

Application Number	Date of Appln	Committee Date	Ward
116137/FO/2017	10th May 2017	8th Feb 2018	Withington Ward

Proposal Erection of a three storey rear extension to the existing property to provide an additional four apartment units, forming 16 units in total, together with the reconfiguration of the landscaping and car parking to provide 17 spaces.

Location 28 Brunswick Road, Manchester, M20 4QB

Applicant Mr S Elias , Charlotte St Estates, 2nd Floor , 1 Ashley Road, Altrincham, WA14 2DT,

Agent Mr N Daccus, Daccus ACM Ltd, 3 Castle Park House, Castle Park, Frodsham, WA6 6SB,

Description

This application relates to a pair of three-storey, Victorian villa-style, semi-detached properties converted into twelve apartments sitting in spacious grounds. The site is located approximately half-way down Brunswick Road, a cul-de sac-leading from Parsonage Road to the rear of properties on Arnfield Road in Withington. The property is set back from the street with a small area of trees and planting and there is hardstanding providing parking for 14 vehicles at the rear, with areas of planting and grass. The frontage of the site is bounded with a low stone wall with copings and a low hedge and gate posts at the vehicular access. A narrow and overgrown pathway runs directly to the south of the application site linking Brunswick Road with Heaton Road.



Front elevation

The area is predominantly residential, but the Gandhi Hall community centre is also located on Brunswick Road. Many of the larger properties in the area have been converted into flats.

The proposal initially involved the erection of a three-storey rear extension to form an additional seven apartments, but the scheme now before Committee has been revised to reduce the footprint and bulk of the extension and consent is now sought for only four additional units.

Planning History

Application ref 108904/FO/2015/S1 for the erection of a three-storey rear extension to form additional seven flats with associated revised parking arrangements (to provide additional 5no. parking spaces) and communal areas was refused in July 2015 for the following reasons:

- 1) The development of an additional seven flats would be unacceptable as it would represent an over development of the site by reason of the amount of accommodation on the site, and lead to the over-intensive use of the property, lead to an associated (and unacceptable) increase in comings and goings, lead to increased congestion, noise and disturbance, and would not help diversify the mix of house types in the area, therefore contributing towards an unsustainable community, to the detriment of residential amenity within the area. The proposal would be contrary to policies SP1, H1, H11 and DM1 of the Core Strategy and the National Planning Policy Framework.
- 2) Some of the proposed flats would be accessed from the rear or side of the site and would not be subject to natural surveillance from the public domain, leaving the property, its occupants and the car parking area vulnerable to criminal behaviour to the detriment of residential amenity and public safety. The proposed development is therefore contrary to the provisions of policies DM1 and SP1 of the Manchester Core Strategy.

Application ref 107398 for a three-storey extension to provide an additional 10 units was withdrawn in February 2015.

Consultations and notifications

Ward Members

Councillors Rebecca Moore and Chris Wills have written in to object to the revised proposal. They comment that permission to build additional accommodation on this section of Brunswick Road would be wholly unsuitable on the grounds of vast over-development.

They state that parking is a huge issue on Brunswick Road and in surrounding streets, exacerbated when the Gandhi Hall has events and by Christie's Hospital staff and visitors using the street for parking due to restricted access closer to the site. Tenants/owners of the flats could well have more than one vehicle per property. Additional accommodation would mean more visitors to the road, which is already very overstretched in terms of parking provision.

In addition they consider that a building extension and additional parking would further reduce green space, which would negatively impact on the general character of the area.

In conclusion they comment that 28 Brunswick Road has had three planning applications of varying intensity submitted in just over two years, the first of which was withdrawn and the second refused. The most recent amendment to the application is for a reduced number of apartments and a slight increase in parking provision. However, any additional accommodation on this section of Brunswick Road would be unacceptable. The cul-de-sac is already densely populated and residents continue to live with issues around parking and reduced amenity.

Councillor John Leech also wrote in to object to the original proposals on the following grounds:

- Overdevelopment of the site
- Insufficient off-road parking in an area where parking is already a major problem
- Loss of outdoor amenity space for existing residents. It is fanciful to suggest that Ladybarn Park can make up for the loss of direct amenity space

Local Residents

Nine letters of objection and a petition were received in response to the original application. Following the revision of the scheme to reduce the number of apartments from seven to four, neighbours were re-notified and six objections have been received. Concerns relate to:

- Adverse impact on community balance as there are already too many flats
- Over-intensive use of the site
- Overdevelopment - scale and massing of the proposed extension
- Additional traffic and parking problems
- Additional noise
- Lack of amenity space
- Loss of green space
- Increase in crime
- Why extend a building that does not appear to be fully occupied at the moment?
- Construction noise and disruption
- Overlooking and privacy issues
- Existing problems with waste management will be exacerbated
- Believe that the Council has a moratorium on approval of additional buildings of multi-occupancy in this area

Withington Civic Society

They state that they strongly oppose the application and consider that a site visit by members of the Committee would be very valuable before the merits of the application are considered.

The Society points out that applications to build town houses in the grounds of 36 Brunswick Road and to increase the number of apartments at 25 and 27 Brunswick Road have each been rejected in the past on the grounds of overdevelopment.

The Society's concerns with this proposal relate to:

- Community Balance - The proposed development would add 4 further apartments in an area which is already overstocked with HMOs and flatted

properties and would adversely affect rather than promote a balanced community in the area.

- Overdevelopment - The proposed development is far too large for a relatively small site and appears contrary to various Citywide policies
- Parking/noise/privacy - The proposed development does not in the Society's view appear to contain adequate car parking arrangements and would inevitably lead to some on street parking in a road which is already congested. The presence of the Gandhi centre already places an additional burden of car parking. There would be an inevitable increase in noise and an adverse effect on the privacy and amenity of neighbouring occupiers,
- General - The Society quotes the comments of the Planning Inspector from an appeal in 2010, that in the Withington ward the "acceptable number of HMOs in the area has now reached the tipping point beyond which maintaining a sustainable community attractive to permanent residents would be difficult." The Society feels that the same logic must apply to proposals for flats.

Highways Services

Commented on the original scheme:

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 any significant increase in the level of vehicular trips and do not therefore raise any network capacity concerns.

Car park layout is satisfactory.

The front boundary wall is to be amended to improve sight lines and facilitate access/egress and this is welcomed from a highways perspective.

It is recommended that the cycle store is secure and lockable and it is recommended that the applicant provides 100% cycle parking.

The waste management proposals are acceptable in highway terms.

Following reconsultation:

The proposals have been revised and there will now be 16 apartments with 17 parking spaces and this is acceptable to highways.

Flood Risk Management Team

Providing that UU accept the proposed connections the following condition is suggested:

"Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details.

The scheme shall also include:

- Surface water drainage layout including discharge points, proposed attenuation and proposed overland flow routes for extreme events (up to a 1 in 100 year including climate change allowance).
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment.
- Hydraulic calculations to support the drainage proposal.
- Details of how the scheme shall be maintained and managed after completion.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.”

Policy

National Planning Policy Framework

The National Planning Policy Framework replaces previous guidance in PPGs and PPSs, setting out the Government's planning policies and how they are expected to be applied. The NPPF underlines that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise, and that the Framework is a material consideration in planning decisions. The core message in the document is that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

Section 6 - Delivering a wide choice of high quality homes - This guidance refers to the delivery of policies that will result in significant increases to the supply of housing. It specifically states that housing applications should be considered in the context of the presumption in favour of sustainable development. Local planning authorities should, subject to a range of specified criteria, seek to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

Section 7 - Requiring good design - This guidance emphasises the importance of design to the built environment and its contribution to sustainable development and making places better for people and creating attractive, safe and accessible environments.

The Development Plan

Manchester's Core Strategy Development Plan Document now forms part of the development plan for Manchester and its policies provide the basis for planning decisions in the City. The Core Strategy replaces a large number of policies in the Unitary Development Plan; however, some of the UDP policies will remain extant until they are superseded by policies in a future Development Plan Document.

Policy SP1 sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice. It also sets out the core development principles, including:

- creating well designed places,

- making a positive contribution to health, safety and well-being,
- considering the needs of all members of the community, and
- protecting and enhancing the built and natural environment.

Policy H1 seeks to ensure that new residential development contributes to creating mixed communities by providing house types to meet the needs of a diverse and growing population. The design and density of a scheme should contribute to the character of the local area and should include usable amenity space and be designed to give privacy to both residents and neighbours. Priority should be given to sites which are in close proximity to centres of high frequency public transport routes and to the re-use of previously developed sites in sustainable locations.

Policy H6 states that 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 District Centres as part of mixed use schemes. Outside the District Centres priorities will be for housing which meets identified shortfalls, including family housing.

Policy H11 states that proposals for conversion of properties to flats would be permitted only where the accommodation is of a high standard and where it will not materially harm the character of the area, having particular regards to Policy DM1.

Policy EN1 covers design principles and strategic character areas. Development in Manchester will be expected to have regard to the strategic character area in which the development is located. Opportunities for good design should be fully realised, particularly on major radial routes.

Southern Character Area There is a notable presence of older development (1750-1900) at key junctions and along historic radial routes such as Oxford Road/Wilmslow Road, often associated with district centres. New development needs to retain the identity and focus of activity associated with the historic District Centres. Development should be commensurate in scale with the prominence of its location.

Policy T2 seeks to ensure that new development is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and education opportunities.

Policy DM1 (Development Management) seeks to ensure that new development contributes to the overall aims of the Core Strategy. The issues which should be considered are those which will ensure that detailed aspects of new development complement the Council's broad regeneration priorities and particularly by contributing to neighbourhoods of choice.

Saved UDP Policies DC1.1 to DC1.6 set out the guidance on residential extensions, including domestic houses, flats, HMOs, nursing homes and hotels. The policies set out the criteria for assessing such extensions including the general character of the property, impact on the amenity of neighbouring occupiers and the appearance in the street scene. In particular Policy DC1.2 states that extensions to residential properties will not be allowed if they are excessively large or bulky and result in

structures which are not subservient to the original house, or which create undue loss of sunlight, daylight or privacy.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

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

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

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance

The Guide advises that a high quality environment is created by buildings which reflect their purpose and respect the place in which they are located. It also requires buildings to relate well to each other in respect of the setting and relationship to adjacent buildings and their impact on the street-scene, roof-line and skyline.

Manchester Residential Quality Guidance

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

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

Issues

Principle

Core Strategy Policy H6 states that high density development in South Manchester will generally only be appropriate within District Centres as part of mixed use schemes. Brunswick Road is not in the District Centre and the proposal is not for a mixed use scheme. However, an additional four flats is not deemed to be high density and in the context of the area surrounding the application site, characterised by larger properties converted into flats, it is considered that the principle of a small number of additional residential units is acceptable.

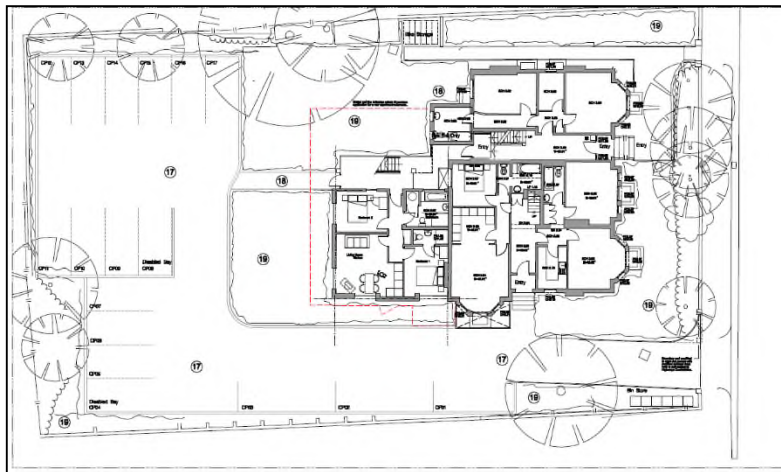
However, there are detailed matters that also require attention and these are considered below.

Height, scale and massing

The extension would be subservient to the main building in terms of its height, scale and massing and would be similar in bulk to other rear extensions in the vicinity. The proposal would extend approximately 8m from the rear of the existing property and across half of the width. This is larger than normally acceptable under DC1 for house extensions, however this property sits in a larger plot with adequate distances to the boundaries and it is considered that this would not lead to an adverse impact on the surroundings or result in harm to neighbouring properties.

Siting and layout

The application site is a large plot and the proposal, with a footprint of approximately 8m x 8m would take up only a small percentage of the plot with its built form. Together with the existing property the built form would cover less than 25% of the site overall. The proposed extension would be located to the rear of the existing building and would not be visible from the street frontage. Other properties in the vicinity have similar rear extensions. The siting of parking to the rear allows retention of landscaping to the rear boundary, sides and particularly to the frontage of the site.



Proposed site layout

Design and appearance

The proposed design picks up on the features of the existing property such as the steeply pitched gables and vertical emphasis and expresses them in a modern style using brick and larger areas of glazing, and it is considered that the proposal would result in a high quality design with a positive appearance, complementing the main property. The traditional appearance of existing property makes a positive contribution to the street scene and the proposal involves no changes to the front elevation, nor will the extension be visible from the street and the existing garden to front will also be retained. The stone boundary wall will remain mostly intact with removal of part of the wall and the repositioning of one gate post approximately 2m to allow improved vehicular access. The proposal allows the retention of the character of the building and the street scene.



Proposed side elevation

Standard of accommodation

There is existing accommodation at basement, ground, first and second floors of the application property and the proposal would add one apartment at each level, with floorspace of 61 sq m, meeting the recommended size for two-bedroom flats. The accommodation would offer suitable living environmental for future residents with adequately-sized rooms.

Residential Amenity

Privacy

There is a gap of almost 9m from the side of the proposed extension to the side boundary to the south as it is set a little back from the existing bay window on this elevation, there is approximately 21m to side of neighbouring property across a narrow alley and tree planting and 22m from rear of extension to rear boundary. There are no windows directly overlooking neighbouring windows or garden areas and it is considered that there will be no adverse impact on the privacy of neighbouring occupiers.

Noise

It is reasonable to conclude that activity in terms of comings and goings related to the occupation of the additional four flats would increase. Brunswick Road is a cul-de-sac, with only one route in and out and there may be a perception of increased activities, particularly when there are events at the community centre. However, the existing property comprises 12 flats and there is a predominance of other surrounding properties containing flats or HMOs. Therefore, the additional of four flats is not considered significant intensification of residential use that would significantly add to the noise levels in the surrounding area, and it is considered that there would be no undue harm from the small increase in the number of flats and associated activities.

Security

The applicant states that new external doors and windows will be certified to Secured by Design standards; cycle stores will be secure and lockable enclosures; refuse bins will be kept in a secured lockable area to prevent them being used as a climbing aid or obstructing sight lines; the main entrance to the building will be controlled by an audio intercom system linked to each individual flat; parking bays will be

demarcated to show dedicated space for each unit and there will be a single entrance to the building. It is considered that the proposal is adequately secure.

Waste

A bin store is shown at the front of the site adjacent to the vehicular access but partially screened by trees/hedge and the boundary wall. There are no drawings of the structure itself, therefore a condition is recommended to ensure that it is not an overly prominent feature and there is no adverse impact on appearance of street and to ensure the store is adequate to house the correct size and type of bins. There will be adequate space for the storage and segregation of waste and recycling within the kitchen areas of the individual flats and residents will be responsible for taking their refuse to the bin store area.

Parking

Off-street parking has been provided on the basis of one space per dwelling, which is generally considered acceptable for development of this type and given the accessible and sustainable location close to public transport and amenities. Highway services have raised no concerns, but recommend that secure provision be made for cycle storage within the parking layout. There is however, an existing brick structure located within the garden area that is used for cycle storage. It is considered appropriate to add a condition relating to the storage of cycles to ensure that there is adequate space for the additional units.

Disabled Access

The existing property sits over a raised basement and therefore the ground floor is reached via a short flight of steps. However, the entrance to the proposed extension would be level, allowing good access to the living accommodation on the rear ground floor. The design of the entrance also allows the potential for the installation of a stair left to open up access to the upper floors. Generous principal circulation routes have been provided along with a ground floor accessible wc.

Amenity space

The provision of amenity space and private gardens is not guided by specific standards but it is considered that the areas of soft landscaping to the rear and front of the building will provide amenity areas suitable for occupants to use as communal space.

Trees and landscaping

The proposal does not involve the loss of any trees and they will be protected during construction, maintaining the leafy character of the area. A small area of the existing grass and shrubbery will be lost to the development. However this is fairly informal space and the majority of the landscaping will be retained and the opportunity taken to supplement the planting.

Conclusion

Careful consideration has been given to the siting, scale, appearance and density of the development to ensure it provides a high quality development along with minimising the impact on existing and proposed residents.

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in dealing with the planning application, particularly in relation to the scale and density of the proposal and the impact on the adjoining properties. The application has been determined in accordance with the policies within the Development Plan.

Conditions to be attached to the decision

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

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

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

16/49 (2-)AP001 Rev 8
16/49 (2-)AP002 Rev 6
16/49 (2-)AP003 Rev 7
16/49 (2-)AP004 Rev 8
16/49 (2-)AP005 Rev 4
16/49 (2-)AP010 Rev 7
16/49 (2-)AP011 Rev 3
16/49 (2-)AE001 Rev 7
16/49 (2-)AE002 Rev 8

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

3) No above ground level works hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority.

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

4) Prior to the commencement of development, full details of a surface water drainage scheme, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall include:

- Surface water drainage layout including discharge points, proposed attenuation and proposed overland flow routes for extreme events (up to a 1 in 100 year including climate change allowance).
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment.
- Hydraulic calculations to support the drainage proposal.
- Details of how the scheme shall be maintained and managed after completion
- The scheme shall be fully implemented in accordance with the approved details before the scheme is completed, and maintained thereafter.

Reason - To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity by ensuring the satisfactory storage of/disposal of surface water from the site, pursuant to policy EN17 and DM1 of the Core Strategy

5) Prior to the occupation of the development, a scheme for the storage (including segregated waste recycling) and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. Internal and external areas are required. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health pursuant to Policy DM1 of the Core Strategy.

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

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

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

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy

8) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

- a. No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)
- b. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
- c. The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

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

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

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

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

11) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) no part of the premises shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

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: 116137/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:

Highway Services
MCC Flood Risk Management

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:

21 Brunswick Road
Flat 3 30 Brunswick Road
49 Heaton Road
23 Brunswick Road
17 Brunswick Road
15 Brunswick Road

Relevant Contact Officer : Paula McGovern
Telephone number : 0161 234 4547
Email : p.mcgovern@manchester.gov.uk



 Application site boundary  Neighbour notification
© Crown copyright and database rights 2018. Ordnance Survey 100019568