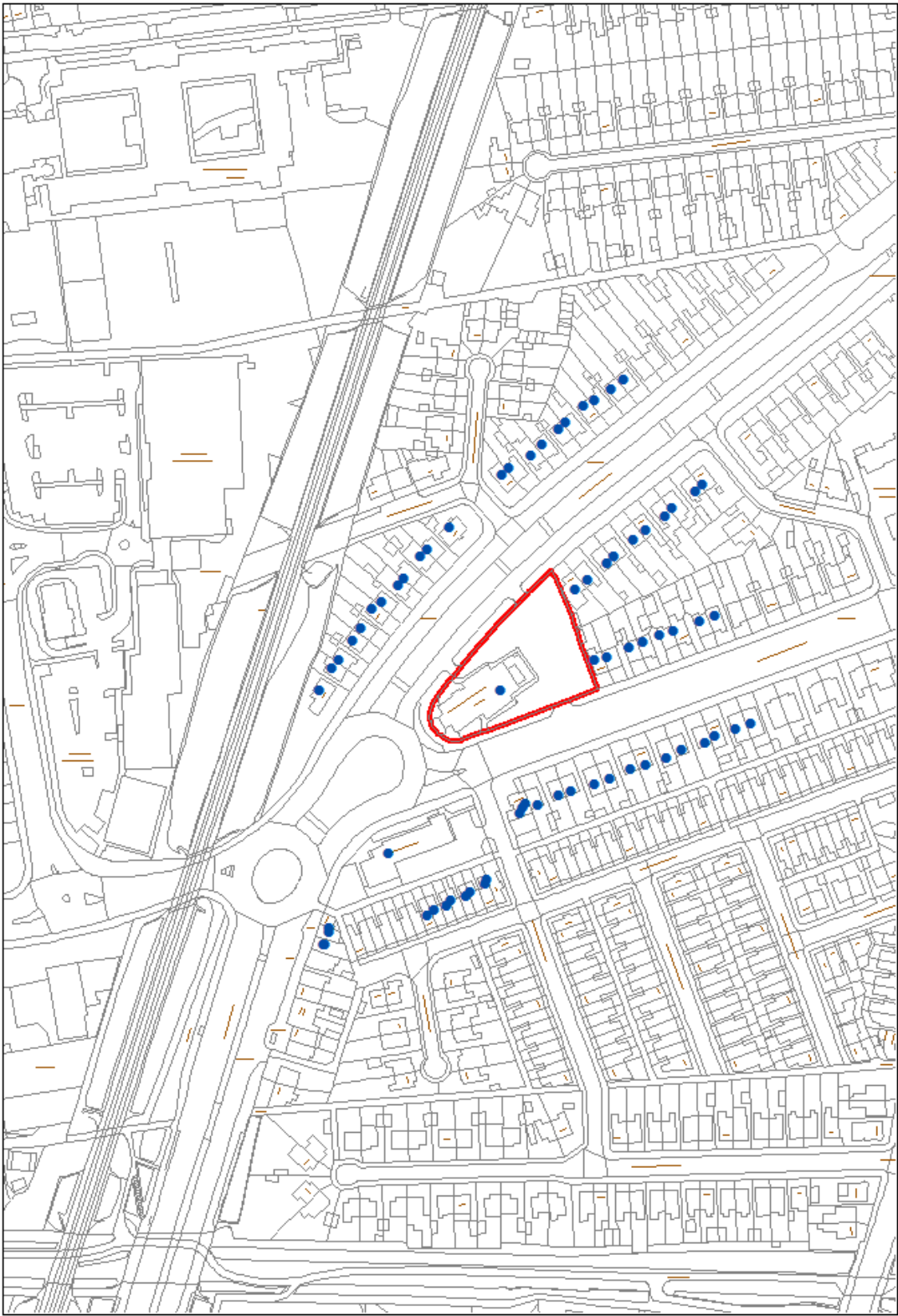
Environmental Health
MCC Flood Risk Management
Highway Services
Travel Change Team
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Ecology Unit
Environment Agency
Greater Manchester Police
United Utilities Water PLC

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

Representations were received from the following third parties:

276 Moseley Road, Manchester, M19 2LH
35 Kingsway, Manchester, M19 2BZ (4 x emails)
39 Kingsway, Manchester, M19 2BZ (2 x emails)
28 Greening Road, Manchester, M19 3EQ
9 Sylvandale Avenue, Manchester, M19 2FB
64 Kingsway, Manchester, M19 2DA (2 emails)
188 Brailsford Road, Manchester, M14 6QA
56 Kingsway, Manchester, M19 2DA
43 Kingsway, Manchester, M19 2BZ

Relevant Contact Officer : Carl Glennon
Telephone number : 0161 234 4530
Email : c.glennon@manchester.gov.uk



 Application site boundary  Neighbour notification
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