



**Blackbird Yard, Parrs Wood Lane, East Didsbury,
Planning Statement (incorporating Green & Blue
Infrastructure Statement)**

May 2022

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1 Introduction

- 1.1 This Planning Statement (the “Statement”) has been prepared by Deloitte LLP to accompany an application for Full Planning Permission by Dandara Living Developments Ltd for the redevelopment of part of the existing Tesco Car Park, Parrs Wood Lane, East Didsbury, Manchester M20 5NP (“the Site”). The proposals, referred to as “Blackbird Yard”, will deliver 75 new dwellings (Use Class C3) including flexible ancillary residential amenity and community space, car parking, cycle parking as well as landscaping, highways and other associated works.
- 1.2 This Statement assesses the Proposed Development against the requirements of the Development Plan and other material considerations that must inform the decision-making process. The Statement should be read alongside the wider planning submission detailed below.

The Applicant

- 1.3 The Applicant, Dandara Living Developments Limited, is the specialist build-to-rent (BTR) division of the Dandara Group. In the 30+ years since the group was founded, Dandara has become a leading provider of residential homes having delivered over 13,500 homes and 1.7 million square feet of commercial and retail space.
- 1.4 Dandara Living is on target to become the largest developer and operator of ‘build to rent’ (homes designed specifically for those looking to rent) in the UK, with five sites already open in Leeds, Manchester and Aberdeen and another 13 in the pipeline.

The Proposed Development

Description of Development

- 1.5 The application site is in a highly accessible location, in close proximity to rail, tram and bus services and within easy walking distance of local neighbourhood amenities. In terms of ease of access to public transport services and cycle network, the site is identified as Greater Manchester Accessibility Level 8 (defined as ‘excellent’).
- 1.6 The Proposed Development is located adjacent to the existing Tesco Superstore on previously developed land currently forming a part of the Tesco car park which has been identified as surplus to Tesco’s current requirements. The existing store has 332 spaces with an additional 19 for staff (351 in total). The Proposed Development would require the removal of 94 customer spaces from Tesco’s operations, leaving 237 spaces. Occupancy surveys have been undertaken by Tesco at peak times, which confirm that this reduction will still provide a surplus of car parking spaces to meet their requirements at peak times. It also became clear during our public consultation process that the area has been the subject of anti-social behaviour.
- 1.7 The formal description of the development contained within the Planning Application Form is as follows:

“Erection of a 6 storey residential building (Use Class C3) comprising 75 new homes together with ground floor flexible residential amenity space, car parking, cycle parking as well as landscaping, highways and other associated works.”

1.8 Section 4 of this Planning Statement provides a detailed description of the proposals which can be summarised as follows:

- A 6-storey residential building (including ground) containing 75 no. new homes comprising:
 - 25 no. one bed apartments (33.4%);
 - 40 no. two bed apartments (53.3%); and
 - 10 no. three bed apartments (13.4%).
- The proposals will diversify Didsbury's housing offer and respond to local housing need. All of the new homes will be available to rent on long term assured tenancies and managed by Dandara Living and there is a commitment from the applicant, to be secured through a s106 obligation, to provide 20% of the apartments as affordable private rent.
- Each apartment will have its own balcony or terrace.
- A flexible ground floor space that is ancillary to the residential use, but will also be available for use by the local community, is provided at the ground floor (114 sq. m).
- Additional and enhanced landscaping and tree planting (39 new trees to be planted, along with 38m of native hedgerow and over 370 sq. m of ornamental planting) will be provided, improving biodiversity, providing sustainable drainage solutions, and creating great spaces for people to enjoy.
- The use of materials and planting in the arrival space to the rear will create a more positive environment for pedestrians, as well as enhancing footways and the overall pedestrian environment locally.
- 36 car parking spaces broken down as follows:
 - 31 standard bays
 - 2 accessible bays
 - 2 visitor bays
 - 1 car club space
- 3 motorbike spaces
- 75 cycle parking spaces, plus an additional 12 visitor cycle parking spaces.

Pre-Application Consultation

- 1.9 A Statement of Consultation has been prepared by Counter Context to support the application. The document explains the programme of consultation that the scheme has been through in order to ensure that issues could be considered and addressed as the proposals came forward. Public consultation has been delivered through physical drop-in exhibitions, a virtual briefing and via the Dandara Living's website.
- 1.10 The proposals for the redevelopment of the Site have been developed in consultation with the Local Planning Authority and Statutory Consultees. In addition, there has been an extensive programme of consultation and constructive dialogue with Local Members over nearly 12 months, including a site visit to Dandara Living's operational BTR development at Chapel Wharf.
- 1.11 Early engagement was deemed very important given the site's planning history (referenced in section 3) which includes previously proposals on the site for a drive thru restaurant which generated a significant number of objections from the local community. Two rounds of public consultation have taken place,

initially in December 2021 and then March 2022. The latter consultation presented updated proposals following careful consideration of comments received in December 2021.

- 1.12 The initial proposal for Blackbird Yard was to create a high-quality residential development consisting of 95 build-to-rent apartments. The proposed seven-storey building was arranged in an L-shape, with parking for 27 cars, 100% cycle parking provision and enhanced landscaping around the edge of the site. The proposals also included a flexible shared resident's and community space on the ground floor of the building.
- 1.13 After considering the feedback received during the first phase of public consultation, the Applicant revised several aspects of the initial proposal. The updated proposals presented during the second phase of consultation reduced both the number of apartments to 75 and height of the building to six storeys. These revised plans also include adding an additional six car parking spaces, therefore taking the total number of spaces to 36 (48% provision).
- 1.14 The website received 3,004 unique visits and 225 comments were received via online feedback forms, email, drop-in events and by telephone for the first exhibition held in December 2021. In March 2022, during the second consultation event a further 721 visits occurred on the website and an additional 111 responses were received via various channels. Overall, 336 comments were received over the two consultation events and the pre-application process resulted in almost 4,000 visits to the website.
- 1.15 The responses received during the pre-application consultation are reflected in the Proposed Development set out in this Statement. The outcome of the consultation process is set out in full and assessed within the Statement of Consultation submitted in support of this planning application.

Application Documentation

- 1.16 The following documents, which consider technical environmental matters, are submitted as part of the planning application alongside the application drawings and other administrative requirements and demonstrate that proper consideration has been given to environmental factors through the development of the proposals:
 - Supporting Planning Statement prepared by Deloitte LLP;
 - Design and Access Statement prepared by Hodder & Partners;
 - Public realm and landscaping strategy prepared by Layer included in the Design and Access Statement;
 - Drainage Statement prepared by Apex;
 - Environmental Standards Statement and Energy Statement prepared by Element Sustainability;
 - Noise Assessment prepared by E3P;
 - Air Quality Assessment prepared by Redmore Environmental;
 - Ground Conditions report prepared by CCG;
 - Preliminary Ecological Appraisal prepared by E3P;
 - Arboricultural Impact Assessment prepared by E3P;
 - Transport Assessment prepared by Curtins;
 - Framework Travel Plan prepared by Curtins;

- Waste Management Strategy (including MCC's waste proforma) prepared by Hodder & Partners and Curtins;
- Framework Construction and Environmental Management Plan prepared by Dandara Living Developments Limited;
- Crime Impact Statement prepared by Greater Manchester Police;
- Daylight and Sunlight Appraisal prepared by Point2;
- TV and Radio Reception Survey prepared by Pager Power;
- Broadband Connectivity Assessment prepared by Pager Power; and
- Residential Management Statement prepared by Dandara Living.

1.17 The remainder of this Statement is structured as follows:

- Section 2 sets out the strategic regeneration context of the proposals;
- Section 3 provides a Site description and considers the wider context of the Site;
- Section 4 describes the application proposals that has responded to the pre-application comments received;
- Section 5 provides a summary of the Planning policy context and how the proposed development response to key material considerations;
- Section 6 provides a planning assessment of the key site-specific planning considerations relevant to the determination of the application, which have not been addressed in Section 5; and
- Section 7 provides our conclusions in relation to the overall merits of the proposals.

2 Strategic Regeneration Context

2.1 This Section sets out the strategic and economic context of the proposals.

Introduction

- 2.2 Manchester has seen unprecedented growth over the past two decades, with growth concentrated in the City Centre and surrounding wards. With a diverse population of close to 600,000 people, the City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London. MCC projects that the city will be home to 627,000 residents by 2025¹.
- 2.3 Population growth in recent years has been particularly evident in a younger 20-24 and 25-39 years demographic, which is attracted to Manchester's lifestyle and increasing employment opportunities, and this in turn is driving further economic growth and enhanced productivity.
- 2.4 Manchester's increasingly buoyant economy continues to benefit from growth in financial and professional services and is being further strengthened and diversified by high added value growth in key sectors such as Creative and Digital, Science and Innovation, Culture, Sport and Tourism. Economic growth has also been supported by Manchester's expanding international connections, centres of excellence in research and higher education, and investment in transport infrastructure, which has deepened labour markets.
- 2.5 Prospects for economic growth are closely tied to the ability to attract and retain the most talented individuals. It is therefore critical to focus efforts on improving the City Region's attractiveness as a location to live, study, work, invest and do business. In this regard, a key priority is the delivery of high-quality residential accommodation.
- 2.6 Finally, the Our Manchester Strategy: Forward to 2025 document identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by the city region's competitive, dynamic, sustainable, and fair economy. This draws on its distinctive strengths in science, advanced manufacturing, and culture, creative and digital businesses – cultivating and encouraging new ideas.

Manchester - A Growing City

- 2.7 Over a thirty-year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities.
- 2.8 The Greater Manchester sub-region, which has a resident population of over 2.83 million and a combined Gross Value Added (GVA) of over £66.45 billion, accounts for around two fifth of the North West's economic output². The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of Manchester. There is an access to a pool of skilled people across a wide range of industries, and over 100,000 students in five Higher Education Institutions across Greater Manchester.

¹ MCC (2020) State of the City Report 2020

² Office for National Statistics, Regional Gross Value Added (balanced) per head and income components tables (released 19 December 2019), <https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/nominalregionalgrossvalueaddedbalancedperheadandincomecomponents>

- 2.9 Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a service-based, high growth economy. Importantly, it is this sector of the economy that provides a large proportion of the high skilled and high productivity jobs in the national economy. Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Science and Innovation, Creative and Digital, Advanced Manufacturing as well as Culture, Tourism, Sports and Leisure sectors.
- 2.10 Manchester is one of the fastest growing cities in Europe. Employment growth of 9.9% is forecast for Greater Manchester between 2016 to 2036. In addition, a significant proportion of forecast employment growth is expected to occur in sectors with higher-than-average GVA. GVA is expected to increase with a 41.2% change forecast from 2016 to 2036. During this period, GVA across Greater Manchester is forecast to rise by an average of 1.7% per year, increasing to over £88.4 billion by 2036³.

Manchester - A Mobile and Skilled Workforce

- 2.11 The City Region offers a high quality and growing workforce of some 7.2 million people within a one-hour commute of the City⁴. There is access to a pool of skilled people across a wide range of industries, and over 99,000 students in four universities across Greater Manchester⁵.
- 2.12 A feature of the City's economy and its employment growth has been the ability to attract an international workforce from Europe and beyond. International migration has contributed to economic growth in both the high skilled occupations, such as health and digital, and also in the leisure and care economies. The residential property market has a considerable effect in making the City an attractive destination. Its success has seen an increased birth rate of international migrants' families, which has further contributed to employment growth and housing demand.

Manchester – National, Regional and City Region Connectivity

- 2.13 Manchester has continued to invest significantly in its transport infrastructure, delivering major improvements in terms of accessibility, increasing capacity of its travel to work area (and therefore its pool of labour), and enhancing connectivity between businesses. It also makes the City easier to get around and a better place to live.
- 2.14 Significant investment has been made in the Metrolink network, including the Manchester Airport link, which opened in 2015 and the Second City Crossing, which opened in 2017. Metrolink services run through Manchester Victoria Station and Shudehill. There is also good access to Manchester Piccadilly Station, Oxford Road Station and Deansgate Station.
- 2.15 In the future, this will be significantly extended through the development of a new integrated station to accommodate High Speed 2 (HS2) and Northern Powerhouse Rail (NPR). The network will extend out toward Trafford and an additional Metrolink line will be provided to connect to Stockport Town Centre and the transport interchange.

³ Greater Manchester Combined Authority, Greater Manchester Forecasting Model 2018 – Baseline, <https://www.greatermanchester-ca.gov.uk/whatwe-do/economy/greater-manchester-forecasting-model/>.

⁴ Invest in Manchester, *Workforce*, <https://www.investinmanchester.com/why-manchester/workforce>.

⁵ Invest in Manchester, *Universities in Manchester*, <https://www.investinmanchester.com/why-manchester/education/universities>.

- 2.16 In addition, accessibility improvements in terms of enhanced infrastructure to promote walking and cycling, continue to be delivered as part of major regeneration programmes. This enhances connectivity to jobs, education and recreational opportunities for the local workforce and residents.

Manchester - International Connectivity

- 2.17 Manchester International Airport is the third largest airport in the UK and is the primary gateway for the north of England. It serves 26 million passengers a year and connects to over 200 destinations worldwide. Direct flights serve all of Europe's major cities and the airport provides multiple long haul routes to North America, the Middle East, Asia and Australasia. The Airport is currently embarking on a £1 billion transformation programme of investment and improvement, including the new Terminal 2 Extension. Work at the Airport will also be carried out to maximise the potential of Manchester's existing two runways, which have the capacity to handle 55m passengers a year⁶.

Residential Supply and Demand

- 2.18 Manchester's ongoing economic and population growth will continue to drive the need for new high-quality residential accommodation across a range of tenures.
- 2.19 A prevalent trend in the residential market is the delivery of Build to Rent accommodation, but this is typically focussed in the city centre, with a limited amount being brought forward outside of this area and can lead to poor quality management from landlords due to the ad-hoc nature of rental accommodation in this part of the city.
- 2.20 As a result of a successful formulation of a high quality build to rent market, particularly since 2014, Manchester has continued to attract young professionals. It is considered that Build to Rent tenure is important within a more general mix of residential choice within the city. It is a form of development that can assist in both dealing with supply issues as well as raising the bar around quality management, maintenance, and flexibility/security of tenancy for the private tenant.
- 2.21 However, equally, there is also a need for high quality Affordable Housing accommodation catering for aspirational young people, key workers, and those on lower incomes and allows access to safe and well-located accommodation. The Manchester Core Strategy sets out a requirement to deliver 438 Affordable Homes per annum, which responded to the identified demand for this type of housing. However, more recently MCC's Residential Growth Strategy (2015-2025) set more ambitious target to deliver a minimum of 6,400 new affordable homes within the city (640 per annum).
- 2.22 A report to MCC's Executive in July 2020 highlighted that in 2019/2020 a total of 480 Affordable Homes were delivered within Manchester. Considering clear demand for Affordable Housing, it is recognised that more needs to be done to allow MCC's more ambitious target within their Residential Growth Strategy to be achieved.
- 2.23 The success of the Residential Growth Strategy is also of particular relevance to 'Places for Everyone', which is the Joint Development Plan document for 9 Local Authority Areas in Greater Manchester. The plan sets out an ambition for the boroughs to enable delivery of their share of Greater Manchester's 50,000 additional affordable homes over the plan period as well as a requirement for all homes to meet

⁶ Manchester Airport Group (MAG), *Manchester Airport is the UK's global gateway in the North* (2019), <https://www.mantp.co.uk/about/>.

the nationally described space standards and the 'accessible and adaptable' standard as set out in Part M of the Building regulations.

- 2.24 Achieving such ambitions will require more support from Registered Providers in delivering new affordable homes, but the City Council also recognises its own role in supporting this ambition. The report to Executive noted the intention to form a new in-house Local Delivery Vehicle to increase the quantum and rebalance the delivery of affordable homes at or below Local Housing Allowance through a comprehensive utilisation of Council land assets, which has now been established.
- 2.25 Given the Site's sustainable location, it is geographically well-placed to play a positive role in satisfying this demand for new dwellings to support population and economic growth. The neighbourhood setting within Didsbury offers many of the ingredients sought by residents in terms of location, scale, accessibility to public transport and employment.
- 2.26 Due to the constraints of supply of new housing in the area, it has generally become inaccessible in terms of price point and there is therefore a need and an associated opportunity through this proposal to diversify its residential offer and support housing and population growth whilst diversifying the local demographic. In bringing forward the proposal site, it is considered that a sustainable re-use of redundant brownfield land will be undertaken in order to support the growth and diversification of the residential market in this highly accessible location.
- 2.27 The proposals will support MCC's vision for inclusive growth and will contribute to a balanced housing market that is required attract talent. The creation of residential units in a mix of sizes, affordable housing tenures, and styles, will promote a mix of families, young professionals, retirees to live and work. This will contribute to meeting the housing need of Manchester every year as stated in Manchester's Core Strategy Policy H1 Overall Housing Provision and H6 South Manchester and the Residential Growth Strategy. The increased housing provision will in turn result in population growth and an overall enhanced productivity within the City. The site is highly accessible by non-car modes to local, district and the city centre, as well as a range of employment locations.
- 2.28 In conclusion, the provision of high-quality residential dwellings is needed to support Manchester's growing priority sectors. New supply is needed in order to maintain current growth patterns to meet forecasted levels of population growth, which the scheme supports the delivery of. It will also address issues of lack of diversity in tenure and provide rental accommodation that will support a more diverse demographic.

3 Site Description

Site Description

- 3.1 The Site lies adjacent to the existing Tesco Superstore on land which forms part of the Tesco car park. Parrs Wood Lane / A5145 is located at the southeastern boundary and Kingsway / A34 is to the eastern boundary of the Site with the access road forming the western boundary. The Tesco Superstore and its associated car park are located adjacent to the northern boundary of the Site. The Site boundary extends to 0.24 hectares.



Figure 1 – Site Location Plan

- 3.2 The Site is currently laid out for car parking with associated hardstanding broken with intermittent tree planting and landscaping. Trees are also planted along the northern boundary of the Site where it interfaces with the remaining car park serving the superstore. The boundary along Kingsway / A34 is formed of dense hedgerow and includes one tree at the Site's boundary (which is to be retained as part of the Proposed Development).
- 3.3 The site was formerly occupied by a bus depot and a clock-tower (a remnant of this former use) lies just outside of the site's boundary. This feature is not considered to have any heritage value; however, it was noted as a site feature by a small number of local people during the pre-application consultation.

Surrounding Uses

- 3.4 Retail and commercial uses are present to the southeast of the site including Parrs Wood Entertainment Centre (featuring tenpin bowling and a cinema), Grosvenor Casino, eateries including Nando's, Starbucks, JD Wetherspoon's, and a Travelodge. Parrs Wood Green, an area of landscaped public realm, is located directly south of the Site on the opposing side of Parrs Wood Lane / A5145.

- 3.5 To the east and north, the surroundings comprise residential uses. Two high schools, The Barlow RC high School and Parrs Wood High School are located north (approx. 450m) and south (approx. 350m) of the Site, respectively. The location of the proposal site is akin to a district centre given the wide variety of uses nearby, which is a view consistent with previous applications for the Site in which it was accepted the proposal site as a sequentially preferable location.

Planning History

- 3.6 A planning history search for the Site has been undertaken using MCC's Planning Public Access System. Most applications submitted relate to signage proposals to support the ongoing retail use of the Tesco store located within the wider site.
- 3.7 Most notably, the Site was the subject of an application for a drive-thru fast-food restaurant in January 2018. The application was withdrawn in June 2018 before it was presented to Manchester City Council's Planning and Highways Committee. Further details of this application are set out in the table below.

Reference	Description of Proposals	Decision
118206/FO/2017	Erection of a two-storey restaurant/hot food takeaway (Class A5/Class A3 use) with basement, car parking (including electric charging bays), landscaping including new pedestrian access and associated works	Withdrawn June 2018

Access and Transport

- 3.8 Access to the Site is provided off Parrs Wood Lane / A5145, which also provides access to the Tesco Superstore and its associated car parking. The Site is in a highly accessible and sustainable location with a variety of multi-modal public transport connections.
- 3.9 A full audit of the Site's connectivity by all modes of transport is provided in the Transport Statement prepared by Curtins and the main points from this assessment are provided in the subheadings below.

Pedestrian and Cycle Routes

- 3.10 There are pedestrian crossing facilities along the walking routes between the site and the surrounding public transport stops and local amenities. At the entrance to the Tesco Superstore and the site, there is a Zebra crossing with dropped kerbs, tactile paving, and a pedestrian refuge island.
- 3.11 A combination of on and off-road local cycle routes form an interconnected network in the vicinity of the site, including cycle access points onto the traffic-free paths to the east of the East Didsbury Metrolink stop. The Site is located near two of the six 'Cycleways' in Greater Manchester, being the 'Oxford Road and Wilmslow Road' and 'Mersey Valley and Stockport' cycleways, which are routes that give cyclists space on traffic-free paths, quiet roads and lanes separated from traffic. Specifically, the National Cycle Network Route 62 provides direct access into the centre of Didsbury.
- 3.12 These cycleways are accessible via a link at the north end of the Tesco Superstore car park and via a shared footway / cycleway that lies between the A34 Kingsway and East Didsbury Metrolink Park & Ride car park. Potential improvements to the local cycle network can be made as a result of the Proposed Development to further increase the accessibility for the site.

Highway Network

- 3.13 The A34 / Kingsway is located immediately to the east of the Site and extends from Manchester City Centre in the north through the M60 / M56 motorway junction south of the Site and onto Handforth, Wilmslow, Congleton and Stoke-on-Trent. To the south of the Site lies A5145 / Parrs Wood Lane, which is a continuation of A5415 / Wilmslow Road to the west and comprises a single carriageway.
- 3.14 Overall, this represents significant and well-used highway transport infrastructure in close proximity to the site that varies between 3 and 4 lanes each way, with a number of pedestrian and cycle crossing points. The Site is accessible to the local highway network with the existing local roads providing facilities for all road users, including pedestrians and cyclists, with footways, crossings and other pedestrian and cycle facilities near the Site. Some junctions are predicted to operate at or above capacity at peak times, although this is managed by dynamic traffic optimisation technology.
- 3.15 It is considered that the proposed development would not materially affect the existing road safety record. Notwithstanding, Dandara Living Developments Limited would support the implementation of road safety initiatives in the local area led by MCC and TfGM.

Metrolink

- 3.16 The Metrolink at East Didsbury is located approximately 300m to the northeast of the Site, which equates to a walking time of approximately three and a half minutes. The Pink Line from East Didsbury to Rochdale Town Centre calls at the East Didsbury stop. The route for pedestrians to the Metrolink from the site is highly accessible with numerous crossing points along signalised junctions.
- 3.17 Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Greater Manchester. Passengers on the Metrolink from the East Didsbury stop can also change at key interchanges such as St Werburgh's Road, Trafford Bar, or Cornbrook to access additional lines on the Metrolink network leading to destinations further afield such as Wythenshawe, Stretford, and Salford.

Rail

- 3.18 The nearest train station is East Didsbury which is located approximately 250m southwest of the Site, equating to a walk of approximately three minutes. The trains that serve the East Didsbury station run at regular intervals throughout the week. These services provide access to major urban areas and interchanges in the North West of England.

Bus

- 3.19 The nearest bus stops to the Site are located to the south of the Site across the A5145 Parrs Wood Lane and opposite the East Didsbury rail station, and to the east of the Site along the A34 Kingsway, within walking distances of c.100m, 200m and 250m respectively, which equates to a walking time of less than three minutes.
- 3.20 These bus stops are served by a several routes providing regular access to a variety of destinations across Greater Manchester throughout the week and during weekends. On average, these services provide one bus every ten minutes in each direction, which is considered to be an excellent level of bus service provision.

Environmental Designations

Flood Risk

- 3.21 The Site is located within Flood Zone 1, which means that there is less than 0.1% chance of flooding per annum. The Site lies within the Critical Drainage Area as designated by Manchester Salford and Trafford Strategic Flood Risk Assessment.

Air Quality

- 3.22 The southern part of the Site is partly located within the Greater Manchester Air Quality Management Area. The Proposed Development is not anticipated to cause significant impacts to the local air quality during the operational phase given that the Proposed Development would result in the removal of approximately 94 existing car parking spaces (leaving approximately 237 spaces for Tesco customers) and proposes delivering approximately 36 car parking spaces to serve the future residents of the development.
- 3.23 This results in a reduction of car parking spaces provided on the Site by 58 car parking spaces. Additionally, the trip generation for the Proposed Development is significantly lower than the existing use if the Tesco Superstore car park operates at maximum capacity.
- 3.24 The potential for air quality effects during the construction phase is likely to originate from emissions from construction vehicle movements and dust and particulate matter generated by construction activities. Appropriate mitigation controls, to be defined in the CEMP, would be in place during the construction of the Proposed Development to manage construction dust emissions.

Ecology

- 3.25 The majority of the Site is formed of hardstanding and used as a car park. The site survey identified a total of 28 trees, one group of trees and two hedges on and adjacent the site.
- 3.26 These include 16 trees graded Category B of moderate arboricultural value and 10 trees, one group of trees and two hedges graded Category C of low arboricultural value. Two trees were graded Category U, which are unsuitable for retention. There are also small areas of incidental landscaping centrally within the Site to break up areas of parking.
- 3.27 The Site is also not subject to any ecological designations. Therefore, given the Site's existing use as a car park and lack of habitat means it has limited real ecological value as set out in the Preliminary Ecological Appraisal prepared by E3P.

Heritage

- 3.28 The Site is not located within a Conservation Area; however, the Didsbury St James Conservation Area is located approximately 150m west. There are no listed buildings located on the Site. The nearest listed assets to the development Site are the Grade II listed former coach house / stable block to the north of Parrs Wood (List entry no. 1254972) located approximately 170m to the east of the Site and Grade II* Parrs Wood House (List entry no. 1254971) located approximately 215m east of the Site. There is a clock tower present adjacent to the eastern corner of the Site (outside of the red line boundary), which is remnant of its former use as a bus depot and, although is not considered to be a feature of any heritage value, it has become a landmark for the area.

- 3.29 Given the current context of the Site's surroundings and the distance between the Site and the Didsbury St James Conservation Area, the Proposed Development is not likely to have a significant impact on the historic asset. Due to distance, surrounding context of new large modern developments, and transport infrastructure, the Proposed Development will also not be appreciated within the context and setting of any nearby listed buildings, the closest of which is 170m.

Ground Conditions

- 3.30 Since the site served for 40 years as a bus depot, there is a potential for the presence of contamination associated with the historic developments within and/or immediately adjoining the study site of the site, and hence a preliminary risk assessment was undertaken as part of the previous application.
- 3.31 The analysis of ground conditions has identified a significant number of potential risks, and if present, these could adversely impact on human or environmental receptors, and since no previous site investigation has been undertaken, an intrusive phase of investigation is recommended to determine whether the postulated pollutant linkages are present on site.
- 3.32 The Phase II Intrusive Investigation should include for exploratory holes to be sunk through made ground into the underlying natural strata. The primary objectives of a ground investigations are to obtain enough data to reliably ascertain ground conditions on site, and to aid confirmation of the potential pollution linkages identified within the Preliminary Conceptual Model.

4 Development Proposals

- 4.1 This section of the Statement provides a summary description of the application proposals and should be read in conjunction with the application drawings and Design and Access Statement ('DAS') prepared by Hodder & Partners.
- 4.2 The Proposed Development has been the subject of an iterative design process with members of the local community and key stakeholders in order to refine the proposals and reduce any potential or perceived impact on residential amenity.
- 4.3 Throughout the pre-application phase, the consultation with residents, councillors and community organisations has been a key driver of the design of the Proposed Development. Consultation activity was wide ranging, with opportunities for members of the local community to engage with the Applicant's team in-person and online, resulting in high levels of engagement with the consultation and response numbers.
- 4.4 As a result of comments and concerns expressed during the first phase of public consultation – especially in relation to the height and massing of the building and the proposed level of on-site car parking – several significant changes to the design were made. This included the reduction in the total number of apartments by 20%, the reduction in the height of the building from seven storeys to six, as well as an increase in the number of parking spaces.
- 4.5 The other issues and questions raised in consultation responses have been comprehensively addressed through the preparation of the planning application, with the Design and Access Statement providing a full analysis of the design of the Proposed Development and the range of other supporting documents providing information on other issues including construction impacts, air quality and the principle of development.
- 4.6 These amendments are reflected in the description of the proposals in this Section and represents a co-ordinated design in line with feedback received from members of the public as far as is reasonably and practicably possible. A full account of how the proposals have responded to comments made by members of the public is set out in the Statement of Community Involvement prepared by Counter Context

Use and Amount

- 4.7 The Proposed Development will provide 75 new homes (Use Class C3) consisting of 25 one bedroom (33%), 40 two bedroom (53%) and 10 three-bedroom apartments (14%). All the new homes will be available to rent on long term assured tenancies and managed by Dandara Living Developments Limited, of which 20% will be affordable private rent.
- 4.8 The ground floor includes 114 sq. m. of flexible community space to provide an active frontage at ground floor level along the elevation fronting Parrs Wood Lane. In addition, the ground floor incorporates residential amenity including concierge, 75 cycle parking spaces, 36 car parking spaces (including 31 resident parking spaces, 2 accessible bays, 2 visitor spaces and 1 car club space), alongside associated landscaping and enhanced public realm.

Site Layout

- 4.9 The proposed site layout has been developed through numerous iterations, which have responded to the emerging brief, comments from the local community and site constraints. It maximises the footprint of the site, whilst providing green landscaped frontage to Parrs Wood Lane and private outdoor amenity spaces for residents, car parking, servicing, and landscaped public realm.
- 4.10 The building orientation allows for two entrances. The first entrance is located adjacent to the Tesco car park entrance at the south point of the building, utilising the direct pedestrian route from train and bus stops, and also provides access to the flexible community space at ground floor level. The second entrance is located on the northern side of the building which can be accessed from the car park and external area of landscaped public realm.
- 4.11 In addition to resident's amenity, car parking and the community space at ground floor level, five residential apartments are provided with the majority featuring private terraces along the south west elevation to create privacy for residents as well as provide a garden wall character frontage.



Figure 1 - Site Layout

- 4.12 Landscaping is provided throughout the ground floor and terraces, with the introduction of trees, planting, and native hedgerows to enhance the biodiversity of the Site and the setting of the retained clock tower.
- 4.13 The layout mix provides a range of apartments, which offer accommodation for rent to contribute towards meeting the ongoing residential demand in Didsbury and the surrounding areas. The ground floor space proposed will be available to residents, community members and local businesses on a flexible basis. It is anticipated that the space will be shaped by residents and be flexible for changing needs of the wider community.

- 4.14 Vehicular access into the Site is taken from the existing Tesco Superstore access road located off the A5145 / Parrs Woos Lane. Vehicles would enter in the same manner to Tesco customers, travelling ahead then bearing right along a reconfigured internal access road. Tesco customers would turn left at the entrance to the car park aisles, whilst users of the Proposed Development would continue along the access road and turn right into the car park entrance.
- 4.15 The entrance to the Proposed Development car park would be located approximately 120m away from the A5145 / Parrs Wood Lane access junction, therefore vehicles accessing the Site during the busiest periods would be very unlikely to impact the adjacent highway network.

Scale and Massing

- 4.16 The scale and massing of the Proposed Development has been informed by the surrounding existing and proposed development context. At six storeys, the apartment building is sized to respond to the surrounding context, including Parrs Wood Court, Citipeak apartments, Travelodge and Parrs Wood Entertainment Centre, which sit at a similar maximum AOD (m) height.
- 4.17 To reduce the massing and alter the overall appearance in line with comments received, there is a change in façade to the upper floor and roofscape. The height does not interrupt the 25-degree sky view line from 1m on Parrs Wood Avenue, or from Citipeak apartments, which are the two closest residences. Therefore, there is minimal overlooking and a negligible change to daylight.

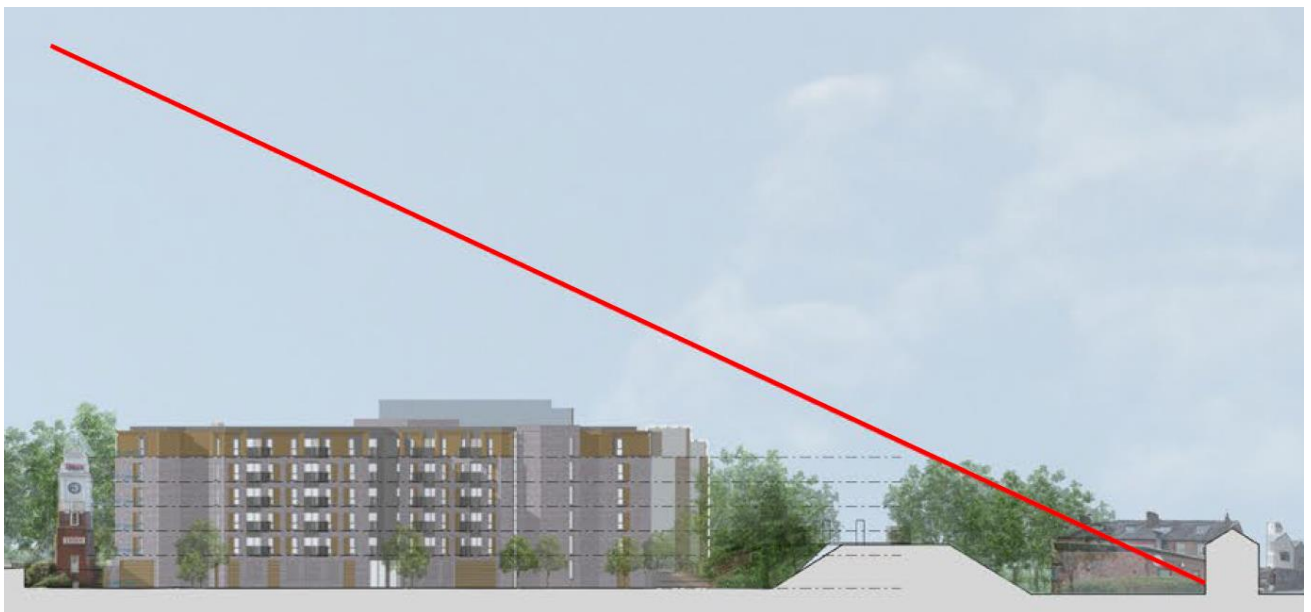


Figure 2 - height and massing (red line shows 25 degree angle from lower window)

- 4.18 The DAS provides further detail on the elevations that have been introduced to break up the mass of the building, including articulated boxes and articulation slots.

Materiality and Appearance

- 4.19 The DAS sets out that the façade treatment can be split in to three zones:
- The ground floor terraces and entrances, allowing the landscape and public realm to integrate the building;

- The middle element of the façade will be formed of a townhouse style brick and grey metal balconies punctuated by grey metal windows; and
- The roof level which comprises bronze coloured metal panels that link into accentuations on the middle level.

4.20 The proposed materials were selected to create a high quality, durable and attractive building that is simple and efficient to maintain overtime. The upper floor façade is articulated in bronze metal boxes to break down the mass of the building and provide an easily identifiable and light roofscape.

4.21 It seeks to provide a unique identity to this apartment block whilst delivering a blue/grey brick tone that is in keeping with other buildings and structures in the area.



Figure 3 - 3D Facade Section

4.22 The DAS provides further details on the proposed materiality as well and additional material precedents from this local context.

Access and Parking

4.23 The Proposed Development will provide a total of 36 car parking spaces at ground floor level, include 31 bays for residents, 2 accessible bays for residents, 2 visitor spaces and 1 car club space. The car club space would be available for use by residents and the local community to promote shared transport and reduce the need to own a car. In response to consultation feedback from residents, the Applicant has considerably increased the provision of car parking within the scheme.

4.24 A full assessment of the proposals in relation to car parking is provided in Section 6 of this Statement and in the Transport Assessment prepared by Curtins. The detailed analysis considers that the level of parking is appropriate and in line with the identified needs of the future build to rent residential use. In addition, it would mitigate the risk of displacement parking onto nearby residential streets and would promote travel by sustainable modes of transport, namely walking, cycling and public transport.

Consequently, the impact of additional traffic generated by the development on the local highway network would be minimal.

- 4.25 The scheme's Car Club space on the site will provide a genuine alternative to car ownership. This benefit will also be available to residents in surrounding areas, contributing to a wider shift to more sustainable patterns of travel. Car Clubs allow users to rent cars by the hour, day or longer, acknowledging there are certain scenarios where a car is required.
- 4.26 All parking spaces will be equipped with passive electric vehicle charging infrastructure to futureproof the development, with 20% active provision, with a minimum 7kW charger in place to delivered on completion of the development. The passive provision can be expanded over time in response to demand.
- 4.27 Across the Proposed Development, 1:1 cycle parking provision will be provided for each dwelling equating to 75 cycle parking spaces overall. A secure, covered cycle parking store will be provided at ground floor level within the building for residents. A further 12 cycle spaces are provided to allow visitors to park their bikes in a secure location on site.
- 4.28 A full analysis of the car parking and other transport considerations are provided in Section 6 of this document, including summary of the relevant planning policy context, benchmarking of the proposals against similar location and type of scheme, and the availability, accessibility, and proposed improvements to sustainable transport modes.
- 4.29 The Proposed Development has been designed with inclusive access in mind, noting that priority has been given to consider the proposals against Building Regulations although Design for Access 2 has been used as a key reference. The car park entrance to the apartments, along with the communal areas at ground floor level of the building, level access is provided. Every floor of the building can be accessed via a passenger lift in each of the cores. Step free level access is also provided to the community use at ground floor level.
- 4.30 All proposed dwellings are single storey and are wheelchair adaptable to comply with Approved Document M4(2), as they are able to be adapted to meet the changing needs of occupants.

Landscaping

- 4.31 A high-quality landscaping design has been prepared by Layer Landscape Architects. The overall approach adopted in the landscape design has been to provide an increase in green space on the Site and tie into the verdant character of Didsbury. The design has strived to maximise tree planting and green space, improve biodiversity, provide sustainable drainage solutions, and create great spaces for people to enjoy.
- 4.32 The Proposed Development includes the removal of 11 trees of moderate quality (i.e. 'B' category), 9 trees and one hedge of low quality (i.e. 'C' category) and 2 trees of poor quality (i.e. 'U' category), meaning 22 trees will be removed in total. The category U trees do not typically require replacement given their condition. The category C trees to be removed have been deemed unsuitable for retention given conflicts with the proposals and will be replaced on site by higher quality trees, whilst category B trees have been retained where possible.
- 4.33 Replacement trees need to consider the trees that are being replaced, the number of trees needed, and the quality of the trees that will be used to replace those lost. In total, 39 new trees will be planted

representing a 2:1 replacement overall and over 3:1 replacement of those lost category B trees. The proposed trees will be procured in a variety of different species to give variety all year round, along with ruderal and shrub planting that will help to offer food for pollinators and other forms of wildlife. Overall, new areas of planting proposed will improve the street scene and create a softer, more biodiverse, landscape.

Servicing and Waste

- 4.34 A communal bin store will be located at the ground floor level of the building on the north side of the building. The bin store has been dimensioned to accommodate the standard number of bins for a domestic development of this size. Refuse container amounts are based on and comply with (or exceed) MCC's standards, with 61 sqm of space provided equating to 0.81 sqm per apartment or 21 x 1100L bins. This is split between the various waste streams at set out in the Design and Access Statement.
- 4.35 Residents will be responsible for removing waste from their apartments to the 'Residents Zone' of the refuse store. Refuse collection will take place within the Site adjacent to the outdoor car parking area. The Transport Assessment identifies that satisfactory access can be achieved for refuse vehicles to the Site without impeding traffic flows.
- 4.36 The on-site management team will regularly rotate the bin containers taking and replacing full units from the dedicated Residents Zone with empty units. On bin collection days, the on-site team will move the bin containers from the refuse store to the agreed refuse collection point. Here the bins will be lined up in an orderly manner ready and presented for collection by the local authority in the standard collection frequency.
- 4.37 During collection an on-site team member will work with the collection team until all the bin container units have been emptied. The empty bin units will then be returned to the bin store holding areas. Any spillages will be tidied and cleaned up immediately.
- 4.38 The on-site team will take waste from the amenity spaces and the amenity space and place it in the appropriate containers in the refuse store, which will ensure that residential waste is not contaminated with recyclables.

Operation and Management

- 4.39 The Proposed Development will be constructed, operated, and managed by the Applicant, Dandara Living who will deliver a mix of market rented and affordable rented units at the Site.
- 4.40 An Operational and Residential Management Strategy has been prepared by Dandara Living to provide a summary of how the development will operate once the works have been completed. Dandara Living will be responsible for the future lettings, management, and maintenance of these residential properties.

5 Development Plan and Material Considerations

Development Plan

5.1 The Adopted Local Development Plan for the Site comprises the following documents:

Manchester Core Strategy (2012)

5.2 The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities.

5.3 A new Local Plan is being prepared, a process, which began in February 2020 with views invited in relation to the Issues and Options paper produced by Manchester City Council. The next stage of the Local Plan Production is expected to be consulted on during summer and autumn 2022. Prior to this review being undertaken it is noted that NPPF Paragraph 33 states that: "Policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years and should then be updated as necessary. Reviews should be completed no later than five years from the adoption date of a plan and should take into account changing circumstances affecting the area, or any relevant changes in national policy." Where relevant changes in local circumstances or changes to national policy have taken place, we have considered those as part of our assessment of the proposals in section 6 of this document.

Saved Policies of the Manchester Unitary Development Plan (2005)

5.4 The Unitary Development Plan was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced; however, a number of policies were saved on 11 July 2012 and remain extant. As set out in Appendix A, the proposals are fully in accordance with the Saved Policies of the UDP.

Draft Greater Manchester Spatial Framework – Places for Everyone

5.5 Places for Everyone is a new long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth, prepared by the GMCA. Upon adoption, it will form part of the Development Plan for Manchester..

5.6 The Draft Plan will determine the kind of development that takes place across the nine districts, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development. It will also ensure all new developments are sustainably integrated into Greater Manchester's transport network or supported by new infrastructure.

5.7 A final period of public consultation took place with regards to the Publication Draft 'Places for Everyone' Plan between 9 August 2021 and 3 October 2021. The plan was submitted to the Secretary of

State for examination on the 8th of March 2022. At the time of writing, it is therefore considered that the Plan holds some weight in the determination of planning applications within Greater Manchester.

- 5.8 The emerging Plan has a strong focus on directing new housing towards previously developed sites within the existing urban area to help address existing dereliction and poorly used sites, as well as reducing the need to release greenfield and Green Belt land for development. It notes that previously developed sites are often in relatively sustainable locations, close to facilities and served by existing infrastructure, hence their reuse for housing can support wider objectives.
- 5.9 Specifically, *Policy JP-H-1 Scale, distribution and Phasing of New Housing Development* identifies that a minimum of 164,880 net additional dwellings will be delivered over the period 2021-2037 and the new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets.
- 5.10 Also, *Policy JP-H-2 Affordability of New Housing* states that substantial improvements will be sought in the ability of people of access housing at a price they can afford. To achieve this, the Council is aiming to deliver 50,000 additional affordable homes across Greater Manchester up to 2037 with at least 60% for social or affordable rent.
- 5.11 In terms of appropriate densities, *Policy JP-H-4 Density of New Housing* sets out that new housing development should be delivered at a density appropriate to the location, reflecting accessibility by walking, cycling and public transport.
- 5.12 **Policy JP-C 7 Transport** requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. It states that this will be achieved in a range of ways, including:
- Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C 1 'An Integrated Network', including: prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should: be direct, safe and convenient; connect to nearby facilities, employment areas, public transport stops; and improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;
 - Ensuring that new developments are planned and constructed with walking and cycling as the primary means of local access, and fully integrated into the existing walking and cycling infrastructure;
 - Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;
 - Complying with any parking standards set out in local plans including making adequate parking provision for disabled car drivers and passengers;
 - Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand.

- Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:
 - Showers, changing facilities and lockers for cyclists and walkers.
 - Pool or hire bikes for use by occupiers
 - iii. Information in advance about facilities to visitors.
- Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;
- Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans;
- Providing designated pick-up/drop-off points for taxis and other demand-responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls;
- Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that: meets road safety requirements, reduces transport emissions and other environmental impacts, reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries;
- Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries.
- District Local Plans may set out mechanisms through which new development will be required to make proportionate financial contribution to the delivery of new transport infrastructure and/or services, necessary to support its successful functioning in accordance with relevant national policy, guidance and regulations.

Material Considerations

National Planning Policy and Guidance

National Planning Policy Framework (2021)

- 5.13 In July 2021, the Government published the updated National Planning Policy Framework ('NPPF'). The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans, which must be in accordance with the NPPF. The NPPF is a material consideration in the determination of all planning applications.
- 5.14 At the heart of the revised NPPF lies the '*presumption*' in favour of sustainable development, which supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.

5.15 The NPPF states that *‘the purpose of the planning system is to contribute to the achievement of sustainable development’* (paragraph 7). It summarises the objective of sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

5.16 Section 11 of the NPPF ‘Making effective use of land’ supports the remediation and redevelopment of brownfield land, by stipulating:

“Planning policies and decisions should: ...

b) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land” (paragraph 118).”

5.17 The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually.

5.18 Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating a high-quality built environment with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment

Planning Practice Guidance

5.19 The Planning Practice Guidance (‘PPG’) first published in March 2012 and sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource.

5.20 The principle behind the documents fits in the wider objectives of successive governments’ attempts since 2010 to make the planning system simpler, clearer and easier for people to use.

National Design Guide (2019)

5.21 The National Design Guide was published by the Ministry of Housing, Communities and Local Government in 2019. This document forms part of the governments planning practice guidance and was created to outline key characteristics that make well-designed places.

5.22 There are 10 characteristics of well-designed places within the National Design Guide and these are listed below:

- Context – enhances the surroundings
- Identity – attractive and distinctive
- Built form – a coherent pattern of development
- Movement – accessible and easy to move around
- Nature – enhanced and optimised
- Public Spaces – safe, social and inclusive

- Uses – mixed and integrated
- Homes and buildings – functional, healthy and sustainable
- Resources – efficient and resilient
- Lifespan – made to last

5.23 An assessment of how the Proposed Development responds to the characteristics has been presented within the Design and Access Statement prepared by Hodder & Partners.

Guide to development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)

5.24 The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

5.25 In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.

5.26 The documents reflect and provide guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

5.27 The 'Guide to Development' document contains supplementary information to provide further detail on planning policy. It covers the following issues:

- Design;
- Accessibility (DfA2)
- Environmental Standards;
- Street Hierarchy;
- Parking Guidelines;
- Housing Density;
- Promotion of a Safer Environment;
- Design for Health; and
- Internal Design Principles.

Providing for Housing Choice SPD and Guidance (2008)

5.28 The Providing for Housing Choice SPD was adopted by MCC in 2008. The supplementary planning document provides guidance that supports the mix of new housing provision required in Manchester to meet the requirements of the city's planning policies and government guidance about planning policies for housing provision. This provides information regarding the thresholds, targets and tenure, design and other development considerations in which need to be complied with.

Other Guidance

Our Manchester Strategy – Forward to 2025

5.29 The Our Manchester Strategy 2016-25 was published by MCC in January 2016 and set the ambitions for the City for the next decade. The Strategy set out a vision for Manchester to be in the topflight of world-class cities by 2025, when the City will:

- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science,
- advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
- Possess highly skilled, enterprising and industrious people;
- Be connected, internationally and within the UK;
- Play its full part in limiting the impacts of climate change;
- Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
- Be clean, attractive, culturally rich, outward-looking and welcoming.

5.30 On 18 March 2021 the Our Manchester Strategy – Forward to 2025 was launched by MCC as it was acknowledged that the city has come a long way since the original strategy was first launched in 2015.

5.31 The vision within the new strategy has remained the same, however the strategy outlines a renewed focus on:

- Providing investment, support and opportunity for the young people of the city.
- Fulfilling opportunities for residents to create and attract a talented, globally competitive and diverse workforce.
- Tackling physical and mental inequalities and ensuring fair access to integrated services.
- Creating a choice of housing in liveable neighbourhoods across all the city.
- Pioneering zero-carbon solutions and improving green spaces.
- Creating active, integrated, affordable and green transport, as well as better digital connections.

Manchester's Green and Blue Infrastructure Strategy

5.32 Manchester's Great Outdoors – A Green and Blue Infrastructure Strategy for Manchester 2015-2025' (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development

5.33 This envisages that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. 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.

Climate Change Emergency and Playing our Full Part on Climate Change

- 5.34 Ecosystems play an important role in regulating climate. They currently absorb roughly half of manmade carbon emissions. Biodiversity and ecosystem services help to adapt to and mitigate climate change. They are therefore a crucial part of the effort to combat climate change. Healthy ecosystems are more resilient to climate change and so more able to maintain the supply of ecosystem services on which our prosperity and wellbeing depend. The underlying principle of green infrastructure is that the same area of land can frequently offer multiple benefits if its ecosystems are healthy.
- 5.35 There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change.
- 5.36 In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are as follows:
- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;
 - To adopt a carbon budget and emit only a maximum of 15 million tonnes CO₂ for the period 2018-2100. This has been transposed from a global carbon budget which has been calculated as "likely" to maintain global temperature change within 2°C as agreed in the Paris Agreement;
 - To achieve a 13% year-on-year reduction in citywide CO₂ emissions from 2018 to achieve this carbon budget.
- 5.37 A Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors. The Framework was approved by the Council's Executive Committee in March 2020.
- 5.38 Areas for action in the Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.

- 5.39 The Climate Change and Low Emissions Implementation Plan (2016-2020) is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps that will be taken to become energy-efficient, and investing in the natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality.

Design for Access 2

- 5.40 Manchester City Council published 'Design for Access 2' (DfA2), in partnership with Manchester Disabled People's Access Group and the Access Review Forum in 2003.
- 5.41 The document reflects, and in some cases improves on, current government guidance and regulations, and builds upon the knowledge and experience of disabled people in Manchester. It therefore represents current best practice in inclusive design.
- 5.42 DfA2 is based on the 'Social Model of Disability' which puts a duty on those responsible for buildings, the environment, transport, the provision of information and the organisation of society, to maximise access for disabled people.
- 5.43 DfA2 is now a dated document. Building Regulations and equal access legislation has evolved significantly since its adoption. Notwithstanding, consideration to the guidance within DfA2 has been undertaken in formulating the proposals.

Manchester Residential Quality Guide (2017)

- 5.44 The Manchester Residential Quality Guidance document was endorsed in December 2016 and aims to ensure that high quality, sustainable housing that meets the city's and its communities' need will be built.
- 5.45 It sets out the actions prospective developers and their design teams bringing forward sites for residential development should take to demonstrate that the scheme will deliver accommodation of the very highest quality that complies with the guidance, unless there is a justification as to why that is the case. This approach underpins the Council's aspiration to encourage the delivery of the highest quality range of residential development, which will contribute to sustainable growth and help establish Manchester as a world class city.
- 5.46 The status of the document is that it provides planning guidance and has been used as a material consideration in the determination of planning applications in Manchester, having been subject to public consultation and endorsed by Manchester City Council's Executive Committee. In this regard, it is also noted that Paragraph 129 that Design guides and codes, to carry weight in decision-making, should be produced either as part of a plan or as supplementary planning documents.

6 Planning Policy Assessment

6.1 This Section assesses the proposals against the policies in the Development Plan and in relation to the key planning considerations of relevance to this application.

6.2 Where material considerations provide additional requirements or detail to the policies of the Development Plan that merit discussion, these are considered.

6.3 The following matters are considered relevant to the determination of the Planning Application:

- Principle of Development
- Affordable Housing
- Design
- Flood Risk & Drainage
- Ecology & Biodiversity
- Arboriculture
- Air Quality
- Sustainability
- Transport
- Construction Management
- Waste & Delivery
- Archaeology
- Daylight & Sunlight
- Noise
- Broadband Connectivity
- Ground Conditions
- Operational Management
- Summary of Planning Policy Assessment

Principle of Development

6.4 The Site is located within South Manchester and is identified as an area for high density development including housing. Core Strategy Policy H6 states that South Manchester will accommodate 5% of new residential development over the plan period. Priorities will be for housing which meets the identified shortfalls for family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

6.5 Core Strategy Policy H1 Overall Housing Provision states that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. For the South Manchester Regeneration Area, the approximate number of new net dwellings is expected to be 3,420 over the plan

period, as set out in H6, with 90% of residential development being on previously developed land and sites within close proximity to high frequency public transport routes should be prioritised.

- 6.6 Policy EC9 in the Core Strategy (2012) also has relevance to the site and the principle of development, which states that in South Manchester development proposals should improve public transport, walking and cycling connectivity between residential neighbourhoods and employment locations.
- 6.7 It should be noted that since adoption of the Manchester Core Strategy in 2012, the National Planning Policy Framework has been updated in relation to Housing Delivery Test methodology. This means that, in accordance with Paragraph 219, due weight according to their degree of consistency with the NPPF should be given to the existing policies contained in the Development Plan as they were adopted prior to relevant updates to the NPPF.
- 6.8 Reviewing the Housing Delivery Test figures for Manchester, it was considered that 6,715 homes were needed between 2018 and 2021. Calculations show that 11,315 homes were delivered in the Local Authority Area during this time and therefore 169% of the housing requirement during this period has been delivered. The delivery of these homes has predominantly been focussed within the City Centre and doesn't consider the need for housing in smaller geographical areas, such as South Manchester.
- 6.9 Manchester City Council has also prepared a Residential Growth Strategy covering the period of 2015 to 2025, which is reviewed annually. A new Manchester Housing Strategy is now being prepared that will combine the Housing Strategy (2016-2021) and the Residential Growth Strategy (2015-2025). The document will provide a strategy to 2030 and seek to increase housing supply across all tenures, ensure housing is affordable and accessible, promote mixed tenure neighbourhoods and improve the quality in the private rented sector and increase sustainability of new housing stock. This will update the target of delivering 32,000 homes by 2025 and for a minimum of 20% of these new homes to be affordable housing.
- 6.10 The Proposed Development will provide 75 new homes for rent, including 20% of homes that will be provided as affordable private rent. A mixture of unit types will be provided to create neighbourhoods of choice, including 5 no. 1 bed 1 person units and 20 no. 1 bed 2 person units (33.4%); 40 no. 2 bed 3 person units (53.3%); and 10 no. 3 bed 4 person units (13.4%). The Proposed Development is situated in a highly sustainable location in East Didsbury and is located on brownfield land in accordance with Policy H1 and H6.
- 6.11 The Site is easily accessible to arterial roads such as Kingsway / A34 and public transport options such as the East Didsbury Tram Stop and East Didsbury Train Station, and bus stops. These transport links provide access to the main employment hub of Manchester City Centre and other major employment locations in Greater Manchester, such as Media City and Manchester Airport and Airport City in accordance with Policies H6 and EC9 of the Manchester Core Strategy (2012).
- 6.12 Walking and cycling will be promoted on Site by providing secure bicycle storage and improved landscaping, which will improve access from residential areas to employment locations more locally, and into district centres such as Didsbury. To support the use of non-car and other sustainable transport modes, a Travel Plan Framework accompanies the Planning Application outlining measures to encourage sustainable modes of transport.
- 6.13 In summary, the principle of delivering well-connected residential development in this location is in accordance with Policy H1, H6 and EC9 and therefore merits support by the Local Planning Authority regarding the principle of development in this location.

Affordable Housing

- 6.14 Core Strategy Policy H8 Affordable Housing states that new development will contribute to the City-wide target for 20% of new housing provision to be affordable. Affordable units will be inclusively designed to reflect the character of development on Site.
- 6.15 The Providing for Housing Choice SPD states that affordable housing should be designed to a high level that is tenure-neutral, indistinguishable from market units, integrated and contributes to the City-wide target of 20% affordable housing provision focusing on primarily family housing.
- 6.16 Paragraph 65 of the NPPF sets out that major development involving the provision of housing should provide at least 10% of the total number of homes to be available for affordable home ownership however, development which provides solely for BTR homes is exempt from this requirement. Furthermore, Annex 2 of the NPPF states for BTR schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).
- 6.17 Paragraph 002 of the PPG states that affordable housing on BTR schemes should be provided by default in the form of affordable private rent, a class of affordable housing specifically designed for build to rent. Affordable private rent and private market rent units within a development should be managed collectively by a single build to rent landlord.
- 6.18 An Affordable Housing Statement (AHS) has been prepared by Deloitte (Appendix B) to support the Proposed Development. The AHS identifies that the proposals include the provision of 20% affordable housing in accordance with the requirements of the adopted policy and guidance.
- 6.19 In terms of the breakdown between tenure types, Policy H8 set outs that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options. The Proposed Development however seeks to deliver a BTR scheme and - therefore, the proposed 20% affordable housing provision will be provided as affordable private rent (consistent with the above referenced Paragraph 65 and Annex 2 of the NPPF).

Design

- 6.20 Core Strategy Policy EN1 Design Principles and Strategic Character Areas states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located.
- 6.21 Core Strategy Policy DM1 states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detail; and to impact on the surrounding area in terms of the design, scale and appearance. Core Strategy Policy DM1 also states that buildings and neighbourhoods should be fully accessible to people with disabilities.
- 6.22 Saved UDP Policy DC7.1 New Housing Development states that all development should be made accessible to all wherever practicable at ground level.
- 6.23 The NPPF advises that good design is a key aspect of sustainable development. At Paragraph 127 it is advised that planning policies and decisions should ensure that developments:

- Will function well and add to the overall quality of the area, over the lifetime of the development;
- Are visually attractive;
- Are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change;
- Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and,
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users' and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

6.24 In addition, Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015) provides design guidance for developers. The Manchester Residential Quality Guide (MRQG, 2017) has also been endorsed by Manchester City Council. As a design guide, which does not form part of the Development Plan, Paragraph 129 of the NPPF is clear 'to carry weight for decision making it should be produced as part of a development plan or as supplementary planning guidance'. Design for Access 2 (DFA 2) is also relevant. The document provides guidance on measures that should be incorporated into schemes to increase their accessibility.

6.25 The Proposed Development has been the subject of extensive design development by the Applicant and Hodder & Partners who have extensive experience in designing residential developments within Manchester, which is set out in Design and Access Statement ('DAS') submitted with this application. In addition, landscape design has been developed by Layer Landscape Architects to help integrate the building proposals into its surrounds and represent a marked improvement on the existing site.

6.26 The proposals seek to respond to comments from members of the public raised during the pre-application engagement exercise, including those relating to parking, appearance, height and massing, tree planting, street frontages, and location of the Proposed Development.

6.27 The design justification and explanation of the proposed architectural quality are set out in detail within the DAS prepared by Hodder and Partners. Comments received from Manchester City Council and the wider consultation process have informed the Proposed Development to ensure a high-quality design is achieved.

6.28 The resulting design is well considered and responds to the surrounding area. This comprehensive approach to design evolution and engagement with stakeholders, as noted in detail within the DAS and the supporting Statement of Community Involvement, helps demonstrate how the proposals meet policies EM1 and DM1 and the guidance set out in the Manchester Residential Quality Guidance. Paragraph 127 of the NPPF is also considered to be addressed as follows:

- The Proposed Development re-uses an existing brownfield site and replaces a surface car park with a new high quality residential development to support the area as a neighbourhood as choice. Through the on-going management of the scheme by Dandara Living Developments Limited, it is

considered that the development will function well and add to the overall quality of the area over its lifetime;

- The Design and Access Statement provides the rationale for the appearance of the development, and it is considered that they are visually attractive and fitting of the quality of the architecture in the local area;
- The Proposed Development borders the greenspace to help to establish a strong sense of place and move the site away from being a surface car park. The materiality of the development is high quality and seeks to create an attractive, welcoming and distinctive place to live;
- The highly sustainable location of the development seeks to optimise the potential of the site, which is currently under-utilised. It accommodates and sustains an appropriate amount and mix of development, would support and provide additional local facilities, and offer access to sustainable transport networks; and,
- Following replacement of the existing surface level car park with a new high quality residential development, it will assist with the creation of a safe place that is inclusive and accessible. The scheme will promote health and well-being through encouraging walking and cycling, provides a high standard of amenity for existing and future users.

6.29 Details relating to how the Proposed Development has been designed with inclusivity in mind, noting the requirements of DfA2 and Core Strategy Policies DM1 and Saved UDP Policy DC7.1 are summarised in this Statement and explained in further detail within the DAS prepared by Hodder & Partners.

6.30 The scale and form of the Proposed Development responds to the surrounding areas both with regard to height and massing. The proposed L-shaped apartment building will be six storeys, which is broadly consistent with other developments surrounding the highway infrastructure, including the Parrs wood Entertainment Facility.

6.31 Throughout design development, the layout, massing, orientation, position, and façade have been tested and refined so that the Site can reach its potential and provide a high-quality addition to Manchester's built environment. The Proposed Development has been designed by a highly experienced design team through a process of close consultation with the Local Planning Authority and key stakeholders including statutory and non-statutory consultees, Ward Councillors and the general public.

6.32 The proposed design is a considered response, which provides a high-quality development on a site that is currently underutilised as a car park and fails to make a positive contribution to the local streetscape or wider built environment. A palette of high-quality materials is used to articulate the volume surfaces and to emphasise orientation, scale, massing and context.

Flood Risk & Drainage

6.33 Chapter 14 of the NPPF (2021) provides policy guidance on climate change, flooding, and coastal change. Paragraph 155 explains the basic principle that inappropriate development in the areas at risk of flooding should be avoided. This is achieved through applying a Sequential and Exception Test as governed by Paragraphs 157-160. This provides the tests that must be met to allow development on land at risk of flooding and is explained in detail further within this section.

- 6.34 Core Strategy Policy EN14 Flood Risk outlines that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester- Salford- Trafford Strategic Flood Risk Assessment (SFRA).
- 6.35 In addition to the requirements for Site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on Sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.
- 6.36 All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.
- 6.37 Core Strategy Policy EN17 Water Quality sets out that following elements a development must consider in relation to water quality:
- Avoid any adverse impact on water quality, including during the construction phase.
 - Minimise surface water run-off, maximise the use of appropriate sustainable drainage systems, and minimise groundwater contamination.
 - If close to a watercourse the development should ensure waste and litter cannot enter the watercourse
- 6.38 In accordance with the above, a Drainage Strategy Report has been prepared by Apex Consulting Engineers for the Proposed Development, noting the requirements of Policies EN8, EN9, EN14, EN15 and EN17.
- 6.39 In summary, the Environment Agency Flood Map for Planning identifies that the Site is located within Flood Zone 1, which is land having less than 1 in 1,000 annual probability of river or sea flooding. As the Site is both in Flood Zone 1, a Flood Risk Assessment is not required as part of the planning application.
- 6.40 The Drainage Strategy Report identifies that surface water will discharge to ground within the car parking areas, subject to infiltration testing. If soakaways tests prove this is unfeasible, then a discharge to public sewer is proposed at a discharge rate of 16 l/s, providing a 50% betterment on pre-development rates in line with Manchester Trafford and Strategic Flood Risk Assessment and the Local Flood Risk Management Strategy.
- 6.41 Infiltration tank hydraulic calculations have shown no, or negligible amounts of flooding for the worst case 1 in 100 year storm period with 40% climate change. The infiltration tank achieves a half emptying time of less than 24 hours, providing a net storage volume of 105m³. The surface water drainage system will use SuDS attenuation techniques where possible such as a green roof.
- 6.42 Overland flooding for storm events exceeding the worst case 1 in 100 year event +40% climate change will be retained on site within car parking areas by incorporating engineered topography and kerbs. Regarding drainage and consequential flood risk, the site is considered suitable for the proposed use. Subject to the implementation of this Drainage Strategy, the development may be occupied safely and adequately drained while reducing flood risk overall.

- 6.43 Foul water will be drained on a separate system and would discharge to the 1200mm public combined sewer within Parrs Wood Lane. A sewer survey is required to determine the depth of the proposed connection point.

Ecology & Biodiversity

- 6.44 Chapter 15 of the NPPF relates to conserving and enhancing the natural environment. In particular it states that:

“Minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures”.

- 6.45 Core Strategy Policy EN15 Biodiversity and Geological Conservation outlines that the Council will seek to maintain and enhance Sites of ecological value throughout the City. Particular consideration should be given to sites with international or national designations for their biodiversity value, and other sites of biological value. Developers are required to demonstrate that they have assessed and taken account of the potential effect of the Proposed Development on biodiversity including European, national and locally priority species such as the great crested newt, pipistrelle bats and certain bird species.
- 6.46 Core Strategy Policy EN9 Green Infrastructure highlights that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. It continues by stating that the Council will seek to protect existing street trees and promote new planting, whilst also recognising the continued network of green spaces, water bodies, canals, paths and cycleways as a key feature of Manchester’s green infrastructure.
- 6.47 Core Strategy Policy EN17 Water Quality states that development should avoid any adverse impact on water quality, including minimising groundwater contamination and to avoid pollutants reaching the watercourse.
- 6.48 Manchester’s Green and Blue Infrastructure Strategy (2015) has the overall vision of:
- “By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city’s communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city...”.*
- 6.49 The Green and Blue Infrastructure Strategy also sets out a number of objectives 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.
- 6.50 To address the policies and material considerations set out above, a Preliminary Ecological Appraisal Report has been prepared by EP3 to identify the major habitats present; ascertain the presence or

potential presence of any legally protected species and habitats; and recommends any further surveys or mitigation that may be required by the Proposed Development.

- 6.51 The preliminary ecological assessment identifies areas of introduced shrub are present within the Site, planted in small areas around the car park along the southern boundary. In addition, scattered trees are also present within the Site, around the areas of hardstanding.
- 6.52 The Site comprises habitats that were found to be widespread within the local area however, they did contain value for wildlife such a bats and birds. Badger and hedgehog are also anticipated within the local area. The hardstanding is of lowest value for wildlife, with the scattered trees comprising the areas of highest value.
- 6.53 It is recommended that, where possible, trees are retained and protected through development; however, it is anticipated that some trees will require removal to facilitate development and where this is needed new landscape planting will be introduced to mitigate the loss. All trees within the site boundary will require removal to facilitate the development however, trees adjacent to the site boundary which are to be retained are to be appropriately protected during construction.
- 6.54 The Site was assessed as having value for passerine species within the scattered trees and introduced shrub. As such, it is recommended that if any vegetation requires removal, it should be removed outside of the breeding bird season (March to September inclusive). If this is not possible, a nesting bird check will be undertaken by a suitably qualified ecologist up to 24 hours before works commence.
- 6.55 Post-development, landscape planting should be introduced to mitigate the loss of any trees removed to facilitate the development. Bird boxes could also be installed throughout the development to enhance the Site's value for the species group.
- 6.56 No badger setts were identified on-site, and the site was assessed as providing limited sett building and foraging resources for the species. However, the species are anticipated to be present within the wider area. It is not anticipated that the development will have a negative impact on badgers within the local area.
- 6.57 Wall cotoneaster and small-leaved cotoneaster were identified during the site walkover. As such, it is recommended that prior to the development, these species should be eradicated following the most current guidance set out by a qualified contractor. This will be managed by way of planning condition prior to works commencing on site.
- 6.58 The Preliminary Ecological Appraisal Report concludes that no further surveys are required for the development to proceed. However, subject to approval of the proposals, an ecologist will be engaged to ensure that at least a 10% biodiversity net gain is secured following delivery of the scheme.
- 6.59 This is achievable based on both the low-quality ecological environment on site, described in the Preliminary Ecological Appraisal and the proposed planting. Biodiversity on site will be developed in line with 'Biodiversity Net Gain: Good Practice Principles for Development – A Practical Guide' and secured by way of planning condition.

Arboriculture

- 6.60 Core Strategy Policy EN9 Green Infrastructure highlights that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. It continues by stating that the Council will work to protect existing street trees and promote new planting.
- 6.61 The Manchester Residential Quality Guide is also relevant. The guide highlights trees and woodlands form an important part of Manchester's green infrastructure and Manchester's green infrastructure should be enhanced, reinforced and well managed to become an integral part of the city's neighbourhoods, making healthier more sustainable and better-quality places to live.
- 6.62 An Arboriculture Impact Assessment (AIA) was conducted by E3P Ltd in relation to the Proposed Development. The assessment identifies a total of 28 trees, one group of trees and two hedges on and adjacent to the Site. Of the trees identified by the assessment, 16 trees are classed as Category B of moderate arboricultural value and 10 trees, one group of trees and two hedges are categorised as Category C of low arboricultural value. In addition, two trees were categorised as Category U, which are unsuitable for retention.
- 6.63 Construction of the development will require the removal of 11 Category B (moderate quality) trees, 9 Category C (low quality) trees and one hedge, as well as two Category U (poor quality) trees which are unsuitable for retention. Therefore, in total 22 trees and one hedge are to be removed as a result of the Proposed Development.
- 6.64 However, the Proposed Development will increase the existing number of trees on Site with a replacement ratio of approximately 3:1 for Category B trees, delivering 39 new high-quality and well managed trees as part of a wider landscaping scheme. These will be planted at various locations across the Site to increase the overall level of biodiversity. This will be supported by a mixture of soft landscaping including areas of new planting to improve the street scene, creating a softer, more diverse, landscape.
- 6.65 The proposed removal of hard surfacing, construction of new buildings and installation of service connections to the proposed new buildings encroach within the Root Protection Areas and canopy spreads of the retained trees located both on-site and on adjacent land. As such, various special working and protection methods and materials have subsequently been proposed in accordance with current government guidance. A preliminary Arboricultural Method Statement (AMS), which provides guidance on tree protection measures and mitigation, has been provided as part of the AIA.
- 6.66 It is recommended that specific details regarding the replacement tree planting should be prepared by a suitably qualified and experienced landscape architect as part of a landscape scheme. Additionally, adequate protective fencing as outlined in the AMS should be installed around all retained trees, where practical, before any materials and machinery are brought on Site.
- 6.67 The AMS also recommends a number of other measures in relation to proper procedure for excavation, pruning and the storage of materials on Site to ensure minimal impact of the Proposed Development on the existing arboricultural network being retained on the Site.

Sustainability

- 6.68 Core Strategy Policy EN4 Reducing Emissions by Enabling Low and Zero Carbon Development requires that all development must follow the principle of the Energy Hierarchy, being designed to: reduce the

need for energy through design features that provide passive heating, natural lighting and cooling; to reduce the need for energy through energy efficient features such as improved insulation and cooling; and to meet residual energy requirements through the use of low or zero carbon energy generating techniques.

- 6.69 Core Strategy Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy outlines that all applications for residential development of 10 or more units will be expected to meet minimum targets for CO2 reductions from low or zero carbon energy supplies, unless this can be shown not to be viable. The target framework relates to three broad development locations and their potential for low and zero carbon, decentralised energy. An energy statement is required to be submitted at the outset if any Proposed Development. Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.
- 6.70 In addition to this, Core Strategy Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies defines Target 3 Micro-generation areas as locations where lower densities and a fragmented mix of uses tend to mean that only building scale solutions are practical. For this target it is necessary to reach a minimum increase of 15% on Part L 2010, or a 9% dwelling emission rate reduction over Part L 2013.
- 6.71 NPPF Chapter 14 Meeting the challenge of climate change, flooding and coastal change states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- 6.72 The impact of the pending Building Regulation Part L revision released by the Ministry of Housing, Communities and Local Government in autumn 2019 has been assessed, which will come into effect in June 2022.
- 6.73 The update to Part L is designed to provide more stringent requirements to meet the Future Homes Standard in 2025 and focuses on a combined approach of improving fabric thermal performance and mitigating the carbon emissions using fossil-fuel. Due to the decarbonisation of the grid, the new Part L will lead to heat electrification solutions in the UK.
- 6.74 To address the requirements of the above Core Strategy Policies, adopted regulations, and other material considerations, this application is supported by an Environmental Standards Statement and Energy Statement prepared by Element Sustainability.
- 6.75 The supporting information highlights that the Proposed Development fully complies with the key criteria of MCC's Core Strategy while responding to MCC's declaration of a Climate Emergency. It is identified that the proposals will deliver a scheme that accords with Policy EN 4, EN 6 and Supplementary Planning Document (SPD) criteria.
- 6.76 The Energy Hierarchy has been followed in the formulation of the proposals, seeking to reduce the need for energy, before using energy efficiently on site and seeking supply of energy from renewable sources. Any residual use of fossil fuels will use clean technologies and be efficient.

- 6.77 The Proposed Development takes a fabric led approach to minimising energy demand by minimising heat loss from the building envelope and building systems. This is driven by a low air permeability and optimised solar gain controls in summer months.
- 6.78 Sophisticated control systems for the space and water heating will ensure that energy consumed will be used efficiently, with space heating controls provided in each apartment. Hot water will be provided by high efficiency cylinders. The apartments do not require active cooling measures and mechanical ventilation heat recovery systems are provided within each flat for further reductions in energy demand. 100% LED lighting will be specified in all apartments and communal zones, with the latter also benefitting from
- 6.79 In relation to on site energy generation, the potential for renewable technologies has been set out in a feasibility study and concludes that Photovoltaic (PV) arrays represent an appropriate renewable energy strategy. Installation of PV cells would help to reduce the electricity demands of the building and are simple to install with minimal maintenance.
- 6.80 In summary and in accordance with policy, the Energy Statement, contained within the Environmental Standards Statement (Section 6), sets out the improvement against Part L1A (2013) as follows:
- Dwelling Emission Rate (DER; carbon dioxide emissions) for the residential elements of the scheme will secure an approximate 9% betterment over Part L1A (2013) standards.; and
 - The residential dwellings are expected to achieve a Dwelling Fabric Energy Efficiency betterment of at least 11% relative to the Part L compliance criterion.
- 6.81 These indicative SAP calculations demonstrates that the DER reduction for Parrs Wood scheme will provide an improvement over the Part L1A (2013) compliance standard as a consequence of the proposed enhanced fabric specification, efficient mechanical and electrical systems coupled with onsite micro generation.
- 6.82 As a consequence of the decarbonised status of the UK's electricity grid, the actual emissions are predicted to become 74% lower than the current out-of-date carbon factors used for building regulation compliance purposes.
- 6.83 In line with Manchester City Council's Climate Change Framework, this development will take advantage of the decarbonating status of the electricity grid with its full electric heating strategy, ultimately facilitating a 'near-zero' or zero carbon scheme, as the grid mix electricity supply is decarbonised over time.
- 6.84 It is concluded that this approach to reducing energy demand responds positively to the Council's Climate Emergency objectives and will help to deliver a scheme that is inherently efficient and cost-effective during occupation.
- 6.85 In terms of sustainability performance, key issues as set out in MCC's Environmental Standards SPD as well as Core Strategy policies, specifically Policy DM 1 have been achieved by the proposals. These are set out in detail in the supporting Environmental Standards Statement ('ESS') and are summarised as follows:
- Water consumption of the development will be minimised.

- Drainage will be designed to withstand a 1 in 100-year storm event plus an allowance for climate change.
- Water arising during construction and occupation/operation will be minimised.
- Construction site management procedures will minimise adverse impacts on the environment and control pollution generated during the construction phase.
- The impact of sound upon the development will be mitigated by the design/specification of the buildings.
- Materials are proposed to be responsibly sourced, materials with low environmental impact will be selected and local suppliers will be prioritised.
- Enhancing the health and wellbeing of residents, a number of apartments are provisioned with private balconies and terraces.
- The development proposals are on a pre-developed site that currently has little ecological value.
- The highly sustainable location of the scheme in combination with the development proposals will encourage the use of more sustainable forms of transport.

6.86 In addition, it is highlighted within the ESS that the proposals across with the aims of the NPPF including that the proposals comprise the redevelopment of previously developed land and regulatory compliance criteria (Part L1A and L2A) are exceeded.

6.87 The ESS concludes that the Proposed Development will deliver high-quality sustainable and efficient development which accords with relevant policies and guidance.

Transport

6.88 Core Strategy Policy SP1 Spatial Principles states that, “new development will maximise the potential of the City’s transport infrastructure, in particular promoting walking, cycling and the use of public transport.”

6.89 Core Strategy Policy T1 Sustainable Transport sets out to deliver a sustainable, high quality, integrated transport system in order to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

6.90 Core Strategy Policy T2 Accessible Areas of Opportunity and Needs sets out that developments should provide a level of car parking which reflects the realistic requirements of the users of the development. Regard should also be given to the need for disabled and cycle parking provision.

6.91 Core Strategy Policy CC5 Transport outlines that developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.

6.92 Policy JP-C 1 set out in Places for Everyone, the overarching plan prepared by 9 Local Authorities in the Greater Manchester Combined Authority, provides guidance on prioritising safe and convenient access

to sites and buildings for all users. This supports developments that prioritise new enhanced walking, cycling and public transport through and around development proposals.

- 6.93 NPPF Chapter 9 Promoting sustainable transport (paragraphs 102 to 111) requires proposals to promote walking, cycling and public transport, and states that patterns of movement, streets, parking and other considerations should be integral to the design of schemes. Proposals 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.
- 6.94 The PPG sets out the overarching principles behind Travel Plans, Transport Assessments and Statements which are methods of assessing and helping mitigate the negative transport impacts of development in order to promote sustainable development. LPAs must make a judgement as to whether a development proposal would generate significant amounts of movement on a case-by-case basis.
- 6.95 Manchester City Council has not set standards for parking in residential development Paragraph 107 of the NPPF does however set out the local parking standards for residential development should take into account:
- a) The accessibility of the development;
 - b) The type, mix and use of the development;
 - c) The availability and opportunities for public transport;
 - d) Local car ownership levels; and
 - e) The need to ensure an adequate provision of spaces for charging plug in and other ultra-low emissions vehicles.
- 6.96 In addition, we have considered relevant factors in determining the levels of parking provision proposed as part of a new housing development, as set out in the Manchester RQG (2017). Taking into account and notwithstanding NPPF Paragraph 129 (refer to Paragraph 5.46), we have considered the relevant factors set out in the Manchester RQG in relation to parking provision and have provided a justified approach to the car parking levels proposed on site.
- 6.97 In response to these policy requirements relating to transport, Curtins have conducted a Transport Assessment (TA) in relation to the Proposed Development. The TA identifies that the Proposed Development is in a highly accessible location in East Didsbury, approximately 6.7km south of Manchester City Centre or 10km via existing routes.
- 6.98 The Proposed Development is well-located to make use of the existing and proposed public transport links, pedestrian and cycle routes. The Site is conveniently located to access local amenities within walking and cycling distance of the Site, with public transport services, including East Didsbury Metrolink station, East Didsbury rail station and several local bus stops for journeys further afield. The Applicant's vision for the Site is to create a sustainable development in a sustainable location, promoting a car-free lifestyle and low carbon travel choices. Local amenities are generally within a walking distance from the Site located in Didsbury.
- 6.99 The Applicant recognises that some residents may still require access to a car. Therefore, the Proposed Development includes 36 car parking spaces (48% provision) at ground floor level, which includes a

proportion of accessible and electric vehicle spaces, and a car club space to promote shared transport and reduce the need for car ownership. The parking provision of the total 36 no. spaces is broken down as follows:

- 31 standard bays
- 2 accessible bays
- 2 visitor spaces
- 1 car club space
- 3 motorcycle parking spaces

6.100 The car parking is well integrated and unobtrusive so that it supports the improvement of Parrs Woods Lane. The TA considers that the proposed level of residential car parking provision in the Proposed Development is justified based on the multi-modal accessibility of the site and a range of other factors as summarised below. This section also considers the Proposed Development's impact on existing junctions and the assessment of impact on highways safety as a result of the Proposed Development.

Existing Car Parking Reduction

6.101 The number of parking spaces are less than the existing number of car parking spaces on site associated with the nearby Tesco superstore. The Site is located on part of the Tesco Car Park and consequently, the development proposals remove 94 car parking spaces, leaving c.237 spaces for Tesco customers.

6.102 Analysis of parking survey data identifies that there would be adequate spare capacity for Tesco customers throughout the day following implementation of the Proposed Development. The observed occupancy levels across various years demonstrate there is spare capacity in the car park, which underpins the disposal of these spaces by Tesco for redevelopment.

6.103 The TA also identifies that there are limited on-street parking opportunities within 400m (or 5-minute walk) of the Site and therefore, overspill parking onto the local highway network would be very unlikely to occur. It is therefore considered that the reduction in car parking spaces servicing the existing Tesco Superstore will not impact the local area through displacement car parking.

Proposed Parking Provision

6.104 We consider the proposed parking provision in view of NPPF Paragraph 107 and with reference to the Manchester Residential Quality Guidance (RQG, 2017), which discusses relevant factors in determining the levels of parking provision proposed as part of a new housing development..

NPPF Paragraph 107:

"The accessibility of the development"

- The Proposed Development is in a highly accessible location as set out in Section 3 and as described below. The Site is within easy access to a range of non-car public transport modes and a range of amenities are available within a short walking distance from the Site.

“The type, mix and use of the development”

- The Proposed Development is a Build to Rent development with a range of 1-, 2- and 3-bedroom apartments that will likely cater to a younger demographic who increasingly do not own a private car. The levels of car ownership in similar schemes, both by Dandara and in nearby locations, are studied in order to determine an appropriate level of car parking provision as set out in this section.

“The availability and opportunities for public transport”

- The site is located in an area with a GMAL rating of 8. This is a particular strength of the site, which offers strong multi-modal links to the wider area. It is concluded that the site is highly accessible by public transport services overall that would offer realistic and viable alternatives to travel by the private car. Residents would therefore be able to reach day-to-day destinations, such as jobs, schools and shops, without the use of a car.

“Local car ownership levels”

- Whilst it is acknowledged that sites are considered on a case-by-case basis, this comparison indicates that the development proposals are similar to other existing BTR developments with similar multi-modal accessibility. In fact, the provision of parking at Tesco Parrs Wood for nearly half of the apartments is at the upper end of the range typically provided at BTR schemes. These assumptions are benchmarked against live examples of Build to Rent schemes in Manchester and Stockport. Furthermore, within BTR developments of this scale, it is highly unlikely that all apartments will be occupied at any one time given the anticipated regular turnover of tenants.

“The need to ensure an adequate provision of spaces for charging plug in and other ultra-low emissions vehicles.”

- All spaces proposed are future proofed in order to provide a full suite of EV enabled charging spaces in the future, subject to demand, and will initially provide 20% of the proposed spaces with EV charging equipment.

The Manchester Residential Quality Guidance (2017) provides additional considerations that have been addressed in this Section:

“Secure cycle parking in excess of 50% provision relative to apartment numbers.”

- A total of 75 apartments are proposed with 100% secure cycle parking provision for residents (75 spaces) and an additional 16% provision for visitors (12 spaces). This level of cycle parking provision significantly exceeds the 50% provision quoted. This is explored in the walking and cycling sub-heading below;

“Demonstrating that provision of full parking provision will unacceptably comprise the development’s active frontages and relationship with the street, and evidence that alternative parking solutions cannot be viably accommodated.”

- The provision of full car parking (i.e. 100% provision) at the site would require additional space at ground floor level, which would remove other uses and activity at ground floor level, including the flexible residential and community space. The provision of full car parking would also likely require a multi-level parking solution. The proposed development has already been reduced in scale by one floor following public consultation. As well as the lack of demand for any parking provision above the proposed levels, further reduction in the number of apartments to create an increased proportion of car parking would also unnecessarily render the scheme unviable for Dandara Living;

“Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.”

- This point is addressed in the sub-sections below, which set out the profile of residential occupiers at BTR schemes. This concludes that the proposed level of car parking is suitable for typical residents of BTR schemes based on a robust evidence base for similar schemes and in similarly highly accessible locations.

Walking and Cycling

- 6.105 There is a cluster of facilities and services in the immediate vicinity of the site, with additional amenities available on Wilmslow Road in Didsbury, approximately 1.2km (or a 15-minute walk) to the north-west of the site. Within a 2km walking distance of the site also lies residential areas such as Burnage to the north, Heaton Mersey to the east, Cheadle to the south, and Didsbury to the west. This catchment also includes all residential areas within Parrs Wood and East Didsbury.
- 6.106 The local amenities in the vicinity of the site that includes the Tesco Superstore, medical practices and medical centres, allotments, schools (Parrs Wood High School and Parrs Wood Sixth Form), the Mersey Vale Nature Park, Heaton Mersey Industrial Estate, local rugby and football clubs, Towers Business Park, Didsbury Sports Ground, banks, and libraries. This demonstrates that the proposed development site is situated in a highly accessible area with a wide range of local, complementary land uses, that operates like a district centre.
- 6.107 Further reductions in the need for car parking on site below the suggested 100% car parking provision is associated with the cycle parking provision on site. Cycling is a relatively low cost, efficient and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving and is subject to fewer delays.
- 6.108 In terms of cycle parking, consistent with recommendations from MCC, the Proposed Development includes 75 cycle parking spaces (100% provision) within a secure, covered cycle store at the ground floor for use by residents. A further 12 cycle parking spaces are provided in order to offer spaces to those visiting residents.
- 6.109 A combination of on and off-road local cycle routes form an interconnected network in the vicinity of the site, including cycle access points onto the traffic-free paths to the east of the East Didsbury Metrolink stop.
- 6.110 The site is located near two of the six ‘Cycleways’ in Greater Manchester, which are routes that give cyclists space on traffic-free paths, quiet roads, and lanes separated from traffic. These two Cycleways are the ‘Oxford Road and Wilmslow Road’ and ‘Mersey Valley and Stockport’ cycleways, described below and shown in the Transport Assessment:

- **Oxford Road and Wilmslow Road Cycleway** – Dedicated cycleways separated from the traffic by kerbs along the majority of the route between Didsbury and Manchester City Centre, with special lanes to get around bus stops at Withington, Fallowfield, Rusholme and the university district to minimise conflict between buses, traffic and cyclists. Traffic signals are also timed to give cyclists a head start at several junctions; and
- **Mersey Valley and Stockport Cycleway** – Mostly traffic-free route between Stockport town centre and East Didsbury and Cheadle, with a gravel track alongside River Mersey in the middle. There is also secure cycle parking at the Cycle Hub in East Didsbury and Stockport town centre.

6.111 The National Cycle Network Route 62 between Tesco and the East Didsbury Metrolink station, Burnage Lane and Green Pastures. On this basis, it is concluded that the Mersey Way cycle route can be accessed from within the Tesco site and that additional cycle infrastructure is not required at the A34 Kingsway / A5145 Parrs Wood Lane junction to facilitate access to this route. However, the link to the Mersey Way cycle route would benefit from additional signage to improve the visibility of the route for public use.

6.112 The audit of pedestrian and cycle routes in the vicinity of the site has revealed a wide range of high-quality facilities as well as potential areas for improvement. In summary, the following improvements are proposed to support the development:

- Continuation of 2m wide footways along both sides of the site access road into the site to serve the residential development and the Tesco Superstore;
- Improvements to the existing Zebra crossing on the site access road to include wider dropped kerbs with improved tactile paving and the introduction of Belisha Beacons at the crossing;
- Rationalise street furniture and resurface the footway along the site frontage on Parrs Wood Lane; and
- Provision of signage to cycle routes in the vicinity of the site (i.e. NCN Route 62).

6.113 Dandara Living Developments Limited is also supportive of surface improvements along the NCN Route 62 in the vicinity of the site, subject to further discussions with MCC Highways. It is considered that the current site and with the future Proposed Development has a high degree of accessibility by walking and cycling that will be supported by the proposals through signage and on-site secure cycle parking provision.

Anticipated Car Ownership

6.114 Across the Manchester merged local authority area, 62% of all households can be categorised as rented or living rent-free. Of these rented households, 65% of social rented households do not own any cars or vans, whereas 53% of private rented or living rent-free households do not own any cars or vans. This helps to demonstrate that there would likely be a significant number of residential occupiers who do not own any cars or vans, and therefore would not require a parking space. The proposed level of provision would satisfy the likely demand for spaces based on these car availability statistics.

6.115 Furthermore, the majority of the apartments will be 1 and 2-bedroom dwellings, which together comprise c. 87% of the total development. The remaining c.13% will be 3-bedroom dwellings. The smaller 1 and 2-bedroom dwellings would provide lower levels of residential occupancy and would be less likely to appeal to families with higher levels of car ownership.

- 6.116 As prospective occupiers come forward, they would be aware of the parking availability at the site and would decide on whether to rent such a property. The proposed level of parking on-site would therefore serve as a demand management measure and attract residents with low car ownership and encourage alternative modes of transport.
- 6.117 It is also worth noting that as a tenure, BTR offers flexibility. The parking spaces will be managed based on demand – if a resident’s circumstances change and they decide to buy a car then, unlike market flats, they can acquire a space if available. The rental model also means that residents can more easily move elsewhere if the property no longer suits their needs, including if they need a car parking space.
- 6.118 Dandara Living Developments operates various BTR schemes across Greater Manchester and other town and city locations throughout the UK. Their research has shown that whilst their developments meet a broad age range, the average age of the occupants is 27 years old, with approximately one third moving in from other parts of the city. This suggests that the occupants of the proposed development would be predominately young, local residents. This profile of residents is also likely to have lower car ownership compared with other groups, such as families in a more suburban setting.
- 6.119 The Dandara Living Chapel Wharf BTR scheme in Salford is located within an area with similar characteristics to the site at Tesco Parrs Wood, with a GMAL of 8, which is excellent accessibility. The level of car parking provision is 27% compared with the proposed level of provision at Tesco Parrs Wood of 48%.
- 6.120 Dandara also operate similar BTR schemes in cities outside of Manchester, for example Aston Place in Birmingham (within a 300m walk from Centenary Square comprising a new Metro stop, and a 400m walk to the Mailbox shopping centre) and Leodis Square in Leeds (further south of the city centre, but within a 300m walk from the nearest bus stops and a 450m walk to Bridgewater Place, a mixed-use office and residential tower with restaurants, cafés, and a Tesco Express supermarket).
- 6.121 The Aston Place and Leodis Square developments comprise 46% and 35% parking provision respectively and reflect that having good public transport facilities and local amenities can result in lower parking provision sought in these sites.
- 6.122 Besides Manchester city centre, the only other areas in South Manchester with a GMAL rating of 8 are Stockport town centre, Altrincham town centre, East Didsbury, and the Oxford Road / Wilmslow Road corridor through Rusholme, Fallowfield, Withington, and West Didsbury. Similar BTR schemes in these areas have been reviewed to determine the level of car parking proposed / consented in the past 5 years, summarised as follows:

Scheme	No. of Units	Parking Provision	Parking Ratio
<i>Manchester</i>			
McCauls Group, 32 – 34 Laystall Street Manchester M1 2JZ (128911/FO/2020)	89	0	0%
Clarion Housing Group, Land To The South Of Store Street Manchester M1 2NE (126608/FO/2020)	66	10	15%

Scheme	No. of Units	Parking Provision	Parking Ratio
*Affinity Living, Port Street Manchester M1 2EQ (132489/FO/2021)	485	47	10%
Stockport			
Rise Homes, The Mailbox, Former Sorting Office 1 Exchange Street Stockport SK1 1AA (DC/068017)	117	45	38%
Rise Homes, Former Stockport Bus Station, Stockport Interchange Chestergate Stockport SK1 1NP (DC/071417)	196	41	21%
*Amstone, Sainsbury's Warren Street Stockport SK1 1UB (DC/083694) – 50% of total residential provision (281 out of 563) BTR, others social housing and private sale, but no separation between car parking for different uses	563	119	21%
Heaton Group, Milliners House, 32-36 Lower Hillgate Stockport SK1 1JE (DC/071126)	22	0	0%
South Manchester (adjacent to Oxford Road corridor)			
Salboy, Burlington Square Apartments (11182/FO/2016/S1, with an increase in amount of car parking submitted as part of 117848/JO/2017)	273	88	32%
Average	1,811	350	19%

6.123 Whilst it is acknowledged that sites are considered on a case-by-case basis, this comparison indicates that the development proposals are similar to other existing BTR developments with similar multi-modal accessibility. In fact, the provision of parking at Tesco Parrs Wood for nearly half of the apartments is at the upper end of the range typically provided at BTR schemes.

6.124 The lower car ownership of younger occupiers is also reflected in the Greater Manchester Transport Strategy: 2040, which states that “attitudes to owning and using a car are also evolving. Many younger people no longer see car ownership, or indeed a driving licence, as essential.” The provision of an on-site Car Club space would further reduce the need to own a car and promote travel by sustainable modes.

6.125 These assumptions are benchmarked against live examples of Build to Rent schemes in Manchester and Stockport. Furthermore, within BTR developments of this scale, it is highly unlikely that all apartments will be occupied at any one time given the anticipated regular turnover of tenants. Full details of the scheme comparisons are contained in the Transport Assessment.

Accessibility by Public Transport

- 6.126 Another element of the justification surrounding the less than 100% parking provision is the demonstration of the location of the site in relation to sustainable transport modes that helps to link the development to areas of employment.
- 6.127 Developed by TfGM, Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The approach essentially measures the density of public transport in any site within the Greater Manchester region.
- 6.128 The accessibility index score has eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with a GMAL rating of 8. This is a particular strength of the site, which offers strong multi-modal links to the wider area. Besides Manchester city centre, the only other areas in South Manchester with a GMAL rating of 8 are Stockport town centre, Altrincham town centre, East Didsbury, and the Oxford Road / Wilmslow Road corridor through Rusholme, Fallowfield, Withington, and West Didsbury.
- 6.129 The Transport Assessment demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site. These are shown in the Transport Assessment and include:
- 20 minutes – Burnage, Mauldeth Road, Heaton Chapel, Gatley;
 - 40 minutes – Gorton, Reddish, Brinnington, Bredbury, Stockport, Wilmslow, Alderley Edge, Urmston; and
 - 60 minutes – Moston, Rochdale, Ashton-under-Lyne, Romiley, Marple, New Mills Central, Poynton, Prestbury, Macclesfield, Knutsford, Chelford, Goostrey, Holmes Chapel, Sandbach, Altrincham, Eccles, Newton-le-Willows, St Helens Junction, Bolton.
- 6.130 The above times are broadly in line with the time taken to access different areas by bus or Metrolink, which is the most readily accessible form of public transport. There are a total of eight bus services within walking distance of the site that provide regular access to a variety of destinations across Greater Manchester throughout the week and during weekends. On average, these services provide one bus every ten minutes in each direction that would be available to future users of the site, which is an excellent level of bus service provision.
- 6.131 Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Greater Manchester. Commuters on the Metrolink can also change at key interchanges such as St Werburgh's Road, Trafford Bar, or Cornbrook to access additional lines on the Metrolink network leading to destinations further afield such as Wythenshawe, Stretford, and Salford. Overall, it is considered the site is highly accessible by Metrolink (light rail).
- 6.132 The trains that serve East Didsbury station (less than 5 minutes' walk from the Site) run at regular intervals throughout the week and a number of key employment and leisure destinations are accessible within a 10 minute train journey, including Manchester City Centre, Manchester Airport and Manchester Victoria. These rail services therefore provide access to major urban areas and interchanges in the North West that would be available to future users of the site. It is noted that the provision of rail

services will change over time in response to current circumstances and during different seasons of the year. Overall, it is considered the site is highly accessible by rail.

- 6.133 It is concluded that the site is highly accessible by public transport services overall that would offer realistic and viable alternatives to travel by the private car. Residents would therefore be able to reach day-to-day destinations, such as jobs, schools and shops, without the use of a car.

Junction Impact

- 6.134 It has been demonstrated in this TA that the site access junction is predicted to operate safely with a sufficient amount of residual capacity available in the future year traffic scenario, without and with the proposed development.
- 6.135 Some junctions on the wider highway network are predicted to operate at/above capacity; however, it is worth noting that the corridor operates on SCOOT which provides dynamic optimisation to increase throughput and optimise delays and queues at junctions that operate at capacity. The benefits of SCOOT are not replicated in the above assessments and therefore the modelling results present the worst-case scenario. It is reasonable to conclude based on the above that the junctions would operate more efficiently with less queueing and delays than presented above.
- 6.136 It is therefore concluded that the proposed residential development would not result in a severe residual impact on the highway network in accordance with paragraph 111 of the National Planning Policy Framework (NPPF).

Highway Safety

- 6.137 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. This assessment clearly demonstrates that the actual number of collisions that has occurred at the A34 Kingsway / A5145 Parrs Wood Lane junction is lower than would be expected at this type of junction using the national accident rate forecasts. The actual number of collisions therefore does not indicate that the junction is unsafe.
- 6.138 The likely change in collisions at the junction resulting from the increase in traffic associated with the proposed development has also been calculated. It is noted that the majority of the development traffic (80% of departures and 64% of arrivals) passes through the A34 Kingsway / A5145 Parrs Wood Lane junction, which therefore presents a robust analysis.
- 6.139 The assessments are based on an assessment year of 2027, i.e. 5 years after the submission of the planning application, which is typical for assessments on the local highway network. The assessments also include background traffic growth using TEMPro factors for consistency with the capacity assessments in this TA.
- 6.140 As a result of the development traffic, the forecast accident rate would increase from a 2027 base figure of 12.48 to a 2027 with development figure of 12.52 – a change of 0.04 collisions per annum. This rate of change equates to one potential additional collision at the junction every 25 years as a result of the additional development traffic.
- 6.141 However, it is worth reiterating that the actual number of collisions at this junction has been significantly lower than would be expected using the national accident rate forecasts – over 86% lower in this case. The potential change in the number of collisions as a result of the proposed development could therefore also be lower/less frequent than the above numbers indicate.

6.142 It is therefore concluded that the highway safety impacts arising from the development are not significant or severe within the context of paragraph 111 of the NPPF. It is considered that the proposed development would not materially affect the existing road safety record and further details are contained in the Transport Assessment prepared by Curtins.

Summary

6.143 The TA concludes that the Proposed Development is in accordance with relevant policies and guidance, and that it would not have a significant or severe residual impact on the surrounding highway network in accordance with the NPPF. Therefore, there is no transport/highways reasons for refusal of planning permission.

6.144 A Travel Plan has been prepared for the Site and submitted as a standalone planning document. The key aim is to inform residents, employees and visitors of the alternatives to driving their cars, to increase awareness of and promote greener, cleaner modes of travel, to reduce reliance on the private car and create sustainable communities consistent with the overarching aims of the NPPF.

Waste & Servicing

6.145 Core Strategy *Policy EN19 Waste* states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on Site wherever possible and how the sustainable waste management needs of the end user will be met.

6.146 The Council will also require waste management practices to have full regard to the environmental, social and economic impacts of such development and encourage long-term benefits in improving the environment, the regeneration of areas in need of investment and co-location with other employment uses where appropriate.

6.147 In response to these requirements, a Waste Management Strategy has been prepared by Hodder & Partners and Curtins. A communal bin store will be located at the ground floor level of the building on the north side of the building. The bin store has been dimensioned to accommodate the standard number of bins for a domestic development of this size. Refuse container amounts are based on and exceed MCC's standards, with 61 sqm of space provided meaning 0.81 sqm per apartment or 22 no. 1100L bins.

6.148 Residents will be responsible for removing waste from their apartments to the 'Residents Zone' of the refuse store. Refuse collection will take place within the Site adjacent to the outdoor car parking area. The Transport Assessment identifies that satisfactory access can be achieved for refuse vehicles to the Site.

6.149 The on-site management team will regularly rotate the bin containers taking and replacing full units from the dedicated Residents Zone with empty units. Bin rotations will be made, as required.

6.150 On bin collection days the on-site team will move the bin containers (general waste bins and/or recycle bin units) from the refuse store to the agreed refuse collection point. Here the bins will be lined up in an orderly manner ready and presented for collection by the local authority. During collection an on-site team member will work with the collection team until all the bin container units have been emptied. The empty bin units will then be returned to the bin store holding areas. Any spillages will be tidied and cleaned up immediately.

- 6.151 The on-site team will take waste from the amenity spaces and place it in the appropriate containers in the refuse store which will ensure that residential waste is not contaminated.

Archaeology

- 6.152 Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects relating to archaeological heritage.
- 6.153 Core Strategy Policy EN3 Heritage states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed to support the Council in preserving or, where possible, enhancing the historic environment.
- 6.154 UDP Saved Policy DC20.1 Archaeology states that particular careful consideration will be given to development proposals which affect scheduled Ancient Monuments and sites of archaeological interests, to ensure their preservation in place. This should include an archaeological evaluation and assessment of the implications of the proposal.
- 6.155 NPPF Chapter 16 Conserving and enhancing the historic environment (paragraphs 184 to 202) states that heritage assets, including those with archaeological interest, are an irreplaceable resource and should be conserved in a manner appropriate to their significance. When determining a planning application, the local planning authority should take account of the desirability of sustaining and enhancing the significance of heritage assets and consider if a new development makes a positive contribution to the local character and distinctiveness.
- 6.156 Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects relating to archaeological heritage. An Archaeological Desk Based Assessment (ADBA) was prepared by L-P:Archaeology.
- 6.157 The ADBA identifies that the site and surrounding area has undergone rapid residential, industrial and commercial development since the 19th Century. At the Site, there is little evidence relating to Prehistoric to Roman periods and Early Medieval and Medieval activity is recorded within the wider study area.
- 6.158 The Post Medieval and Modern period is represented by an extensive residential, industrial and commercial development. The Site use has changed from arable field to bus depot to car park. It is likely that remains of this period would be encountered at the Site however the significance of archaeology dating to these periods is considered to be negligible to low as would likely associate to the construction of Parrs Wood Lane, Kingsway, the railways and Parrs Wood Bus Depot.
- 6.159 In conclusion, the ADBA identifies that the Site is considered to have low potential for archaeological deposits of any significance, and it is possible that in places at least the archaeological horizon may have been truncated by former land use.

Neighbourhood Amenity

Air Quality

- 6.160 The NPPG states that action to manage and improve air quality is largely driven by EU legislation, in particular the 2008 Ambient Air Quality Directive that sets legally binding limits for concentration in outdoor air of major air pollutants that impact public health.

6.161 The NPPG continues by highlighting that whether or not air quality is relevant to a planning decision depends on the Proposed Development and its location. When deciding whether air quality is relevant considerations could include whether the development would:

- Significantly affect traffic in the immediate vicinity of the Proposed Development Site or further afield;
- Introduce a new point sources of air pollution;
- Expose people to existing sources of air pollutants;
- Give rise to potentially unacceptable impact during construction for nearby sensitive locations; and
- Affect biodiversity.

6.162 Core Strategy Policy EN16 Air Quality states that “the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester’s principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.”

6.163 Paragraph 12.81 continues, “other policies within the Core Strategy will guide the location of development in order to reduce the need for private transport and encourage the use of decentralised and renewable energy and green infrastructure to reduce both emissions and their impact still further.”

6.164 Developers will be expected to take measures to minimise and mitigate the local impact of emission from traffic generated by the development, as well as emissions created by the use of the development itself, including Combined Heat and Power and biomass plant.

6.165 When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

6.166 An Air Quality Assessment was conducted by Redmore Environmental Ltd for the Proposed Development to determine the baseline conditions, consider site suitability for the proposed end use and assess potential effects as a result of the scheme.

6.167 The Air Quality Assessment identifies that during the construction phase of the development there is the potential for air quality impacts as a result of fugitive dust emissions from the Site. Assuming good practice dust control measures are implemented, the residual significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities was predicted to be not significant.

6.168 The Proposed Development has the potential to expose future residents to elevated pollution levels and impact existing air quality in the vicinity of the Site during operation. However, it is considered that the elevated pollution levels on and around the site boundary would not be exacerbated by the Proposed Development based on the traffic and air quality dispersion modelling exercise undertaken for the Site.

- 6.169 In order to protect future residents from issues related to air quality, a mechanical ventilation system is proposed in order to ensure that apartments do not rely on natural ventilation methods for cooling purposes. This mitigation measure is set out in the Ventilation Strategy prepared in support of the Application, contained within the Design and Access Statement prepared by Hodder and Partners.
- 6.170 Based on the assessment results, air quality issues are not considered a constraint to planning consent for the development. The site is considered suitable for the proposed use from an air quality perspective. Further details are provided in the Air Quality Assessment prepared by Redmore Environmental.

Construction Environmental Management

- 6.171 Paragraph 4.14 of the Guide to Development in Manchester SPD states that activities carried out during the construction of new developments have the potential to cause significant environmental impact. In order to avoid such impacts, it is important that appropriate measures are put in place to manage and control the waste generated; the amount of water and energy used; and any potential releases to water, land and air.
- 6.172 To ensure any environmental impacts as a result of the Proposed Development are minimised, a Construction Environmental Management Plan (CEMP) has been prepared by Dandara Living Developments Limited. Construction environmental impacts will be monitored and minimised through contractor compliance with the CEMP, including through responsible construction management practices; implementation of pollution prevention policies; monitoring construction Site energy and water consumption; and implementation of a sustainable procurement plan to ensure key materials are as responsibly sourced as possible.
- 6.173 In addition to environmental factors, the CEMP sets out the normal construction hours (Monday – Friday: 08:00 to 18:00, no working Saturday, Sunday or Bank Holidays), which reflect MCC's standard core working construction hours. These will be complied with to minimise disruption during the construction phase and all construction vehicles will be made aware of these restrictions.
- 6.174 The sustainable and well-connected location of the Site means that there are several modes of transport for construction workers to take advantage of to travel to and from the Site. The use of public transport, walking and cycling will be encouraged with all details set out within a Travel Plan. The implementation of a Travel Plan Coordinator will be the main contact for the Travel Plan and will be responsible for implementing measures and the day to day operation of the Travel Plan.
- 6.175 Parking and site access will also be controlled to ensure there is limited impact of the local highway network.

Daylight and Sunlight

- 6.176 Core Strategy Policy DM1 Development Management outlines that all development should have regard to effects of amenity including privacy and light. UDP Policy H2.1 states that the Council will not permit development which will have an unacceptable impact on residential areas.
- 6.177 NPPF Paragraph 123c states that when local planning authorities are considering applications for housing a flexible approach should be applied in 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.

- 6.178 In encouraging developers to “appreciate scale”, MCC’s Residential Quality Guidance acknowledges that taller buildings can have an impact on the character and atmospheric quality of the spaces immediately around them; affecting light and shadow amongst other things and requiring developers and their design teams to demonstrate how massing and scale have been considered in terms of its impact on the neighbourhood, street, and block.
- 6.179 In response to policy and guidance requirements, Point2 Surveyors Ltd, have assessed the daylight effects resulting from the Proposed Development.
- 6.180 This assessment identifies that the Proposed Development does not protrude above an angle of greater than 25 degrees, as taken from the lowest habitable window, from the low rise residential properties to the west.
- 6.181 The Proposed Development actually sits considerably lower than this obstruction angle in all cases for properties located on Wilmslow Road and Parrs Wood Avenue. Similarly, the same test has been applied to Parrs Wood Court and the Proposed Development sits below a 25 degree angle from the lowest habitable room.
- 6.182 As a result, it has been concluded that the development will not cause any noticeable alterations to daylight to these premises. The assessment confirms that the development remains fully BRE compliant and daylight levels within all habitable rooms will remain good.

Noise

- 6.183 Chapter 15 of the NPPF states that planning policies and decisions should prevent both new and existing developments from contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution.
- 6.184 UDP Policy DC26 Development and Noise outlines the Council intends to use the Development Control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:
- (a) the effect of new development proposals which are likely to be generators of noise; and
 - (b) the implications of new development being exposed to existing noise sources which are effectively outside planning control.
- 6.185 In addition, Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects on amenity, including noise.
- 6.186 A Noise Impact Assessment has been conducted by E3P Ltd to identify, measure, and assess the potential impact of any existing noise sources in the immediate vicinity of the Site upon proposed residential receptors. This assessment included attended road and rail traffic measurements have been undertaken in order to supplement 24-hour road traffic flows taken from the Department for Transport database.
- 6.187 Although it is not prudent to assess the noise levels achieved on the balconies proposed as part of the development, it has been identified that these balconies will be subject to noise levels of up to 67 dB and as such, it is recommended that sealed balustrades are installed. This will ensure the lowest practicable noise levels are achieved by way of a 1.2 high sealed balustrade for the balconies.

6.188 With regards to internal noise levels, E3P has used a model to predict façade noise levels at all floors on all façade orientations. Any facades subject to noise levels higher than 60 dB during the day and / or 55 dB during the night will require higher specification glazing. The highest predicted day and night façade levels are 68 dB and 62 dB respectively.

6.189 As a result, higher specification glazing is required for living rooms and bedrooms on northern, eastern, south eastern, south western, and western facades across all floors. In addition, a whole dwelling ventilation system is also recommended for all plots due to the impact of sound internally from road and rail traffic sound.

6.190 It is concluded that with mitigation measures in place, there is no adverse impact is predicted day or night at the receptors due to road and rail traffic sound. As such, noise is not a material consideration in the granting of planning permission, subject to the recommended mitigation measures being followed and installed in the Proposed Development.

Operational Management

6.191 Core Strategy Policy DM1 Development Management states that buildings and neighbourhoods should be fully accessible to disabled people, access to new development by sustainable transport modes and community safety and crime prevention.

6.192 Transport matters have been responded to earlier in this section. To address the additional requirements of Core Strategy DM1, a Residential Management Strategy has been provided in support of the Application by Dandara Living Developments Limited who will manage the development once operational. This will ensure the development is well managed and accessible to adhere to Policy DM1.

6.193 The proposals have also been reviewed in detail by Greater Manchester Policy (GMP). A Crime Impact Statement (CIS) has been prepared by GMP which includes recommendations on measures that could be implemented to enhance security within the Proposed Development and will be submitted as part of the Application.

6.194 In addition, a Fire Statement (prepared by Jensen Hughes) has been prepared to support the Proposed Development, which confirms that the development the scheme has been developed in accordance with the recommendations of current guidance BS9991:2015 as well as future proofing for the potential changes in the documentation due to be released in 2022.

Broadband Connectivity

6.195 Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects on amenity, which includes electromagnetic interference. The updated validation planning list from Manchester City Council states that all residential applications must be supported by a Broadband Connectivity Assessment.

6.196 A Broadband Connectivity Assessment has been conducted by Pager Power to investigate broadband connectivity at the Site to support the Proposed Development. It identifies that suitable superfast broadband is available at the Site. The assessment confirms that FTTC (Fibre To The Cabinet) is available however FTTP (Fibre To The Premises) is not available from Openreach.

6.197 As the proposed development consists of more than 19 plots, provision of FTTP infrastructure is available free of charge for this development subject to application to Openreach. This would ensure internet speeds are maximised and is recommended for the Proposed Development.

6.198 The Broadband Connectivity Assessments recommends that if the installation of FTTP were to be pursued, the application must be submitted at least six months before provision of the service to the first property is provided. The application will need to be supported by registration details for the Proposed Development.

6.199 Therefore, following accordance with recommendations provided by Pager Power, a full fibre solution shall be provided to the Proposed Development.

Ground Conditions

6.200 Core Strategy Policy EN18 Contaminated Land and Ground Stability sets out that the Council will give priority for the remediation of contaminated land to strategic locations.

6.201 Paragraph 178 of the NPPF requires that planning policies and decisions should ensure that Sites are suitable for any proposed use by taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses.

6.202 A Phase I Geo-Environmental Assessment was undertaken in October 2021 by CC Geotechnical Limited, which also utilises the previous site investigation and trial pit results undertaken on Site undertaken as part of previous applications on site. As a result of the initial desktop assessment, further intrusive investigation is recommended to determine whether the postulated pollutant linkages are present on Site, which is needed due to the history of the Site.

6.203 A Phase II intrusive investigation will include exploratory holes to be sunk through made ground into the underlying nature strata to determine below ground conditions. The requirement for this assessment will be conditioned as part of the planning permission and will be provided to the Local Planning Authority prior to commencement of development.

Summary of Planning Policy Assessment

6.204 The analysis within this section shows that the proposal complies with the relevant policies of the Development Plan and therefore with the Development Plan read as a whole, and consequently satisfies the presumption in Section 38(6). As such, planning permission should be granted unless material considerations indicate otherwise.

6.205 Policies and guidance contained within this Statement are assessed in more detail within other technical reports submitted with the Application.

6.206 As set out above, at the heart of the NPPF is a presumption in favour of sustainable development (NPPF Paragraph 11).

6.207 For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

6.208 Given the date of the Core Strategy and its current status, an assessment of the Proposed Development has also been undertaken against the policies in the NPPF within this section, to understand if there are any adverse impacts and if these significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole.

6.209 This review has confirmed that on balance, there is no clear reason to refuse the Proposed Development when assessed against the NPPF as a whole.

7 Summary and Conclusions

- 7.1 This Planning Statement (the “Statement”) accompanies an application for Full Planning Permission, submitted to Manchester City Council (MCC), in respect of redevelopment of part of the existing Tesco Car Park, Parrs Wood Lane, East Didsbury, Manchester.
- 7.2 The Site is part of the Tesco Superstore car park comprised of hardstanding equating to 0.24 hectares. A full description of the Site is provided in Section 3 of this Statement, summarising its history and supportive planning context.
- 7.3 The proposals will deliver 75 new dwellings (Use Class C3) including flexible amenity space, car parking, cycle parking as well as landscaping, highways and other associated works. In summary, the proposals will deliver the following benefits:
- **Viable use of an underused site:** The Site has been historically underutilised as a surface level car park. The current use of the Site fails to fully utilise the positive attributes of the Site. The redevelopment of the Site for residential-led uses positively contributes towards the ongoing regeneration of Manchester and the growth of residential accommodation in an area of housing need in a popular area of South Manchester. It will provide an attractive environment and will encourage further investment in the surrounding area.
 - **Support employment opportunities:** During the construction phase employment opportunities will be created, including opportunities to encourage and develop skills, internships, and apprenticeships among the varied and specialised trade contractors during the construction phase. During the operation phase there will be building management employment opportunities and the commercial units will provide employment opportunities in the form of full-time and part-time jobs.
 - **Support inclusive economic growth:** the proposals will support MCC’s vision for inclusive growth and will contribute to a balanced housing market that is required attract talent. The creation of residential units in a mix of sizes, affordable housing tenures, and styles, will promote a mix of families, young professionals, retirees to live and work. This will contribute to meeting the housing need of Manchester every year as stated in Manchester’s Core Strategy Policy H1 Overall Housing Provision and H6 South Manchester and the Residential Growth Strategy. The increased housing provision will in turn result in population growth and an overall enhanced productivity within the City. The site is highly accessible by non-car modes to local, district and the city center, as well as a range of employment locations.
 - **Demand:** The proposed residential development will help to meet the recognised demand for residential accommodation in South Manchester and the popular area of Didsbury. The Site is ideally located for residents to reach a wide range of facilities including work, leisure, a wide range of social infrastructure and numerous transport options.
 - **Brownfield Land:** the proposals make efficient use of brownfield land and repurpose what is an underutilised site. The high-density residential uses capitalize on the highly sustainable location and proximity to all the amenities the City Centre offers.

- **High level of sustainability:** The Proposed Development will utilise an all-electric approach using air source heat pumps as well as utilising a fabric-first approach to the building's design. The Part L improvement would be 11%. This development will take advantage of the decarbonating status of the electricity grid with its full electric heating strategy, ultimately facilitating a 'near-zero' or zero carbon scheme, as the grid mix electricity supply is decarbonised over time.
- **Vitality, Safety and Security:** The redevelopment of the Site and the subsequent increase in activity will animate the area and make it a more welcoming environment for pedestrians. This will help to create a more safe and secure site by increasing the level of natural surveillance.
- **Providing on-site affordable housing:** The proposals will include 20% on-site affordable housing as set out in Appendix B. This will help to meet the identified need for affordable housing in this location and is in accordance with the tenure mix set out in Core Strategy Policy H8.
- **Accessibility:** A development that is designed to be accessible to all users including those whose mobility is impaired

- 7.4 The Site is in a highly accessible location due to the proximity of a wide range of transport links. The Site is within easy reach of areas of work, leisure facilities, public transport and other social infrastructure facilities and would cater to the growing household numbers.
- 7.5 The Proposed Development has been designed taking into consideration a range of housing needs including families, through the provision of one, two bed and three bed apartments. This will contribute to meeting the Manchester's annual housing need as stated in Core Strategy Policy H1, Overall Housing Provision and the Manchester Residential Growth Strategy.
- 7.6 The Proposed Development will help to support the delivery of the identified 438 new affordable homes needed annually as set out by Policy H8 and is addressing the shortfall identified within Manchester. This will be achieved by providing a mixture of accommodation types in the form of affordable rented dwellings.
- 7.7 A comprehensive design evolution process has been undertaken, the design has been continuously tested to ensure that the optimal solution for the Site is achieved and that a viable and deliverable scheme is proposed. This has included consultation with a range of stakeholders including Manchester City Council, Greater Manchester Police and the wider community.
- 7.8 The Core Strategy and all material considerations identified above have been considered in the preparation of the application and evolving the design of the development, alongside site-specific considerations. Policies and guidance contained within these documents are assessed in more detail within other technical reports submitted with the Application. A detailed assessment of the Proposed Development against the Development Plan and material considerations is provided in the Section 6 of this Statement.
- 7.9 Overall, the Proposed Development is considered to be in accordance with policies and guidance at both local – meeting the Development Plan as a whole – and are supported by material considerations.

Appendix A: Green and Blue Infrastructure Statement

Green and Blue Infrastructure Statement

The table below outlines how the Proposed Development responds to the vision and objectives set out in the Manchester Green and Blue Infrastructure Strategy (GBIS) 2015 (and in turn Core Strategy Policies EN9 Green Infrastructure and EN15 Biodiversity and Geological Conservation). It should be read in conjunction with the Design and Access Statement.

Vision:	Response:
By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.	The Proposed Development will enhance the existing Green Infrastructure on the Site through a high-quality approach to design, soft landscaping and tree planting. The Proposed Development will increase the level of existing trees on Site. These will be planted at various locations across the development. Altogether, the additional planting of new trees will enhance the overall biodiversity of the Site while making the immediate area significantly more attractive.
Objectives established to enable the vision to be achieved:	Response:
Improve the quality and function of existing Green and Blue Infrastructure, to maximise the benefits it delivers.	The Proposed Development will involve the redevelopment of an underutilised car park and will unlock access to green infrastructure through high quality development and associated hard and soft landscaping. There will be an increase in the existing number of trees on Site that will enhance the overall biodiversity of the immediate area.
Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth.	The Proposed Development will support the regeneration of South Manchester by maximising the location of the Site. The apartment block is a high-quality development which will be complemented by new hard and soft landscaping. The new built form will create an attractive space that provides enhanced Green Infrastructure, in the form of additional tree planting and areas of landscaping, while forming a high-quality development.

	The enhanced Green Infrastructure will attract residents to live in the development and visitors to the surrounding area as a result of enhancements to the public realm. This will help capture new opportunities for economic and population growth as envisioned in the strategies produced for south Manchester.
Improve connectivity and accessibility to green and blue infrastructure within the City and beyond.	The increase in the number of trees will add more biodiversity to the immediate area. There will also be opportunities for the proposed new additional Green Infrastructure on the Site to link with existing surrounding Green Infrastructure.
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.	The benefits derived through the Proposed Development will help to create a level of understanding and respect for Manchester's Green and Blue Infrastructure assets. As people grow increasingly concerned with the need to take responsive action to Climate Change, new development needs to be more innovative and sensitively designed to reduce its impact. The Proposed Development will increase people's awareness of the importance of Green Infrastructure with the proposed tree planting and areas of landscaping that will improve the public realm in this area.

Appendix B – Affordable Housing Statement

Blackbird Yard, Parrs Wood Lane, East
Didsbury

Affordable Housing Statement

May 2022

Affordable Housing Statement

This Affordable Housing Statement sets out Dandara Living Developments Limited (the Applicant's) proposals for the provision of on-site affordable housing on the existing Tesco Car Park, Parrs Wood Lane, Didsbury, Manchester, taking into account national and local policy. The affordable housing shall meet the definition of affordable housing in Annex 2 of the National Planning Policy Framework.

The Developer

The Applicant, Dandara Living, is the specialist build-to-rent (BTR) division of the Dandara Group. In the 30+ years since the group was founded, Dandara has become a leading provider of residential homes having delivered over 13,500 homes and 1.7 million square feet of commercial and retail space.

Dandara is on target to become the largest developer and operator of 'build to rent' (homes designed specifically for those looking to rent) in the UK, with five sites already open in Leeds, Manchester and Aberdeen and another 13 in the pipeline.

For this Site in East Didsbury, a 6-storey building (including ground) is proposed containing 75 no. residential apartment units with private amenity balcony areas comprising:

- 25 no. 1 bed apartments (33.4%);
- 40 no. 2 bed apartments (53.3%); and
- 10 no. 3 bed apartments (13.4%).

Policy Context

In accordance with [Section 70\(2\) of the Town and Country Planning Act 1990](#) and [section 38\(6\) of the Planning and Compulsory Purchase Act 2004](#) planning applications have to be determined in accordance with the development unless there are material considerations that indicate otherwise.

At a local level, Manchester's Core Strategy (2012) Policy H8 Affordable Housing states that new development will contribute to the City-wide target for 20% of new housing provision to be affordable. Affordable units will be inclusively designed to reflect the character of development on Site.

Manchester's Providing for Housing Choice Supplementary Planning Document (SPD) states that affordable housing should be designed to a high level that is tenure-neutral, indistinguishable from market units, integrated and contributing to the City-wide target of 20% affordable housing provision focusing on primarily family housing.

At a national level, the National Planning Policy Framework ('the Framework') is a material consideration and sets out the Government's commitment to providing a wide choice of high-quality homes.

Paragraphs 20 and 23 state that local planning authorities should ensure sufficient land is brought forward to meet the full objectively assessed needs for market and affordable housing. Paragraphs 61 and 62 set out how local planning authorities should plan for a mix of housing and how they should identify the size, type, tenure and range of housing that is required in particular locations. In addition, they should set policies for meeting affordable housing need on site, unless off-site provision or a financial contribution can be robustly justified. Paragraph 57 of the Framework is clear that pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking.

Paragraph 65 of the NPPF sets out that major development involving the provision of housing should provide at least 10% of the total number of homes to be available for affordable home ownership however, development which provides solely for BTR homes is exempt from this requirement. Furthermore, Annex 2 of the NPPF states that affordable housing for rent (or Affordable Private Rent) is expected to be the normal form of on site affordable housing provision in connection with BTR schemes.

Paragraph 002 of the Planning Practice Guidance states that affordable housing on BTR schemes should be provided by default in the form of affordable private rent, a class of affordable housing specifically designed for build to rent. Affordable private rent and private market rent units within a development should be managed collectively by a single build to rent landlord.

Affordable Housing Provision

The applicant is a BTR operator and committed to bringing forward a BTR scheme on this site. As such, their proposal is to provide 20% affordable housing provision (15 apartments) in the form of affordable private rent.

On this basis, all the market and affordable rented homes can be managed collectively by Dandara Living Developments Limited acting as a single build to rent landlord. In design terms, the proposed apartments will be tenure neutral i.e., provided to the same standards across the board, in a manner that is consistent with the SPD.

On this basis, it is considered that the proposed affordable housing provision does meet the requirements of local planning policy in this case and is further supported by national planning policy, which should also be read as a material consideration in the determination of the approach to affordable housing.

Read in conjunction with our broader planning assessment, provided in the supporting planning statement, it therefore contributes to our overall conclusion that the proposed development is in accordance with the development plan when taken as a whole, and is further supported by material planning considerations.



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