



MIA Construction

MOSS LANE EAST

Planning Statement





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Planning Statement

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WSP

8 First Street

Manchester

M15 4RP

Phone: +44 161 200 5000

WSP.com

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Prepared by	Mateo Espinosa			
Signature				
Checked by	Matthew Dugdale			
Signature				
Authorised by	Nick Fillingham			
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1 INTRODUCTION

- 1.1.1. WSP has prepared this Planning Statement on behalf of Mai Construction Limited (the applicant). It supports a full planning application submitted to Manchester City Council (the Local Planning Authority – LPA).
- 1.1.2. The application relates to land bound by Moss Lane East and Broadfield Road in Moss Side, Manchester.
- 1.1.3. The description of development is:
“Erection of residential dwellings including amenity space and associated car parking”.
- 1.1.4. The scheme will deliver high quality family orientated residential development within this area of Moss Lane East.
- 1.1.5. The scope of supporting information has been agreed with MCC through pre-application discussions. As we demonstrate within this Planning Statement, and within the supporting documents, reports, surveys and plans, this is an application for sustainable development which fully accords with local planning policies and will continue to contribute to the ongoing regeneration of Manchester and the surrounding areas.

Background

- 1.1.6. Mai Construction (the applicant) is a small family business who develop high-quality, high-end bespoke family homes. The applicant is gaining substantial traction within the Manchester area and the proposals which form part of this application are further to the applicant's dedication to continuity with the Manchester area. The applicant has recently secured permission for the erection of four dwellings at English Martyrs Tennis Club, Whalley Range (ref. 121945/FO/2018) of which construction is finalising.

1.2 THE APPLICATION SUBMISSION AND TEAM

- 1.2.1. The application is supported by the following reports:
 - A copy of the planning application forms and certificates (WSP);
 - Architectural Drawings (Artform);
 - Broadband Connectivity Assessment (GTech Surveys Limited);
 - Design and Access Statement including residential standards (Artform);
 - Ecology Survey (Collington Winter Environmental Limited);
 - Noise Assessment (NOVA Acoustics);
 - Phase 1 Geo-technical Assessment (Earth Environmental & Geotechnical); and
 - Planning Statement (WSP).

1.3 PRE-APPLICATION DISCUSSIONS WITH MANCHESTER CITY COUNCIL

- 1.3.1. A formal virtual pre-application meeting has been held with David Morris from Manchester City Council in July 2021. The principle of development was discussed together with the key technical matters for consideration, including access, parking, servicing design, scale and other improvements.

- 1.3.2. It was agreed that the principle of a residential scheme in this location is acceptable. However, further consideration was required to ensure that the proposed development would be satisfactory in highway safety terms given a number of design iterations featuring driveway parking on Moss Lane East which conflicted with the existing signal-controlled pedestrian crossing and safety railing.

Highways

- 1.3.3. Written feedback was received from MCC Highways who raised initial reservations about the position of driveway parking and access and the conflict with existing signal-controlled crossing pedestrian crossing and safety railing. The applicant has worked hard to overcome these issues by relocating the parking and access towards the rear of the site without compromising amenity space.
- 1.3.4. All comments have been taken into consideration and have informed the current design.

PUBLIC CONSULTATION

- 1.3.5. There has also been public engagement in order to understand the opinions of local people and other stakeholders comprising:
- Distribution of leaflets (via Royal Mail) to the nearest residential and businesses to the site (**Appendix A**); and
 - Issuing of letters to local Ward Councillors inviting them to a meeting if requested (**Appendix B**).
- 1.3.6. On this basis, the applicant has front-loaded the application and engaged with the pre-application process in order to take a positive and proactive approach, in accordance with paragraph 39 of the NPPF.

2 SITE AND SURROUNDING AREA

2.1.1. This chapter provides a description of the site and its surroundings.

2.2 SITE DESCRIPTION

- 2.2.1. The site is located in a well-established inner-city residential community to the south of Manchester City Centre and approximately 750m from Rusholme District Centre within the ward of Moss Side. The extent of the application site edged red is shown on the Site Location Plan enclosed.
- 2.2.2. Part diamond rail wood fencing surrounds the site. A large advertisement hoarding splits the site in half sitting towards the back of the site at a 45-degree angle facing both roads with 1m of tarmac to access the boardings.
- 2.2.3. The site is a vacant derelict corner plot of approximately 0.05 ha in size. The site is clearly brownfield in nature and in need of regeneration and is therefore considered an infill site.
- 2.2.4. The section of pavement outside the site boundary fronting onto Moss Lane East benefits from a pedestrian metal guard rail as part of the traffic signal-controlled pedestrian crossing. A sheltered bus stop is located on the opposite side of the road and offers regular bus connections to Manchester City Centre and beyond.
- 2.2.5. According to the Environment Agency Flooding Map, the full site is located within Flood Zone 1 which is defined as having a less than 1 in 1000 annual probability of flooding. This indicates a low probability of flooding and is therefore suitable to accommodate a residential-led development from a flood risk perspective.
- 2.2.6. The site is not within a Conservation Area and there are no statutory listed buildings within or close to the site.
- 2.2.7. There are no public rights of way contained within the curtilage of the site and no Tree Protection Orders (TPOs) are contained within the site boundary.
- 2.2.8. Evidently the site has been vacant for some time, and it is currently overgrown with a number of scattered self-sown trees and vegetation present. The large advertisement hoarding detracts from the character of the street scene.

2.3 SITE SURROUNDINGS AND LOCATION

- 2.3.1. Moss Lane East currently provides a connection to the nearby Princess Road (A5103) and other roads which allow east to west cross-Manchester connections. The nearby Manchester Royal Infirmary and associated central hospital buildings are located under 1km north-east of the site with the Manchester University Campus and research employment sites also located further north.
- 2.3.2. The immediate surrounding area is a mix of established Victorian terraced and more modern homes, religious premises, parks and schools. Historic maps show that the site is previously developed, and a planning history reveals that an application was approved in July 1978 for the 'Use of land for the display and sale of motor vehicles' (ref. F08612).

- 2.3.3. In terms of access to open space, the site is surrounded by a number of parks which are in walking distance. These include Moss Side Park (50 metres west), Whitworth Park (550 metres north-east) and Alexandra Park (400m south-west). It is not anticipated that the proposals will have any detrimental impacts on the surrounding open space. To the contrary, the new dwellings will benefit from their amenity.
- 2.3.4. The site is situated in a highly sustainable and accessible location, with very close proximity to a range of existing shops, services and leisure facilities. The surrounding area exhibits good levels of pedestrian infrastructure and excellent links to public transport will allow for reduced reliance on private motor vehicles.

3 THE PLANNING APPLICATION

- 3.1.1. For further detail (and to avoid repetition), please also refer to the submitted Design and Access Statement (“DAS”) and submitted drawings which have been prepared by Artform Architects.

3.2 DESCRIPTION OF DEVELOPMENT

- 3.2.1. Detailed planning consent is sought for the following development:

“Erection of residential dwellings including amenity space and associated car parking”.

- 3.2.2. The density of the scheme has been carefully considered to ensure the site is maximised whilst still providing a comfortable amount of amenity space for the occupiers and meeting the minimum requirements in terms of Nationally Described Space Standards. Key features from the existing nearby buildings within the area will be used to ensure the proposals complement the surrounding buildings. The site layout has been carefully considered to create positive views from not only neighbouring properties but also from within the site itself. Amenity space will be provided for all occupants of the development.

SCALE AND MASSING

- 3.2.3. A total of four dwellings will be constructed on the site, comprising three storey, 4-bedroom homes with 100% car parking provision for each dwelling.
- 3.2.4. The proposals have been designed to meet local needs and the aspirations of the current and future population.
- 3.2.5. The scale and massing of the proposed development has been influenced by the site’s surrounding context. The architect has sought to achieve this through using different materials to break down different elements of the building to better respond to the neighbouring properties.
- 3.2.6. The general design ethos (including scale and massing) has respected the build line to match those of the existing three-storey terraced properties adjacent, in order to preserve the original density and sense of scale within the existing area. The general layout is set back from the road and in-line with adjoining terraced properties on Moss Lane East and is therefore influenced by the site’s surrounding context.

LAYOUT

- 3.2.7. The site layout provides continuous frontage to Moss Lane East and improves visibility on this street.
- 3.2.8. It is acknowledged that the proposed built form of the proposed dwellings would be in relatively close proximity to the rear boundaries of gardens of properties on Salisbury Street. The initial design has taken into consideration overlooking and loss of privacy potentially arising from arrangements to a number of upper floor windows. Distances between the proposed properties and side and rear properties of Salisbury Street have been kept to a minimum of 21m removing the potential for direct overlooking of a number of rear windows. These separation distances are considered to be acceptable in this context.
- 3.2.9. The main residential entrances are proposed on Moss Lane East with rear access to bin stores.

- 3.2.10. Car parking provision is located to the rear of the site, reducing its visual impact and the need to remove the pedestrian safety railings or impacting on visibility near the signal-controlled crossing.
- 3.2.11. With timber fences enclosing rear gardens for privacy and security.

LANDSCAPING

- 3.2.12. Proportionate hard and soft landscaping will be undertaken within the curtilage of the site. As illustrated on the submitted plans, a new line of trees and bushes are proposed along Broadfield Street to improve the street frontage and provide some level of screening to the existing properties.
- 3.2.13. The development will provide valued front and rear external private amenity space for future occupiers to enjoy.

ACCESS

- 3.2.14. The proposed development has been designed with main front door access to each of the dwellings facing north which remains consistent with adjacent townhouses and secures primary frontages face Moss Lane East.
- 3.2.15. Vehicular access to the site will be gained from Broadfield Street. The access will be set back from the adopted highway to ensure any potential waiting/queueing would not cause any delays for existing movements on the Street.
- 3.2.16. Car parking will be located to the rear of the site. 4 no. car parking spaces will be provided, including 4 no. secure cycle parking spaces, equating to 100% cycle parking provision, in a secure cycle store within the dwelling garden curtilage.
- 3.2.17. Refuse and recycling has been a design consideration and each property is provided with a hard-standing area within the rear garden of the property to store the number of bins required. The main refuse strategy will see occupants use the communal Euro bins provided within the adjacent alleyway which currently serve existing the neighbouring properties. Euro bins will be collected by the refuse operator and taken out to the road to waiting refuse lorry.

4 POLICY CONTEXT

- 4.1.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.1.2. The Development Plan for the site comprises:
- Manchester Core Strategy 2012 ('The Core Strategy'); and
 - Saved Policies of the Manchester Unitary Development Plan 2005 ('the UDP').
- 4.1.3. Other material considerations include the National Planning Policy Framework (NPPF), Supplementary Planning Documents (SPDs), and Planning Practice Guidance (PPG).

4.2 NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

- 4.2.1. The NPPF was updated on 20 July 2021 and is a key material consideration in the determination of planning applications.

Achieving sustainable development

- 4.2.2. Sustainable development means meeting the needs of the present without compromising the ability of future generations to meet their own needs (paragraph 7). The planning system has three overarching objectives in achieving sustainable development: economic, social and environmental (paragraph 8).
- 4.2.3. Planning should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area (paragraph 9).
- 4.2.4. At the heart of the NPPF is the 'presumption in favour of sustainable development' ("the presumption") set out at paragraph 11, which establishes the planning principles in pursuing sustainable development in a positive way.
- 4.2.5. For decision-taking, this means approving development proposals where the policies which are most important for determining the application are out-of-date (paragraph 11d).

Plan making

- 4.2.6. Paragraph 23 states strategic policies should provide a clear strategy for bringing sufficient land forward, and at a sufficient rate, to address objectively assessed needs over the plan period, in line with the presumption. This should include planning for and allocating sufficient sites to deliver the strategic priorities of the area.

Delivering a sufficient supply of homes

- 4.2.7. Paragraph 60 makes clear to support the Government's objective of significantly boosting the supply of homes, a sufficient amount and variety of land should come forward where it is needed, addressing the needs of groups with specific housing requirements and that land with permission is developed without unnecessary delay.

- 4.2.8. Paragraph 62 recommends the size, type and tenure of housing needed for different groups in the community should be recognised, including affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes.
- 4.2.9. Paragraph 74 states local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies or against their local housing need where the strategic policies are more than five years old (unless these strategic policies have been reviewed and found not to require updating).

Promoting healthy and safe communities

- 4.2.10. Paragraph 92 aims to achieve healthy, inclusive and safe places which promote social interaction (e.g. through street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods and active street frontages). Developments should be safe and accessible (e.g. through the use of clear and legible pedestrian routes, and high-quality public space, which encourage the active and continual use of public areas). They should also enable and support healthy lifestyles (e.g. through the provision of safe and accessible green infrastructure, sports facilities, local shops and layouts that encourage walking and cycling).
- 4.2.11. Paragraph 98 identifies access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and wellbeing of communities and can deliver wide benefits for nature and support efforts to address climate change.
- 4.2.12. Paragraph 100 suggests protecting and enhancing public rights of way and access, including taking opportunities to provide better facilities for users (e.g. by adding links to existing rights of way networks).

Promoting sustainable transport

- 4.2.13. Paragraph 104 requires transport issues to be considered from the earliest stages of development proposals, so that the potential impacts on transport networks can be addressed; opportunities from existing or proposed transport infrastructure, technology and usage are realised; opportunities to promote walking, cycling and public transport use are identified and pursued; the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account; and patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 4.2.14. Paragraph 105 recommends significant development should be focused on locations which are or can be made sustainable. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas and this should be taken into account.
- 4.2.15. Paragraph 110 states in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that appropriate opportunities to promote sustainable transport modes can be taken up, given the type of development and its location; that safe and suitable access to the site can be achieved for all users and any; that the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance including the National Design Guide and the National Model Design Code; and any significant impacts from the development on the transport network or on highway safety can be cost effectively mitigated to an acceptable degree.

- 4.2.16. Paragraph 111 makes clear that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 4.2.17. Paragraph 112 highlights applications should give priority first to pedestrian and cycle movements and second to facilitating access to high quality public transport; address the needs of people with disabilities and reduced mobility; create places that are safe, secure and attractive; allow for efficient delivery of goods and access by service and emergency vehicles; and be designed to enable charging of plug-in and other ultra-low emission vehicles.
- 4.2.18. Paragraph 113 requires all developments that generate significant amounts of movement to provide a travel plan be supported by a transport statement or assessment, so that the likely impacts of the proposal can be assessed.

Making effective use of land

- 4.2.19. Paragraph 119 promotes an effective use of land in meeting the need for homes and other uses while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 4.2.20. Paragraph 122 states decisions need to reflect changes in the demand for land and be informed by regular reviews of land allocated for development in plans and of land availability.
- 4.2.21. Paragraph 124 supports development that makes efficient use of land, taking into account the identified need for different types of housing and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services as well as their potential for further improvement and scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting; and the importance of securing well-designed, attractive and healthy places.
- 4.2.22. Paragraph 125 makes clear where there is an existing or anticipated shortage of land for meeting identified housing needs, homes should not be built at low densities and ensure developments make optimal use of the potential of each site. Authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Achieving well designed places

- 4.2.23. Paragraph 126 states the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 4.2.24. Paragraph 130 ensures that developments will function well and add to the quality of the area; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting; establish or maintain a strong sense of place; accommodate and sustain an appropriate amount and mix of development including greenspace and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and wellbeing.

Meeting the challenge of climate change, flooding and coastal change

- 4.2.25. Paragraph 154 requires new development to avoid increased vulnerability to the range of impacts arising from climate change and help reduce greenhouse gas emissions.
- 4.2.26. Paragraph 157 expects new development to comply with local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.
- 4.2.27. Paragraph 158 recognises that even small-scale projects for renewable or low carbon energy can provide a valuable contribution to cutting greenhouse gas emissions.
- 4.2.28. Paragraph 159 states inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk.
- 4.2.29. Paragraph 167 ensures that flood risk is not increased elsewhere and requires development to be supported by a site-specific flood-risk assessment.
- 4.2.30. Paragraph 169 expects major developments to incorporate sustainable drainage systems (“SuDS”), unless there is clear evidence they would be inappropriate.

Conserving and enhancing the natural environment

- 4.2.31. Paragraph 174 requires the contribution and enhancement of the local environment by protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils; recognising the intrinsic character and beauty of the countryside and wider benefits from natural capital and ecosystem services including the economic and other benefits of the best and most versatile agricultural land, trees and woodland; minimising impacts on and provide net gains for biodiversity; and preventing new development being subject to unacceptable levels of soil, air, water or noise pollution or land stability.
- 4.2.32. Paragraph 183 ensures a site is suitable for its proposed use, taking account of ground conditions and any risks arising from land instability and contamination.
- 4.2.33. Paragraph 185 expects new development is appropriate for its location, taking account the likely effects of pollution on health, living conditions and the natural environment.
- 4.2.34. Paragraph 186 encourages opportunities to improve air quality or mitigate impacts, such as through traffic and travel management, and green infrastructure provision and enhancement.

4.3 CORE STRATEGY (ADOPTED 2012)

- 4.3.1. The Manchester Core Strategy outlines the Council's vision for Manchester from 2012 to 2027. The Manchester Interactive Proposals Map illustrates that the site falls within Central Manchester (Policies EC8 and H5) and Inner Areas (Policy SP1). The site has no specific allocation.
- 4.3.2. **Policy SP1** ('Spatial Principles') outlines the key spatial principles which will guide the strategic development of Manchester to 2027. Emphasis is placed on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

- 4.3.3. The majority of new residential development in these neighbourhoods will be in the Inner Areas. New development should maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of public transport. The Policy also lists the Core Development Principles, which states that development in all parts of the City should make a positive contribution to neighbourhoods of choice, including creating well designed places that enhance or create character.
- 4.3.4. **CS Policy H 1** (Overall Housing Provision) states that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027, equating to an average of 3,333 units per year. Within the Inner Areas in North, East and Central Manchester, the type, size and tenure of the housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability. 90% of residential development will be on previously developed land. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. Central Manchester is expected to accommodate approximately 8,200 dwellings (net) within the Core Strategy period.
- 4.3.5. **CS Policy H 5** (Central Manchester) highlights that Central Manchester will accommodate around 14% of new residential development over the lifetime of the Core Strategy. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.
- 4.3.6. **CS Policy DM1** (Development Management) states that proposed developments must have regard to effects on amenity, including privacy, light, noise, vibration, odours, litter, vermin, birds, road safety and traffic generation. The site is located within an established residential area, with residential uses located on Moss Lane East, Broadfield Street and Salisbury Street.
- 4.3.7. **Policy T1** (Sustainable transport) embeds the delivery of a high-quality integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. It indicates support for proposals that: improve choice by delivering alternatives to the car; promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services; improve access to transport services and facilities for all; improve pedestrian routes and the pedestrian environment; facilitate modes of transport that reduce carbon emissions; reduce the negative impacts of road traffic.
- 4.3.8. **Policy T2** (Accessible areas of opportunity and need) indicates that the Council will actively manage the pattern of development to ensure that new development is located to ensure access to the City's main economic drivers; is easily accessible by walking, cycling and public transport; have regard to the need for disabled and cycle parking and the maximum car parking standards set out in the Core Strategy; and, includes proportionate traffic impact assessments and travel plans for all major applications.
- 4.3.9. Reflecting Policy CC5, Policy T2 elaborates on the MCC parking policies stating that MCC will consider each development upon its own merits and expects that the level of car parking attached to new development located in the city centre will reflect the 'accessible nature of the location'.

4.4 SAVED UDP POLICIES (2004)

- 4.4.1. **Policy DC7.1** (New Housing Development) states that 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.

4.5 PLACES FOR EVERYONE DRAFT JOINT DEVELOPMENT PUBLICATION PLAN (2021)

- 4.5.1. The Places for Everyone Joint Development Plan Document (PfE) 2020-2037 is at publication stage (July, 2021), and is a slightly revised version of the GMSF but encompasses revisions based on the direct result of the withdrawal of Stockport Council, government policy changes since October 2020, new evidence being made available since October 2020, clarification of policy wording and impacts resulting from the COVID-19 pandemic.
- 4.5.2. PfE is expected to place a greater focus on developing Greater Manchester's brownfield sites, building at higher densities and pursuing the regeneration of sites in sustainable locations. One of the key principles behind the draft spatial strategy is to minimise future spatial outward growth and ensure that land resources are used efficiently and effectively.
- 4.5.3. The number of residential dwellings required in Manchester over the plan periods (2021-2037) is 56,528 (3,533 per annum) which represents 34% of the overall PfE dwelling requirement. 16% of these dwellings are expected to comprise housing while the remainder will be made up of apartments.

4.6 SUPPLEMENTARY PLANNING GUIDANCE MANCHESTER RESIDENTIAL DEVELOPMENT GUIDE (2017)

- 4.6.1. The guidance aims to create places in which people want to live in and can continue to live in, with natural light throughout the home being essential and that choice is not restricted. Development should ensure visual and acoustic privacy and should deliver external amenity space.
- 4.6.2. The guidance also sets out how Manchester encourages sustainable transport and wants to make a growing contribution to transport choices. Residential development is viewed as key in providing the correct facilities to make cycling convenient, safe and practical arrangements.
- 4.6.3. In addition, the guidance states that proposals should provide sufficient car parking in an appropriate manner to ensure that cars do not dominate the street and that there needs to be a balance as to the provision of sufficient parking with the need to encourage different, more sustainable modes of transport working towards reducing the dependence on the car.
- 4.6.4. Outside of city centre areas, the guidance states that 100% car parking provision will be sought in new apartment developments with a caveat that a reduced provision may be tolerated where secure cycle parking in excess of 50% provision relative to apartment provision is attained. For residential schemes within Manchester's suburban areas, new development will continue to be required to accord with existing policy and standards.

MANCHESTER'S GREAT OUTDOORS – A GREEN AND BLUE INFRASTRUCTURE STRATEGY FOR MANCHESTER (2015)

- 4.6.5. Adopted in 2015, the vision for the strategy is that 'by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods'. There are four objectives in order to achieve this vision:
- 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; and
 - 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.

MANCHESTER'S FIVE-YEAR HOUSING LAND SUPPLY POSITION

- 4.6.6. The latest position statement on five-year housing land supply by Manchester City Council was published in April 2019.
- 4.6.7. MCC claims to have a five-year housing land supply of 6.25 years which is made up of a mixture of sites. We note that a large proportion of the supply predominantly comprise sites which benefit from extant planning permissions but have not yet started construction. It is likely that upon closer inspection the five-year housing land supply is likely to be less than five years and could potentially be challenged to demonstrate an undersupply.
- 4.6.8. The latest Housing Delivery Test published in 2020 shows that Manchester has achieved its housing delivery figures against its defined need with a measurement of 113% and therefore no further action is required.

5 THE CASE FOR DEVELOPMENT

5.1 PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

- 5.1.1. The presumption in favour of sustainable development (“the presumption”) set out at paragraph 11(d) of the NPPF is clear that where the policies which are most important for determining the application are out-of-date, development proposals should be approved without delay.
- 5.1.2. Manchester’s Core Strategy was adopted in July 2012 and therefore is not considered ‘up-to-date’.

5.2 A SUITABLE LOCATION FOR NEW HOUSING

- 5.2.1. The site comprises unallocated land in Central Manchester and is designed as an ‘inner area’ of the City in the Core Strategy, where proposals for new residential development are generally supported.
- 5.2.2. Local planning policy places considerable emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs (CS Policy SP 1). The designated ‘inner areas’ of Manchester are stated to be the preferred locations for the majority of new residential development within the city.
- 5.2.3. NPPF strongly advocates for the effective use of land, specifically in meeting the need for homes, and planning policies and decision are encouraged to promote and support the development of underutilised land and buildings to meet identified housing need (paragraphs 119 and 124). MCC’s Core Strategy also places considerable emphasis on the development of brownfield sites in sustainable locations (CS Policy H1).
- 5.2.4. The site is currently vacant and partly covered in unmanaged vegetation. The poor condition and its highly visible location fronting an important inner-city road currently creates a negative impression of the locality.
- 5.2.5. The proposals which would result in the redevelopment of the site is important to not only improve the site itself, but also to enhancing the wider locality in which it is located. Furthermore, the site is located within a highly sustainable location being well-served by a bus route and within walking and cycling distance to local services and amenities located within Moss Side and Rusholme District Centres.
- 5.2.6. Overall, the redevelopment of the site for residential led development will ensure that a medium sized and vacant area of previously developed land is bought back into use. The redevelopment of the site would therefore amount to effective use of land, making an important and positive contribution to the provision of family housing to the local area.

THE SITE ALIGNS WITH THE SPATIAL STRATEGY

- 5.2.7. Notwithstanding that the site is not allocated, it is considered that the scheme is of a suitable scale at this location and will form sustainable infill development. Development here should be allowed to take place in order to deliver the aspirations of the Core Strategy.
- 5.2.8. The proposals would contribute to the overall provision of new residential units in the City and align with the provisions of Policy CS1 (Housing) by adding four new homes on a brownfield site.
- 5.2.9. **Policy DM1** contains several bullet points to which development proposals should have regard and are detailed below.

Policy DM1 considerations	Development response
Appropriate siting, layout, scale, form, massing, materials and detail.	The site currently comprises previously developed land. The proposal will ensure that the existing streetscape is significantly enhanced through high quality residential-led development on the site. The proposal will thus function well and add to the overall quality of the area, ensuring that the aesthetic of the locality is enhanced and promoting the area as an attractive place to live.
Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.	The proposals will comprise residential development of three storeys, providing high-quality larger homes, and to ensure that the overall development is deliverable. The proposed development has also sought to respond to the elevational profiles of the neighbouring building heights which are three storeys. Therefore, the proposal will relate well to its locality and will be sympathetic to the local character of the area.
Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.	The Noise Impact Assessment concludes that acceptable internal noise levels are achievable for residents of the proposed accommodation through the incorporation of appropriate glazing and ventilation systems Each of the homes has been designed to ensure that natural light is maximised. This has been achieved through the provision of extensive glazing and setting adequate separation distances between the rear of homes and neighbouring buildings on Broadfield Street and Salisbury Street.
Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.	The site is highly accessible and within walking and cycling distance of many essential local facilities and services. The proposed development seeks to reduce the reliance on car journeys through limited parking provision and numerous nearby public transport opportunities will encourage sustainable modes of transport.
Community safety and crime prevention.	Careful attention has been paid to the creation of a safe, inclusive and accessible development. The efforts made by the applicant to ensure that the development is resistant to acts of criminal behaviour by incorporating adequate overlooking to the parking area.
Design for health.	The NPPF sets out that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. The proposals are situated in a sustainable location within easy reach to local amenities by public transport, walking and cycling therefore reducing the dependency on the private car.
Adequacy of internal accommodation and external amenity space.	All the units throughout the scheme have been developed to be compliant with space standards. Externally, a generous amount of hard and soft landscaping and private amenity space is proposed across the site.

Policy DM1 considerations	Development response
Refuse collection and storage.	Individual bin store areas are provided to the rear within the curtilage of each property although it is intended that future occupiers will be responsible for taking their waste to the communal Euro bins provided within the adjacent alleyway which currently serves the neighbouring properties. The communal waste bins will be transferred from the alleyway to the collection point by refuse collection personnel and collected by refuse collection vehicles.
Vehicular access and car parking.	The proposals feature 100% parking provision by locating the car parking towards the rear of the development given significant constraints on Moss Lane East by presence of pedestrian crossing infrastructure. In addition, the proposals feature 100% cycle parking provision which will encourage active travel choices for future occupiers.
Effects relating to biodiversity, landscape, archaeological or built heritage.	There will be no effects on biodiversity or landscape. The site is of low archaeological interest.
Green infrastructure, including open space, both public and private.	Each home will feature private rear and front amenity space for the enjoyment of future occupiers with adequate separation distances from neighbouring dwellings.
Flood risk and drainage.	The proposals are not located within any flood risk areas, they will not increase potential flood risk elsewhere and drainage plans are included to support the proposals.
Existing or proposed hazardous installations.	The application site is not in a Development High Risk zone for coal mining.
Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (in terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply)... <i>NB the remainder of the policy refers to the Code for Sustainable Homes which has since been abolished.</i>	The accompanying Energy Strategy Report shows how this development will be at the forefront of carbon saving. The proposals will incorporate solar photovoltaic (PV) panels on the roof of all dwellings amongst other carbon reduction initiatives such as incorporating natural daylight into the design, exceeding Thermal Insulation Standards, providing Ventilation Heat Recovery and providing electric heating and hot water generation.

- 5.2.10. Overall, the proposed development will result in a good level of amenity for existing and prospective residents, in line with CS Policy DM1 and the Manchester Residential Design Guide.
- 5.2.11. The site comprises unallocated land in Central Manchester and is designed as an 'inner area' of the City in the Core Strategy, where proposals for new residential development are generally supported. Local planning policy places considerable emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs. The designated 'inner areas' of Manchester are stated to be the preferred locations for the majority of new residential development within the city.

- 5.2.12. **Policy EN1** refers to seven design principles that should be applied to developments. A Design and Access Statement has been prepared by Artform Architects, which addresses the site location and context, the design development and the scale, massing and appearance of the proposal. Careful attention has been paid to the creation of a safe, inclusive and accessible development.
- 5.2.13. The site currently comprises previously developed land. The proposal will ensure that the existing streetscape is significantly enhanced through the development of a high quality residential-led development on the site. The proposal will thus function well and add to the overall quality of the area, ensuring that the aesthetic of the locality is enhanced and promoting the area as an attractive place to live.
- 5.2.14. The proposal will comprise residential development of between three storeys. The massing of the proposed development has been designed to be commensurate with neighbouring houses and the surrounding area with a ridge line to match adjacent existing townhouses; as discussed within the supporting Design and Access Statement. Therefore, the proposal will relate well to its locality and will be sympathetic to the local character of the area.
- 5.2.15. In summary, it has been clearly demonstrated that the principle of development is fully established when considered against the Development Plan. The following chapter considers the proposed development against the other technical policies in the Development Plan.

6 MATERIAL CONSIDERATIONS

- 6.1.1. This section of the Planning Statement presents the assessment of all other material considerations, not covered within the previous sections.

6.2 BROADBAND INFRASTRUCTURE

- 6.2.1. The accompanying Broadband Connectivity Assessment prepared by GTech Surveys demonstrates that the proposed development is capable of a full fibre connection, which would accord with paragraph 114 of NPPF.

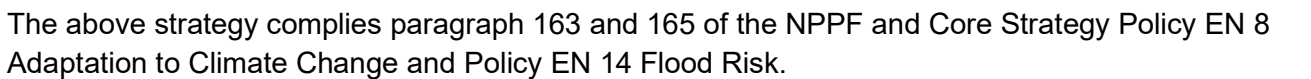
6.3 DESIGN

- 6.3.1. The DAS and accompanying plans have been prepared by Artform Architects. The proposals have prepared the design of the scheme in careful consideration and response to the site's context and the site's opportunities and challenges.
- 6.3.2. The site presents many opportunities as it is located in a prominent position on Moss Lane East and is in close proximity to district centres and Manchester City Centre. The challenges including parking and the existing signal-controlled crossing and pedestrian railing are addressed and justified through the proposed design.
- 6.3.3. The design embraces these challenges and turns them into opportunities to produce a high-quality architectural aesthetic that will sit harmoniously in the urban context. The design has been fully considered with regards to use, amount, scale, layout, elevational treatment, appearance, accessibility, sustainability and materiality to ensure that the development benefits its immediate location but will also generate wider reaching long term community benefits for the area making a significant contribution to the continued regeneration of Moss Side.
- 6.3.4. Given the surrounding context of the area, the design has worked hard to offer the best solution in layout terms taking into account the existing urban form. This accords with paragraphs 119, 126 and 130 of the NPPF which promotes an efficient use of land, the use previously developed land and optimising the potential of a site to accommodate appropriate development.

6.4 DRAINAGE

- 6.4.1. Existing UU drainage drawings have been obtained which show surface water and foul water connections possible on Broadfield Road. Foul water from the development will be connected to the nearby main sewer system.
- 6.4.2. Surface water will be directed from the development immediately into an attenuation tank before subsequent connection to a manhole with flow control in order to slow water runoff as demonstrated in the figure below:

Figure 6-1 - Proposed foul and surface water connections



6.5.1. An Ecology Appraisal (produced by Collington Winter Environmental Limited) has been produced to identify whether the site has any biodiversity value. No designated sites are located within 1km of the site.

6.5.2. An ecology walkover survey was undertaken in August 2021 and concluded that the small section of unmanaged vegetation provided value for breeding birds and common invertebrates however the value of this was found to be insignificant due to size.

6.5.3. Opportunities for biodiversity enhancement include bird boxes, bat mitigation in the form of sensitive lightning and wildflower planting in landscaping areas.

6.5.4. There are no ecological constraints to the development and the site could provide ecological enhancements to the locality. This accords with Core Strategy Policy EN 9 Green Infrastructure and paragraphs 179 and 180 of the NPPF.

6.6.1. Core Strategy Policy EN1, EN3 and DM1 expects all new development to be adaptable to climate change in terms of the design, layout, siting and function.

6.6.2. The design of the development has been developed with consideration for baseline environmental conditions. Mitigation of effects on the environment are therefore embedded in the design of the scheme and include the following measures:

- Photovoltaic Panels (PV) on the roof;
- Natural daylight incorporated into designs;
- Exceedance of Thermal Insulation Standards; and
- Efficient energy ratings for each proposed home demonstrating energy efficiency

6.7 GROUND CONDITIONS

6.7.1. A Phase 1, Ground Conditions Land Contamination Desktop Assessment (undertaken by Earth Environmental & Geotechnical) accompanies this application.

6.7.2. The report provides a preliminary geotechnical and geo-environmental appraisal consisting of a site reconnaissance visit and a review of technical information sources. The report concludes that the site is underlain by superficial deposits of Till Deposits. Overall risk from soil contamination and asbestos to end users and construction workers is concluded to be low while general risk emanating from potential ground gas to end users is considered to be low.

6.7.3. Considering the above, the proposed development, its users and the environment will not be at risk from nor will it lead to the generation of any adverse impacts in terms of ground contamination and conditions following the completion of any necessary mitigation measures. The proposed development therefore accords with paragraphs 183 and 185 of the NPPF and Policy NE5 (Environmental Protection).

6.8 HIGHWAYS

6.8.1. The scheme features pedestrian access to the site on Moss Lane East to remain in-keeping with the locality. Each dwelling has been provided with 1 no. private off-road parking space to the rear of the build line, off Broadfield Road. The parking spaces have been sited at the rear in order to avoid conflict with the existing pedestrian guard rail and pedestrian crossing on Moss Lane East.

6.8.2. Cycle parking is included in the form of secure cycle storage within the amenity space of each dwelling in order to provide safe storage of bicycle and associated equipment to encourage active travel choices.

6.8.3. Positively, in terms of traffic generation, the introduction of additional households to this site would not significantly increase the number of vehicle movements on the Moss Lane East and is not expected to have an impact on highway capacity.

6.8.4. The proposed development therefore aligns with paragraphs 104, 110, 111, 112, 113 and 130 of the NPPF and Core Strategy Policy T1 and T2.

6.9 NOISE

6.9.1. A Noise Impact Assessment by Nova Acoustics was conducted on-site to determine the existing noise climate around the proposed development.

6.9.2. The assessment included unattended environmental noise surveys at the site to establish a baseline and calculations were undertaken to determine the requirements for glazing to achieve internal noise levels limits in compliance with BS8233:2014.

- 6.9.3. In terms of noise and Policy DC26.1, 26.2 and 26.4 the proposal incorporates mitigation measures to ensure noise effects are acceptable and meet the requirements of NPPF paragraphs 185 and 186.

6.10 WASTE MANAGEMENT AND SERVICING

- 6.10.1. A waste management strategy has been produced and is included within the DAS which accompanies the application.
- 6.10.2. In terms of waste management, Policy EN19 seeks to ensure all developers demonstrate the proposal is consistent with the principles of the waste hierarchy. Furthermore, all waste management practices should have full regard to the environmental, social and economic impacts of the development and encourage long-term benefits in improving the environment and the regeneration of areas in need of investment.
- 6.10.3. Individual bin store areas are provided to the rear within the curtilage of each property although it is intended that future occupiers will utilise the communal Euro bins provided within the adjacent alleyway which currently serves the neighbouring properties. It is considered the waste management infrastructure that is proposed within the development would allow for the necessary segregations of materials in order to achieve a high rate of recycling which is in full accordance with Core Strategy Policy EN19.

7 PLANNING BALANCE

- 7.1.1. This Planning Statement has been prepared by WSP on behalf of Mai Construction. The purpose of this Planning Statement is to assist Manchester City Council (the Council) in the consideration of a planning application at Moss Lane East Road, Manchester for:

“Erection of residential dwellings including amenity space and associated car parking”.

- 7.1.2. The proposal comprises sustainable development and accords with national and local planning policy. The NPPF is focused on reusing brownfield land such as the subject site and supporting sustainable development.

SCHEME BENEFITS

- 7.1.3. The development generates significant environmental, economic and social benefits:

Social

- The development regenerates a brownfield site in the urban area, which is in accordance with national policy which encourages the use of brownfield land to boost the national supply of housing;
- The proposed homes will meet the nationally described space standards and provide adequate private amenity for future residents;
- Regeneration of this site will provide an example of sustainable development and will contribute to the regeneration of this area within the next decade;
- The new housing will deliver a range of types and tenures suitable for all ages and will help to diversify the housing stock; and
- The proposals are situated in a highly sustainable area allowing future residents a range of options when it comes to local journeys and also within close range to local services.

Economic

- As a disused, vacant site, the existing site makes no contribution to the local economy;
- The delivery of new housing will provide an increase in council tax receipts that can be reinvested in the area;
- The redevelopment will have a positive impact by way of job creation in the construction industry during the build programme;
- The proposed development, through providing open market housing, represents inward investment and provides a boost to the local economy through increased patronage and additional household expenditure, helping support existing local jobs, services and facilities; and
- The delivery of new homes at the site will therefore assist in the economic growth of the local area, which is an important material consideration in the post-pandemic recovery.

Environmental

- The proposed development will protect and enhance the natural and built environment in accordance with the requirements of paragraph 8 of the NPPF, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change; and

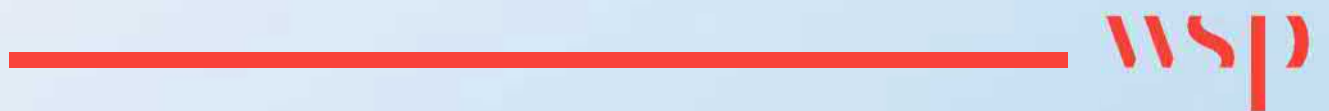
- There will be tree planting and landscaping in and around the scheme to assist with screening and contribute to climate change initiatives in the area.

PLANNING BALANCE

- 7.1.4. The proposed development has been through pre-application discussions with key stakeholders in addition to the local community through a public consultation exercise. The applicant has worked hard to address initial highway issues.
- 7.1.5. The development will create an innovative development delivering a residential led scheme in an appropriate and accessible inner-city suburban area. The redevelopment of the site will improve the streetscene and enhance connectivity of the site with the wider community. The redevelopment will integrate well with the surrounding character of the area.
- 7.1.6. The principle of development is therefore fully acceptable, and the proposal accords with national and local planning policy.
- 7.1.7. The proposed development will deliver a variety of community benefits such as the creation of family homes in a sustainable location close to existing amenities. These benefits are considered to outweigh the loss of a vacant, previously developed and underused area of grassland.
- 7.1.8. The technical assessments demonstrate that the proposed development will not give rise to any significant adverse impacts on the area or amenity of nearby neighbours. Impacts can be successfully mitigated. The development therefore constitutes sustainable development and raises no material considerations which would outweigh its accordance with the plan.
- 7.1.9. We conclude therefore that the proposed development accords with local and national planning policy and therefore should be approved in accordance with paragraph 11 of the NPPF without delay.

Appendix A

APPENDIX A





Occupier
1 Salisbury Street
MANCHESTER
M14 4ND

30 September 2021

BY POST

Dear Local Resident

**FEEDBACK INVITED ON DEVELOPMENT PROPOSALS AT LAND ON MOSS LANE EAST,
MANCHESTER**

We write on behalf of MAI Construction to inform you of exciting new plans to develop land at Moss Lane East, Manchester for four high-quality family homes including soft landscaping and on-site parking provision. As a local resident, we wanted to share details of our proposals with you before the submission of an application at the site.

MAI Construction is committed to delivering a high-quality development in this area alongside creating local construction jobs during the build with the aim to bring much needed housing to a derelict, previously developed site. The site is currently partly used for advertisement hoarding and detracts from the appearance of the immediate area.

The proposals will bring much needed family style housing on previously developed land to support local and national housing objectives.

We have been working with officers to bring an application forward on this site and are aiming to submit an application to Manchester City Council this Autumn. Some visuals of the proposed development are enclosed. We have also reached out to local Ward Councillors ensuring we are consulting local stakeholders as comprehensively as possible.

To ensure that development and regeneration carry on given the circumstances, our public consultation strategy aims to reach out to local residents in a safe manner as we emerge from the COVID-19 pandemic to ensure the public's safety.

In order to provide further information, or to answer any questions you may have please contact Mariam Al Bayati on 07912291129 who will be happy to coordinate this. There will, of course, also be a further opportunity for interested parties to formally comment on the planning application once submitted to Manchester City Council.

I trust this is helpful. Please feel free to get in touch if you have any further queries.

Yours sincerely

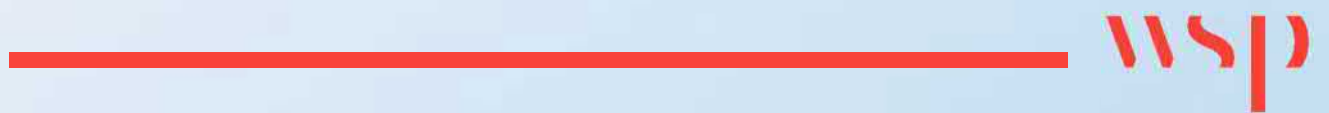


A handwritten signature in black ink, appearing to read 'Mateo', with a stylized flourish at the end.

Mateo Espinosa
Planner

Appendix B

APPENDIX B





Councillor Mahamed
Member's Services Office
Manchester City Council PO Box 532
Town Hall Extension
Manchester
M60 2LA

23 September 2021

BY EMAIL

Dear Cllr Mahamed

**FEEDBACK INVITED ON DEVELOPMENT PROPOSALS AT LAND ON MOSS LANE EAST,
MANCHESTER**

We write on behalf of MAI Construction to inform you of exciting new plans to develop land at Moss Lane East, Manchester for four high-quality family homes including on-site parking provision. Prior to consulting local residents, we wanted to share details with you as Ward Councillor for Moss Side Ward.

MAI Construction is committed to delivering a high-quality development in this area alongside creating local construction jobs during the build with the aim to bring much needed housing to a derelict, previously developed site. The site is currently partly used for advertisement hoarding and detracts from the appearance of the immediate area.

We have been working with officers to bring an application forward on this site and are aiming to submit an application to Manchester City Council this Autumn. Some visuals of the proposed development are enclosed.

To ensure that development and regeneration carry on given the circumstances, our public consultation strategy aims to reach out to local stakeholders in a safe manner as we emerge from the COVID-19 pandemic. To ensure the public's safety, we will be undertaking a leaflet drop by Royal Mail to the nearest businesses and residents to the site. We have tried to be as comprehensive and inclusive as possible, given the circumstances.

In addition, and in lieu of meeting and speaking with you face-to-face, we would be happy to arrange a telephone or video call (e.g. Skype, Microsoft Teams, Zoom etc) to provide further information, or to answer any questions you may have.

Should this be of interest, please contact Mariam Al Bayati on 07912291129 who will be happy to coordinate this. There will, of course, also be a further opportunity for interested parties to formally comment on the planning application once submitted to Manchester City Council.

I trust this is helpful. Please feel free to get in touch if you have any further queries.

Yours sincerely



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indicative proposals subject to
detailed design and structural
coordination. AA advises all
measurements to be checked
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Specific details and
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1 : 1250	@A3

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DRAWN
JE

DATE
10/05/21

REV

WEB: www.artformarchitects.com | EMAIL: info@artformarchitects.com

XYZ Building 1st Floor 2 Hardman Blvd Manchester | TEL 0161 6600377

MOSS LANE EAST
Site Location Plan

ARTFORM
ARCHITECTS



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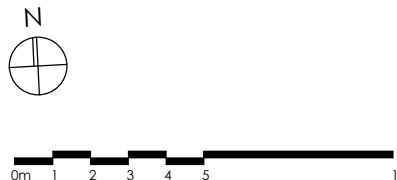
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SCALE 1 : 200 @A3	STATUS PRELIMINARY	DATE 08/09/21
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MOSS LANE EAST
Proposed Ground Floor Plan

ARTFORM
ARCHITECTS



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MOSS LANE EAST
Proposed First Floor Plan

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MOSS LANE EAST
Proposed Second Floor Plan

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VIEW ACROSS MOSS LANE EAST LOOKING SOUTH EAST

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MOSS LANE EAST
Proposed 3D Sketch 2

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VIEW ALONG MOSS LANE EAST LOOKING WEST

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MOSS LANE EAST
Proposed 3D Sketch 3

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ARCHITECTS



A handwritten signature in black ink, appearing to read 'ME' followed by a stylized flourish.

Mateo Espinosa
Planner



8 First Street
Manchester
M15 4RP

wsp.com

PUBLIC