



PLANNING STATEMENT

**FULL PLANNING APPLICATION
CONSTRUCTION OF ONE NEW DWELLING AND
ASSOCIATED INFRASTRUCTURE
LAND AT 23 CRIMSWORTH AVE, CHORLTON, MANCHESTER**

**ON BEHALF OF THE EGERTON (PROPERTY) PARTNERSHIP LTD
MARCH 2021**

CONTENTS

	Page
1. INTRODUCTION	1
2. SITE LOCATION AND CONTEXT	5
3. DESCRIPTION OF THE APPLICATION PROPOSALS	9
4. PLANNING POLICY CONTEXT & HERITAGE REVIEW	13
5. CONCLUSION	20

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1. INTRODUCTION

- 1.1 This Planning Statement is submitted to Manchester City Council (MCC) on behalf of The Egerton (property) Partnership Ltd (hereafter referred to as the 'Applicant'), in support of a full planning application for construction of one new dwelling and associated infrastructure, at land at 23 Crimsworth Ave, Chorlton, Manchester.
- 1.2 The application site (hereafter referred to as the 'site'), comprises a large corner section of residential garden of no. 23 Crimsworth Ave. The edge red boundary of the site is detailed on the Location Plan that accompanies the application. The edge red site area extends to 373 sq.m.
- 1.3 The proposal responds directly to the need to deliver high quality housing in Manchester and its suburbs in the short term and in a highly sustainable location. The development will deliver much needed private family accommodation in line with the strategic housing policy aspirations of MCC.
- 1.4 The proposed layout plans and elevations produced by Simon James, demonstrates how the site can accommodate the proposed development with ease and above all deliver exceptional residential family living accommodation that will integrate well into the cul-de-sac location and neighbourhood and integrate into the existing mature surroundings.
- 1.5 This Statement sets out the context for the development providing the background to the proposals including a description of the site and its surroundings, the proposed development and the relevant up-to-date policy framework. It assesses the proposal against the identified policy framework and key material considerations and sets out the case in support of development.
- 1.6 The site is Located on the MCC Development Plan Proposals Map as being within the urban settlement area of Chorlton, this particular area of Chorlton though is not covered by a Conservation Area annotation.

The Application Submission

- 1.7 The Application seek full permission for the comprehensive delivery of one residential dwelling, with access, two car parking spaces and associated front and

rear amenity gardens. A full set of detailed plans are submitted with the application to aid MCC's swift determination.

- 1.8 Detailed research and investigations have been carried out by a professional team of consultants on behalf of the Applicant. The application comprises the plans and documents listed in Table 1 below. The submission requirements have been assessed against the national and local validation requirements.

Table 1: Application Submission Documents and Plans

DOCUMENT/PLAN	AUTHOR
Application Form and Certificate of ownership	Simon James
Covering Letter	Simon James
155-PL-0S1 Location Plan	Simon James
155-PL-EL1 Proposed Elevation NORTH (front)	Simon James
155-PL-EL2 Proposed Elevation SOUTH (rear)	Simon James
155-PL-EL3 Proposed Elevation WEST (tramline)	Simon James
155-PL-EL4 Proposed Elevation EAST (23 Crim))	Simon James
155-PL-GA1 Proposed plan: GROUND	Simon James
155- PL-GA2 Proposed plan: FIRST	Simon James
155-PL-GA3 Proposed plan: SECOND	Simon James
155-PL-GL1 Proposed plan: SITE PLAN	Simon James
155-PL-GLS1 Existing plan: GROUND	Simon James
155-PL-GS2 Existing plan: FIRST	Simon James
155-PI-GS3 Existing Plan: ATTIC LEVEL	

Design and Access Statement, March 2021	Simon James
Tree Survey and Primary Assessment September 2020	Lally Tree Management
Extended Phase 1 Habitat Survey September 2020	Rachel Hacking Ecology
Planning Statement, March 2021	Bramhall Town Planning Ltd

- 1.9 The purpose of this Statement is to detail the application proposal; examine the site and surroundings; review the planning policy framework and relevant material considerations; identify key benefits of the application and draw conclusions as to the site's suitability for the proposed new build family dwellinghouse.

Overview of the Planning Case

- 1.10 As will be demonstrated by this Statement, the application is promoted as a Development Plan compliant scheme in line with national policy and the presumption in favour of sustainable development should be triggered.
- 1.11 In addition, the application has the ability to deliver a number of benefits to the locality.
- 1.12 It is widely acknowledged that residential development has the ability to contribute to job creation through the development and investment in infrastructure. There are in addition lasting benefits associated with a new residential development relating to the new resident population, the household expenditure in the area and its contribution to the size and depth of the local labour force.
- 1.13 Using the industry widely accepted report by Michael Ball Labour needs of extra Housing (2010), it advocates an average of 1.5 jobs are created directly and maintained by each property built; these jobs are those created by the developer and through the construction process. On this basis the development could deliver in the region on average 1.5 direct jobs. Estimates also suggest that each dwelling constructed leads to up to four indirect jobs in the wider economy, for example this could be in manufacturing and services, as new people move to an area, those people use the local shops, which may need to recruit extra staff or greater patronage on the local buses which in turn may need to recruit more staff. The

indirect jobs arising from the development could therefore be in the region of 4 new employment opportunities.

- 1.14 Furthermore, once completed the development could attract skilled and well-educated people therefore benefitting local employers.

Chapter 2: Site Location and Context – this chapter considers the location and physical characteristics of the site and urban surroundings;

Chapter 3: Description of the Application Proposals – this chapter describes the detailed use and changes in the scale and massing for which planning permission is sought;

Chapter 4: Planning Policy Context Review – this chapter reviews the Development Plan and relevant national policy and considers the development's compliance with this policy along with additional material considerations; and

Chapter 5: Conclusion – this chapter sets out the overriding case and summary of reasons why planning permission should be granted.

2. SITE LOCATION AND CONTEXT

- 2.1 This Chapter provides an overview of the site, its location and physical suitability for residential development.

Context

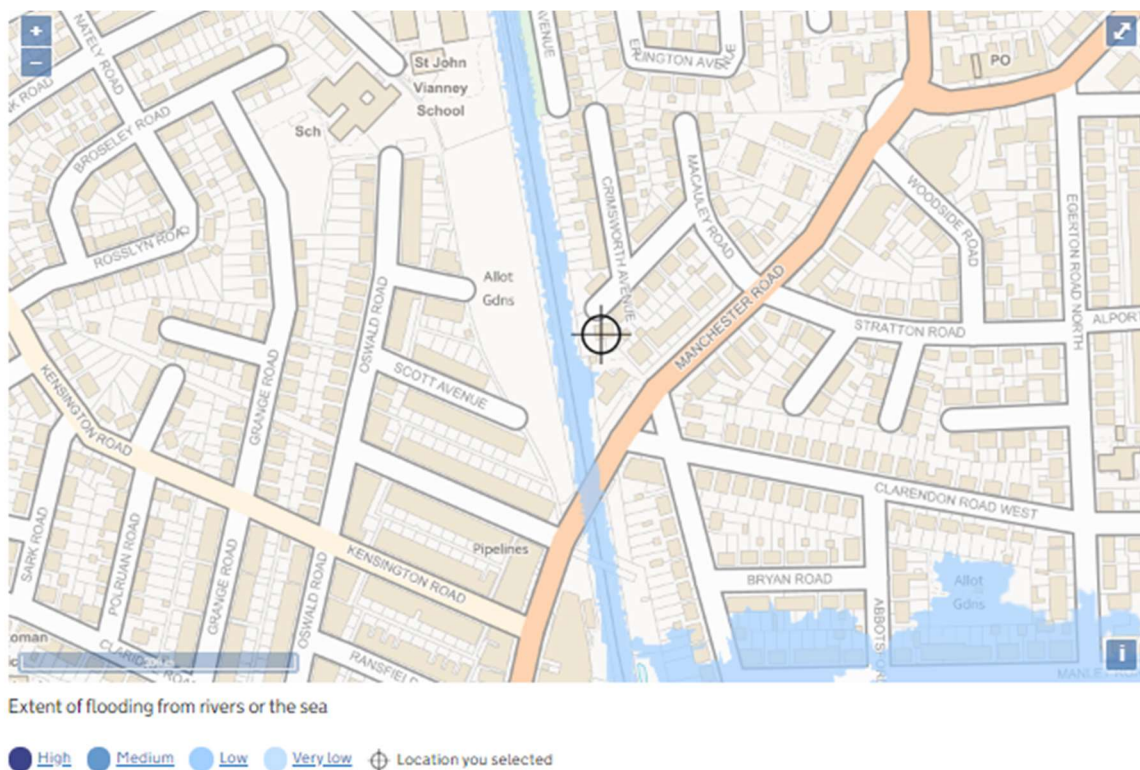
- 2.2 The site is located within the administrative district of Manchester City Council (MCC) and within the ward of Chorlton.
- 2.3 The site extends to 373 sq.m, the site boundary is defined on the Location Plan as submitted with the application. The existing property of no.23 Crimsworth Ave comprises a traditional 2 storey semi-detached property, set within a large corner plot garden. The retained plot for no. 23 Crimsworth Ave will still extend to a large site area of 233sq.m. No. 23 Crimsworth Ave benefits from its own access/driveway which can be separated from the proposed new build development access /driveway point. As an urban residential garden it is acknowledged that as per recent case law the site would be categorised as 'greenfield.'
- 2.4 The application site presents a significantly overgrown garden and has perhaps been largely inaccessible for a number of years. The application is supported by a topographical survey which does not identify any trees within the proposed area of build on the application site. The Phase 1 Ecological Assessment has picked up just one tree where the proposed dwelling house will be sited and thus will be removed. In addition, there is dense shrubby which will need to be removed to accommodate the application proposals.
- 2.5 The site is located at the head of a residential road in the heart of the urban area. The characteristics of the road comprise in general semi-detached and detached properties. The land adjoining the route of the Chorlton tramline (the Metrolink.), beyond which there are allotment gardens. The proposed site boundary is in the region of 9 metres from the tramline, the proposed newbuild line over 12metres from the tramline. To the rear of the property (off Manchester Rd) there appears to be a 4-storey purpose-built block of flats (Queens Court).

- 2.6 The tramline located on the eastern site boundary and due consideration to the boundary has been afforded in the submission. TFGM have been consulted at pre-app by the Applicant.
- 2.7 The site is easily accessible to the wider area by non- car modes of transport. Just 250m to the south is the closest bus stop (service no.86) to Chorlton, with Firwood Tram station to the north (just 780m away). The site local is therefore highly accessible by bus and tram for future residents of the proposed development.
- 2.8 The closest day to day facilities are within easy walking distance just 450m to the south on Manchester Road where there is a range of day to day facilities such a food stores, hairdressers, bars and restaurants.
- 2.9 The site is not in an area at risk of flooding as evidenced by the extracts below (Figures 1 & 2) from the Environment Agency's data maps.

Figure 1: Flood Risk map (EA) Surface water

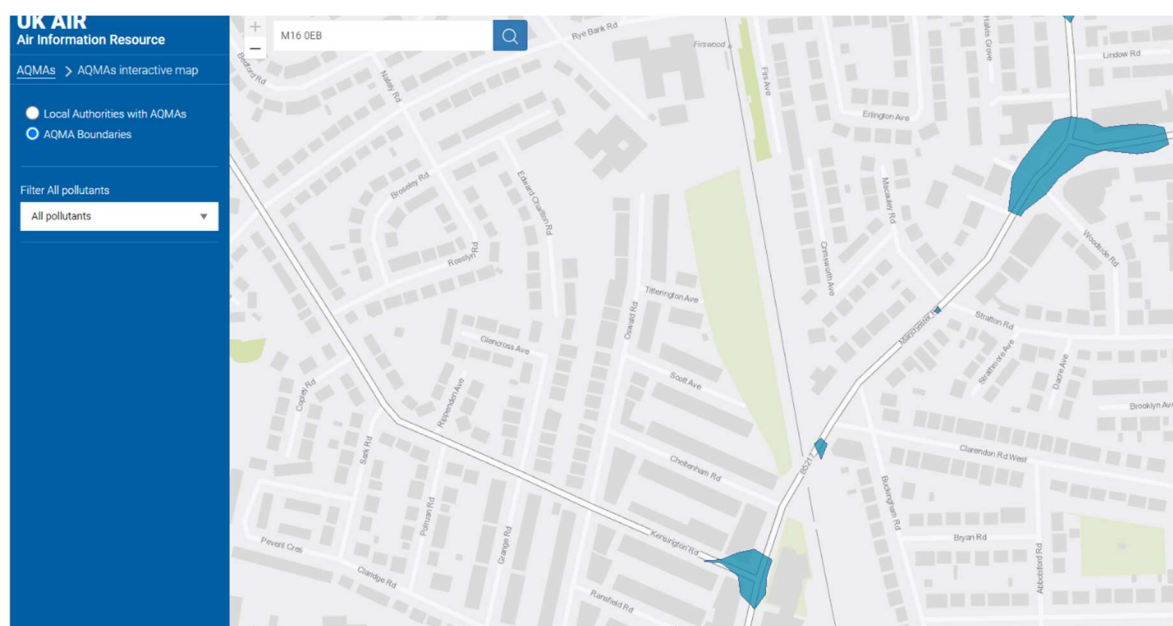


Figure 2: Flood Risk Extract EA (seas and rivers)



2.10 Nor is the site located within an air quality management area, as evidenced within the extract in Figure 3 below.

Figure 3: DEFRA Extract -AQMA



- 2.11 The physical location of the site is considered highly sustainable, with ease of access to day to day facilities and access to employment facilities without reliance on the private car. The areas is well provided for to meet the day to day needs of the new residents.
- 2.12 There are no known formal dedicated cycle routes close to the site but Chorlton does benefit from some cycle lanes on the busy main routes through, these can be accessed with ease.
- 2.13 In physical terms, by virtue of the fact that the site is located within the existing residential area and its current permitted use is for residential the principal acceptability of the site's location for residential use has already been accepted by MCC.
- 2.14 Notwithstanding this, the Applicant considers the most appropriate continued use for the site is residential redevelopment as it benefits from being located in a highly sustainable area based upon its accessibility to reach day to day facilities. There are no potential infrastructure constraints preventing its development and the site borders appropriate neighbouring uses.

Planning History

- 2.15 There are no known relevant planning applications applicable to the site.

3. DESCRIPTION OF THE APPLICATION PROPOSALS

- 3.1 This Chapter of the Statement outlines the key characteristics of the application proposals.

Description of Development

- 3.2 The application seeks full planning permission. The description is set out below: -

"Proposed construction of one new dwellinghouse (Use Class C3) with associated access, car parking and infrastructure."

- 3.3 A site Plan has been prepared in support of the application. The site Plan indicates how the proposed family dwellinghouse can be accommodated on the proposed application site with **absolute ease**.
- 3.4 The proposed dwellinghouse's architectural style and merit is discussed in detail in the Design and Access Statement (DAS).
- 3.5 The site Plan demonstrates what is considered to be the most appropriate and deliverable option for the site layout of the property. Taking account of the amenity of the existing property at No. 23 and relevant separation distances and the existing flats to the rear, the latter in fact set at an angle and are some 26m from the proposed elevation of the new dwellinghouse, thus a sufficient separation distance and due to the angle of the properties no overlooking is anticipated. The application site design has also considered the layout and it is proposed inline with the siting on No.23, along with retaining sufficient front to front elevation separation distances with other properties at Crimsworth Ave. The detailed design has considered car parking requirements (of which two dedicated off-street spaces are proposed), amenity landscaping provision and site constraints (which is an acknowledgment of the adjoining boundary tram line delineation). Details of the evolution of the layout are set out in the DAS which accompanies the application.

Technical Considerations

Highways and access

- 3.6 The application site represents a suitable, sustainable location for a continued proposed residential use. The site is located within easy walking distance to local facilities and amenities and is served by local bus services and the tram station. It is considered the nominal increase and thus net gain of one dwellinghouse will result in a nominal impact on the local highway network. The site Plan identifies the separate access driveway point at the head of the cul-de-ac, whilst vehicle will potentially reverse in and out of the site, the nominal amount of traffic movements and the cul-de-sac location, it is not considered this should arise to any likely safety matters for pedestrians, as they are unlikely to cross this section of the road nor any likely implications for other vehicle traffic on the road area to allow traffic to enter and exit safely.
- 3.7 The application incorporates a secure rear garden which could clearly accommodate a cycle store for the residents, to further encourage the opportunity of sustainable transport.
- 3.8 Therefore, the proposed development is in accordance with both national and local transport policy aspirations, and there are no overriding highways capacity, safety or sustainable transport issues which would question the suitability of the application site for the proposed residential development.

Design

- 3.9 A comprehensive Design and Access Statement has been prepared to explain the evolution and rationale of the proposed site Plan, along with the external extension. It sets out the merits of the scheme and identifies the enviable opportunity the land presents through, utilisation of underused land. With this also comes the opportunity to deliver a sustainable building, the following energy efficiency matters are proposed as part of the application:
- Provision of low flow fittings with aerators to showers and taps;
 - Inclusion of water efficient appliances;
 - Dual flush and limited volume toilet cisterns;

- Energy efficient lighting, draft proofing, more efficient boiler, loft insulation;
- Seek to source building materials locally; and
- Opportunities for thermal efficiency and energy reduction.

3.10 The application is accompanied by a hard and soft landscape scheme. New and existing hard landscaping will be porous tar-mac and new footpaths will be in paving. An additional 0.5m boundary wall to the car parking area for extra security measures and as a defensible barrier to the tram line is proposed. It is expected only 1 tree and shrubs will be removed to accommodate the development. A more appropriate and planned landscape scheme is promoted though the site clearance which will enable ease of maintenance for the new residents. A retained lath fence to the rear and eastern boundary and brick wall and lath fence adjoining boundary with No 23 is proposed. A separate bin storage area is also accommodated within the site boundary.

Flood Risk and Drainage

3.11 As detailed in Figures 1 and 2 above: the online Environment Agency resource identifies that the site lies within land categorised as Flood Zone 1. Flood Zone 1 has the lowest probability of flooding.

3.12 It is acknowledged an area of land to accommodate the dwellinghouse and area to the front that is partly grassed will be resurfaced in porous tar-mac to provide useable car parking spaces, however the building and car parking will be drained to the surface water network. The footpaths as stone will provide a permeable surface for drainage. This is a nominal change and not anticipated to generate a significant impact. Thus, that the risk of flooding to/from adjoining land, ground water and sewers is considered likely to remain low.

3.13 The application proposes that foul will discharge unrestricted into the existing infrastructure.

Ecology

3.14 The application is supported by a Phase 1 Ecological Assessment. This considers the site's opportunity to support protective species. The Assessment concludes there is no bat or badger activity on site. There are no ponds though one is within 250m

and the scrubland may support limited Great Crested Newt habitat but it is unlikely it would support a GCN habitat and no survey is recommended. There is some suitable bird nesting habitat thus any clearance should take place outside the bird nesting season. It identifies there are some invasive species which should be removed and the Applicant would be happy to accept a planning condition to this effect. It recommends bat and bird boxes should be erected to the building.

Trees

- 3.15 The Tree Survey submitted in support of the planning application identifies that only a small area of Japanese maple will need to be removed to accommodate the construction of the new dwellinghouse. The trees on the site are largely contained to the boundary with the tramline and these will be retained, no works are proposed.

Community Infrastructure Levy

- 3.16 MCC do not currently have a Community Infrastructure Levy (CIL) charging schedule in place. There is therefore no requirement for the Applicant to submit any undertaking on this matter and no ability for MCC to seek contributions from the Applicant.

Summary

- 3.17 The application seeks planning permission for one new dwellinghouse. The application promotes a sensitive new build taking account of the immediate environment and neighbouring residential uses, along with sufficient car parking and secure cycle spaces for the future residents. The site is considered highly sustainable. The Applicant has provided a comprehensive application submission which addresses all known technical matters. On the basis of this information, there are no known technical reasons preventing the approval of the application.

4. PLANNING POLICY CONTEXT & HERITAGE REVIEW

4.1 Section 38(6) of The Planning and Compulsory Purchase Act (2004), advocates that development control decisions must be taken in accordance with the adopted Development Plan unless material considerations indicate otherwise.

4.2 For the Purposes of this application, the Development Plan includes the:

- Manchester City Council Core Strategy Development Plan (adopted July 2012);
- Extant remaining Manchester City Council Unitary Development Plan Documents;
- Greater Manchester Joint waste Strategy (adopted July 2012); and
- Greater Manchester Joint Minerals Strategy (April 2013).

4.3 This Statement will consider those of most relevance.

Core Strategy

4.4 The Core Strategy replaces significant strategic parts of the former Unitary Development Plan. The Core Strategy sets the long-term aspirations for Manchester's future development, for example to increase the home ownership rate across the borough and forms the framework that planning applications will be assessed against. A number of the Manchester UDP policies have been saved in addition and applications will be assessed against these where they are considered relevant and up to date against national planning policy.

4.5 The site is located within the urban area of Manchester within the suburb of Chorlton. There are no specific designations applicable to the site as defined on the Councils Proposals Map (an extract is provided below). The following additional MCC Core Strategy policies are considered relevant to the promotion of development on the site.

4.6 Policy H6 South Manchester advocates that around 5% of all new developments over the lifetime of the Core Strategy will be accommodated here. High density

development will generally only be appropriate within the district centres including Chorlton.

- 4.7 The preceding chapters in this Statement have clearly set out the physical sustainable development characteristics of the site.
- 4.8 In line with this policy the site is located within the urban area of Chorlton with neighbouring appropriate residential uses surrounding and in line with the approach of the National Planning Policy Framework (NPPF) which advocates the overarching promotion of sustainable development and encourages decision makers at every level to seek to approve applications for sustainable development where possible.
- 4.9 Policy H8 Affordable Housing- this policy requests affordable housing shall be provided within developments of 15 or more units and on sites of over 0.3ha or more. This is therefore not relevant.
- 4.10 In addition, the Core Strategy seeks to promote new family dwelling houses across the borough (policy H11), as there are significant amounts of apartment led schemes being delivered across the city. The development on the site would be inline with this policy approach.
- 4.11 Policy SO6 seeks to protect and enhance both the natural and built environment of the city and to ensure the sustainable use of natural resources.
- 4.12 Policy H8 Affordable Housing- this policy requests affordable housing shall be provided within developments of 15 or more units and on sites of over 0.3ha or more.
- 4.13 The application proposes the delivery of just one new dwellinghouse and therefore policy H8 is not relevant.
- 4.14 Policy SO6 seeks to protect and enhance both the natural and built environment of the city and to ensure the sustainable use of natural resources. The application is considered compliant with this policy. The application seeks to make better use of an existing significant residential plot the high-quality reconfiguration as set out in preceding chapters and the DAS will allow for the delivery-built fabric energy opportunities.

4.15 Policy EN4 seeks to reduce CO2 emissions by enabling low carbon and zero carbon development. It is anticipated a case can be put forward to comply with this.

4.16 Policy PA 1 Developer Contributions – these relate to contributions to new infrastructure from development. It is not envisage the nominal impact of one dwellinghouse would warrant any contributions to be sought.

4.17 Policy DM1 Development Management-advocates that all development should have regard to a number of matters, these are listed below with a corresponding response:-

- Appropriate siting, layout, form, massing, materials and detail;

The nature of the proposed dwellinghouse means it can be accommodated with ease with to deliver a modern-day home to complement the location. There are appropriate separation distances between the proposing siting and existing properties and no amenity matters are expected to arise. The materials proposed are inline with the existing palate locally, with a slight modern edge.

- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;

As above, this has been given due consideration during the design process.

- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation;

The design of the property retains trees where appropriate and provided an enhanced landscaping scheme to encourage wildlife. Sufficient bin storage is afforded within the site boundary.

- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes;

The building is accessible to a range of the community.

- Community safety and crime prevention;

The external doors will be secure, the rear of the site will be secure. Parking is within the private grounds and cycle storage will be secured.

- Design for health;

The property is located within a highly sustainable area where local facilities are within walking distance. Stairs are only provided internally, and a secure cycle store can be provided to encourage cycle use.

- Adequacy of internal accommodation and external amenity space;

Inline with MCC's Residential Design Guidance and internal space standards for residential dwelling houses over (in essence 3 storeys), the minimum requirement is 106 sq.m. The application proposes a dwellinghouse of 153 sq.m thus complies with this aspect of the policy and design guidance.

- Refuse storage and collection;

The substantial grounds of the property ensures this can be accommodated within

- Vehicular access and car parking;

Two off street dedicated car parking spaces are proposed, and notably there are no parking restrictions along Crimsworth. A third space behind the two proposed could be accommodated for visitors also if required.

- Effects relating to biodiversity, landscape, archaeological or built heritage;

The application provides the opportunity to create a far better landscape scheme that can be managed by the future residents, drawing GL1 illustrates the proposed landscaping opportunities presented by the proposed development.

- Green Infrastructure including open space, both public and private;

Trees will be retained where possible at the boundary and new amenity space provided with a private area to the rear.

- The use of alternatives to peat-based products in landscaping/gardens within development schemes; and

This can be considered.

- Flood risk and drainage.

The site is not at risk of flooding and the nominal increase of one dwellinghouse is not expected to impact on the drainage in the area.

4.18 The application is able to **comply** with all the relevant aspects of policy DM1.

Residential Design Guidance

4.19 The guidance document recognises the importance that high-quality design can make to an area and contributes to the ability to create a home. The guidance emphasises the importance of space and light, to exceed minimum space standards, provide storage This includes consideration of neighbours and the protection of their amenity, this will be a critical consideration of the delivery of a residential and thus appropriate separation distances will be necessary between habitable rooms this is generally along the lines of 19-23m. The application meets this.

4.20 MCC in residential developments as identified above seeks minimum floorspace standards for (which in some cases are an increase on the national minimum standards). This is set out in the design guide for new residential development. The proposed dwelling house at 153 sq.m more than meets the minim 106 sq.m requirement.

Emerging Policy

4.21 Over the next twenty years there is a need to deliver continued sustainable economic growth, creating more jobs and new homes for the people of Greater Manchester.

- 4.22 The ten local authorities in Greater Manchester began working together on a joint plan called the Greater Manchester Spatial Framework (GMSF) (Stockport has stepped out of the process now), this is being prepared to ensure that new homes and jobs are provided in the right places with the transport infrastructure (roads, rail, Metrolink) needed to support communities and manage growth sustainably.
- 4.23 The draft Greater Manchester Spatial Framework sets out:
- How much housing and employment land is needed and the distribution between each district up to 2035;
 - A number of strategic sites across Greater Manchester to assist in meeting these requirements;
 - The importance of infrastructure such as, health, education, transport, green spaces and utilities to support neighbourhoods and employment; and
 - Ways to protect and improve the natural environment.
- 4.24 As this is a draft document and due to the strategic nature of the content and policies, it is subject to change, therefore, this is not considered further here.

National Planning Policy Framework (NPPF)

- 4.25 The Government has recently updated the NPPF. It sets out the national planning policy for England and how the Government's delivery of appropriate development should be received by LPA's and landowners and developers. It provides a framework within which locally- prepared plans for housing and other development can be produced.
- 4.26 The NPPF advocates that at a very high level the purpose of the planning system is to contribute to sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 4.27 Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued, these are an economic, social and environmental objective.
- 4.28 So that sustainable development can be delivered in a positive way, at the heart of sustainable development is the presumption in favour of sustainable development.

4.29 This presumption advocates that:

"Plans and decisions should apply a presumption in favour of sustainable development. ... For decision – taking this means... Approving development proposals that accord with an up to date development plan without delay."

4.30 The relevant policies of the Development Plan have been considered and most remain up to date with the most recently adopted NPPF. With the application able to comply with most and where different material considerations have been provided.

4.31 The NPPF also identifies that a significant objective of Government is to boost the supply of new homes.

4.32 In line with the policy objectives of the NPPF the site proposes to provide a greater supply of individual family accommodation for the area of the residential market that need and want this type of living accommodation, and therefore it is considered in line with this objective.

Summary

4.33 This chapter has identified the adopted and relevant Development Plan policies for the borough. It has identified the site is located within the settlement boundary. Promotion of the development is inline with the aspirations of the Development Plan.

5. CONCLUSION

- 5.1 The application seeks full permission for the construction of a new dwellinghouse on former garden land at 23 Crimsworth Ave.
- 5.2 The proposal responds directly to the pressing need to deliver much needed family housing in the suburban boroughs of Manchester. The development will deliver growth for the area in a spatially preferable urban location in line with the settlement policies.
- 5.3 The site is considered highly sustainable with excellent access to day-to-day facilities, public transport and local employment.

Vision

- 5.4 The DAS demonstrates that the proposals are based on sound design principals that have properly had regard to and addressed the site constraints and opportunities. The scheme continues to achieve an excellent integration with the neighbouring residential uses.

Delivery

- 5.5 The site is in the sole ownership of the Applicant, there are no known constraints to delivery. As an experienced developer in Chorlton the Applicant has a team of construction specialists in order to deliver the development swiftly following the grant of planning permission.

Accordance with the Development Plan

- 5.6 It is acknowledged that with regards to Section 38(6) of the Planning and Compulsory Purchase Act 2004, which dictates that development must be brought forward in line with the Development Plan unless material considerations indicate otherwise; that this application is considered compliant with the Development Plan. The principal of residential use is long established at the site.

Accordance with NPPF

- 5.7 The Application strongly accords with the aims of the NPPF specifically it will deliver highly sustainable development in an appropriate area and deliver much need new homes. The site is located in an accessible location close to key services and facilities

in the town. It will contribute to the local economy through direct and indirect employment opportunities. There will be visual enhancements to the site through clearance and better landscape management.

- 5.8 The NPPF sets out it is the Government's objective to deliver development that accords with the Development Plan for an area.
- 5.9 The proposal achieves demonstratable accordance with the overall objectives of the NPPF, in particular compliance with the Development Plan results in the ability to invoke the presumption in favour of sustainable development.

Conclusion

- 5.10 Without the right type of housing further pressure will be placed on house prices, people will be forced to move further away from the area and new investment and growth could be stifled.
- 5.11 New residential development has a critical role to play in all aspects of social, economic and environmental needs of the area and as demonstrated this development will contribute to all. The economic benefits of this development are more important than ever particularly with the opportunity for new residents to contribute to enhanced patronage of the local services and shops when local centres are facing alternative competition pressures from online retailers. The economic benefits should not therefore be overlooked.
- 5.12 The NPPF identifies positive improvements which the planning system should seek to achieve which includes improving the conditions in which people live, work, travel and take leisure and making it easier for jobs to be created in cities, towns and villages.
- 5.13 Chorlton is a successful and popular suburb to live and work. Continued investment is necessary to ensure this success is retained in longevity. One new dwellinghouse is not anticipated to raise any negative impacts. The proposal is considered to compliment the location and deliver a far better use of urban land.
- 5.14 Having identified the application proposals accords with the Development Plan and therefore compliance with the NPPF's presumption in favour of development, MCC are invited to approve the application accordingly.

BRAMHALL TOWN PLANNING
March 2021

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