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Supporting Statement

In support of a retrospective planning application by

Mr. Nafees Nawfeydeen

for

the change of use of

land adjacent to 587 Stockport Road, Longsight, Manchester, M13 0RX

for the sale and display of motor vehicles

and the siting of a cabin for a temporary period of 3 years

March 2010

sa/ms/4172

CONTENTS

Section	Page
1 Introduction	2
2 Context: The Application Site and its Setting	3
3 Context: Relevant Town Planning History	7
4 Context: Planning Policies	8
5 Context: Consultation	10
6 Application Proposals	11
7 Evaluation	13
8 Design: Access	17
9 Conclusions	18

1. INTRODUCTION

1.1. This town planning Supporting Statement has been prepared on behalf of Mr. Nafees Nawfeydeen in support of a retrospective planning application for the change of use of land adjacent to 587 Stockport Road, Longsight and the siting of a cabin for a temporary period of 3 years.

1.2. This statement reviews the town planning considerations that are relevant to determining the application and identifies important considerations which support the proposals including the approach to design of the scheme and accessibility.

2. CONTEXT: THE APPLICATION SITE AND ITS SETTING

2.1. The application site is previously developed land some 490m^2 in extent and is located within Longsight district centre. It was previously occupied by an extension to the Indian restaurant at no. 587 Longsight Road which was demolished over 18 months ago. The site remained disused and derelict since that time until the current use occupied it in January 2009. Photographs 1 and 2 below were taken on 20 August 2008 and demonstrate the appearance of the site prior to its current use.



Photograph 1: Stockport Road frontage



Photograph 2: Rear of site

2.2. The site is bound to the north by the blank gable elevation of 587 Stockport Road. Windows have been replaced with breeze blocks and only part of the wall is painted (see photograph 1). To the south the site is bound by Brook

Terrace which provides vehicular access to the rear of the site and to the rear of other properties along Longsight Road; access is also provided to a car park which is for the retail uses north of the site.

2.3. Longsight Road is dominated by retail development but does have a wide range of commercial uses along its length including within the vicinity of the application site. Restaurants, hot-food take-aways, offices, banks and other uses are all interspersed amongst the retail units. This variety in uses along with the diverse range of architecture and advertisements along Longsight Road provide a significantly varied street scene.



Photograph 3: western side of Stockport Rd, looking north from site



Photograph 4: Brook Terrace and development south of site



Photograph 5: development south of site

2.4. The development along Stockport Road is predominantly set along a constant building line. Development to the immediate south of the application site is however set back from the road at a greater distance. This results in the site and more so the southern elevation of no. 587 Stockport Road being highly visible when entering Longsight centre from the south along Stockport Road.

2.5. The appearance of the site has changed significantly from that shown in photograph 1 above as a result of the current use. It has been transformed from a derelict site into one that provides an active commercial use along the road frontage as can be seen in the photograph below.



Photograph 6: Stockport Rd frontage

2.6. The current leaseholder has also painted the railings that bound the site a bright colour and provided pedestrian access directly into the site off Stockport Road. As is evident from photograph 6, cars are displayed within the site and a cabin has been positioned centrally against the southern elevation of no. 587.

3. CONTEXT: RELEVANT TOWN PLANNING HISTORY

3.1. The relevant planning history for this site is as follows:

- An application (no. 083594/FO/2007/N2 for the erection of three storey building comprising A1 (shop), A2 (office), A3 (cafe/restaurant) and A5 (hot food take-away) uses at ground floor with offices above, with ancillary car parking to rear was approved on 16 November 2007. The decision notice is appended; the permission expires on 16 November 2010.
- A retrospective application (no. 076860/FO/2005/N2) for the retention of first floor wooden extension to Banqueting Suite for a temporary period of 3 years was refused on 14 December 2005.
- An application (no. 076798/FO/2005/N2) for the erection of 3 storey building to form 2no. A1 shop units at ground floor level, extension of banqueting suite at 1st floor level and 3no. 2 bed apartments at second floor was approved on 20 March 2006. The permission expires on 20 March 2011.
- An application (no. 070645/FO/2004/N2) for the erection of a single storey extension at rear to form additional dining area and laying out of car park for 12 vehicles was approved on 17 March 2004.
- An application (no. 056051/FO/CENTL2/99) for external alterations to form enclosed landscaped area at front and rear including erection of low brick wall with railings to create a beer garden was approved on 24 March 1999.

4. CONTEXT: PLANNING POLICIES

4.1. Planning policy is set out within the development plan, which comprises the Manchester Unitary Development Plan (UDP) and Regional Spatial Strategy (RSS). Relevant national planning policy is established within PPS1 and PPS4.

4.2. Following analysis of the UDP and RSS the following policies are considered relevant to this application. The policies have been extracted and appended to this document[1].

Manchester UDP

- LL1 General Policy;
- LL14 Shopping and Community Facilities
- S1.2 Shopping
- E3.3 Environmental Improvement and Protection;
- DC9.1 New Commercial and Industrial Development – Access for Disabled People; and,
- D13.1 Non-retail uses in Shopping Areas.

Regional Spatial Strategy (RSS)

- DP1 Spatial Principles;
- DP2 Promote Sustainable Communities;
- DP3 Promote Sustainable Economic Development;
- DP4 Make the Best Use of Existing Resources and Infrastructure;
- DP 5 Manage Travel Demand; Reduce the Need to Travel, and Increase Accessibility; and
- Policy DP7 Promote Environmental Quality.

[1] Appendix 1: UDP Extracts
Appendix 2: RSS Extracts

National Planning Policy

4.3. **PPS1 Delivering Sustainable Development** - identifies the importance of ensuring high quality of development through good and inclusive design, and the efficient use of resources. In order to realise this goal, the guidance advises that development proposals should be sustainable and prudent in their use of resources, representing the optimum potential of the site to accommodate development, and successfully respond to their local context. Moreover, the policy emphasises the importance of taking the opportunities available for improving the character and quality of an area, and creating well-mixed and integrated developments.

4.4. **PPS4 Planning for Sustainable Economic Growth** – aims to promote the vitality and viability of town and other centres as important places for communities. The following policies are considered relevant and have been extracted and appended to this document[2]:

- EC10: Determining Planning Applications for Economic Development;
- EC11: Determining planning applications for economic development (other than main town centre uses) not in accordance with an up to date development plan; and,
- EC18: application of car parking standards for non-residential development.

Supplementary Planning Documents

4.5. **Guide to Development in Manchester SPD** – provides guidance on the design of new development.

[2] Appendix 3: PPS4 Extracts

5. CONTEXT: CONSULTATION

5.1. Pre-application discussions have been held between Matthew Symons of Sedgwick Associates and Mr. Robert Lilburn, Development Control Officer for Manchester Council's North Area Team. Mr. Lilburn was of the opinion that the application would not be approved as the Council would prefer retail development on the site and would be concerned that the proposed use would harm the district centre of Longsight.

6. APPLICATION PROPOSALS

6.1. The change of use of the land adjacent to 587 Stockport Road, Longsight for the sale and display of motor vehicles is proposed together with the siting of a cabin. The application is for temporary change of use for 3 years.

6.2. The siting of the proposed cabin does not constitute operational development. It is shown in the photographs below and as can be seen it is a metal box container with a door on its southern elevation and a window on its western elevation facing Stockport Road. It is to be sited centrally along the northern boundary.



Photograph 7: taken from rear of site



Photograph 8: taken from front of site

6.3. It is proposed that the Council limits the number of motor vehicles to be displayed for sale on site at any one time. Staff/customer parking will be located to the rear of the site adjacent to the existing vehicular access; a total of 6 parking spaces are proposed. The business currently has one employee.

6.4. Proposed opening hours are as follows:

Monday – Saturday: 08:00 – 22:00

Sunday: 10:00 – 17:00

6.5. As part of the temporary change of use the applicant intends to retain the existing boundary railings. At present approximately half of the boundary railings have been painted; it is proposed that the remainder is also painted.

7. EVALUATION

7.1. The extract below (from the location plan submitted under application no. 083594/FO/2007/N2) demonstrates that a single storey extension to no. 587 Stockport Road once occupied the site prior to its use for the sale and display of motor vehicles.



7.2. The extension was demolished following the approval of application no. 083594/FO/2007/N2 in November 2007. The exact date of demolition can be provided if required but photographs 1 - 2 of this Statement were taken in August 2008; the extension was evidently demolished before this date, at least 18 months ago.

7.3. It is evident from photographs 1 – 2 that the site had an adverse impact on its surroundings since the demolition of the extension. Furthermore the presence of a derelict site in the district centre of Longsight would have had an adverse impact on its vitality and viability. The undesirable inactivity is of course furthered by the closure of the Indian restaurant at 587 Stockport Road which has remained disused and boarded up since.

7.4. Photograph 9 below demonstrates that the application site was marketed by the owner. The board was in place for some 15 months but no interest was

shown in developing or even acquiring the land. As such the owner proceeded to search for a temporary occupier.



Photograph 9: Advertisement Board

7.5. The owner was obviously aware that the site has two extant permissions for its redevelopment granted under application no.'s 083594/FO/2007/N2 and 076798/FO/2005/N2 which expire on 16 November 2010 and 20 March 2011 respectively; a temporary use for the site would provide the owner with income whilst the economic climate recovers sufficiently to provide a developer with confidence to implement one of the approved schemes or pursue a different permission. The owner hopes that this will occur as soon as possible so that the full value of the site can be realised.

7.6. In aspiring towards the sale of the site the owner required a temporary use that would agree to a short term lease as this would obviously enable the speedy sale of the land if an interested party were to come forward. There are a limited number of uses that would fit this bill. The proposed use is however well suited to temporary occupation of development sites. It can move onto the site without requiring any operational development to be undertaken.

7.7. The use for sale and display of motor vehicles commenced in January 2009. This resulted in the site being brought back into beneficial use. A different company now occupies the site; its change of use has however benefited the street scene as well as the vitality and viability of Longsight district centre. It has removed a derelict site from the heart of Longsight.

7.8. The proposed use is in compliance with local, regional and national planning policy:

- It will make use of previously developed land within a settlement which is sequentially preferable under policy D4 of RSS;
- Its temporary use will secure sustainable economic growth of the site and Longsight in accordance with policy EC10 of PPS4;
- It will improve the character and appearance of the street scene, the district centre and the A6 Stockport Road, in accordance with UDP policies E3.3, LL1 and S1.2, because:
    a. It will replace a derelict, inactive site with a use that is open 7 days a week and provides an active frontage in the heart of the district centre;
    b. The proposals include painting the existing boundary treatment which was previously neglected and do not include intrusive advertising;
    c. The proposed number of vehicles for display will ensure that the street scene does not become cluttered; and,
    d. The cabin is sited away from the road frontage and well screened by the vehicles on display.
- It is supposed that the Council would consider favourably an application for temporary permission for the use of the site as a car park; the level of advertising proposed on site ensures there is very little difference between car parking and the proposed use in visual terms.
- The proposals include the provision of 6 parking spaces. There should be no highways concerns as the extant permissions also include parking areas to the rear of the site.
- The application site is not bound by residential development and as such will not cause disamenity to residents in accordance with policy LL14 of the UDP;
- The location of the supplication site within the district centre ensures it is highly accessible by public transport;
- The district centre comprises of a wide range of uses along Stockport Road as demonstrated in section 2 of this Statement. The proposed use

will add to this variety and will therefore be in keeping with the character of Longsight. It will also importantly replace an obsolete site, in accordance with policy S1.2 of the UDP.

7.9. It is appreciated that the LPA would prefer retail development of the site. Marketing of the site that has two extant permissions for mixed-use development has however been unsuccessful. There is therefore little prospect of development occurring on site in the near future. The proposed temporary use will make beneficial use of the site that is in an important location within Longsight District Centre. It will also improve the street scene as well as the vitality and viability of Longsight. The site owner intends to sell the site for redevelopment once an interested party comes forward. The Council will then realise their preferred development and the proposed use will have no adverse impact in the meantime.

8. DESIGN: ACCESS

8.1. It is intended that the development can be accessed by disabled and fully ambulant alike. The application site is within easy walking and cycling distance for the surrounding neighbourhood. There is very good accessibility to public transport within close proximity.

9. CONCLUSIONS

9.1. This professional assessment of the proposals shows that the scheme meets all the policies of the development plan, and site specific requirements. There are no town planning considerations that indicate that planning permission should not be forthcoming. **The proposals are therefore commended to the LPA for approval.**

Appendix 1
UDP Extracts

Environmental Improvement & Protection E3.3
The Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

New Commercial & Industrial Development - Access for Disabled People
DC9.1 The Council will require all new commercial and industrial buildings and the environments in which they are set, including car parking areas, to meet high standards of accessibility for disabled people. This requirement will also apply to development which involves the adaptation of existing buildings unless practical considerations dictate otherwise.

Non-retail Uses in Shopping Areas
DC13.1 In determining applications for non-retail uses in shopping areas (excluding the City Centre) the Council will have regard to:
a. the contribution of the proposed activity to the viability and vitality of the shopping area;
b. the contribution the proposed development would make in terms of urban regeneration;
c. the availability of adequate, safe and convenient arrangements for car parking and servicing;
d. the effect of the proposed development on the street scene; and
e. the balance between retail and non-retail uses in the shopping area.

LL1 General Policy
In deciding its attitude to proposals within Longsight and Levenshulme, the Council will have regard to the general policies in Part 1 of the Plan in order to:-
a) improve the quality and range of housing to meet the needs of the local community;
b) improve the quality of the local environment;
c) improve the quality and promote the use of open spaces and recreational facilities for leisure use;
d) reduce the amount of through traffic passing through residential areas so as to improve safety and quality of environment;
e) provide an efficient transport system, improving access to job opportunities, shopping and leisure facilities and open spaces;
f) encourage industrial and commercial development and improvement where there will be no detriment caused to residential amenity.

LL14 Shopping & Community Facilities
The Council will permit new developments and the improvement of shopping and related services on Stockport Road within Levenshulme District Centre so long as they do not cause disamenity to residents of adjacent areas resulting from noise, litter and car parking.

Shopping S1.2
The Council in partnership with the private sector will encourage, where appropriate, the improvement and re-development of existing District Centres in order to ensure that they remain the focus for both shopping and a full range of community facilities. These centres comprise Cheetham Hill, Chorlton, Didsbury, the district centre in Sportcity, Fallowfield, Gorton, Harpurhey, Levenshulme, Longsight, Newton Heath, Northenden, Openshaw, Rusholme, Withington and Wythenshawe.

Particular emphasis will be given to improving safety and enhancing environmental quality, tackling traffic problems and increasing economic viability. Priority will be given to following centres:- Cheetham Hill, the district centre in Sportcity, Gorton, Harpurhey, Levenshulme, Longsight, Newton Heath, Openshaw, Wythenshawe.

Elsewhere, more limited measures will be taken to improve conditions for pedestrians especially those with restricted mobility, visual impairments or shopping with young children. Where possible further off street car parking will be provided as part of achieving these ends.

New development will be particularly welcome where it replaces obsolete shopping floorspace and is in keeping with the character of the existing centre.

Appendix 2
RSS Extracts

Government Office
for the North West

North West of England Plan
Regional Spatial Strategy to 2021



4 Spatial Principles

Policy DP 1

Spatial Principles

The following principles underpin RSS (incorporating RTS)

Other regional, sub-regional and local plans and strategies and all individual proposals, schemes and investment decisions should adhere to these principles. All may be applicable to development management in particular circumstances:

- promote sustainable communities;
- promote sustainable economic development;
- make the best use of existing resources and infrastructure;
- manage travel demand, reduce the need to travel, and increase accessibility;
- marry opportunity and need;
- promote environmental quality;
- mainstreaming rural issues;
- reduce emissions and adapt to climate change.

The 8 Policies DP 2 -9 amplify these principles and should be taken together as the spatial principles underlying the Strategy. They are not in order of priority.

The whole of the RSS should be read together and these principles should be applied alongside the other policies which follow.

4.1 These are the principles which have shaped this RSS. Applying them to all plans and strategies in the North West that affect the development and management of different land uses, as well as to individual proposals, will help to ensure an effective cascade of policy from regional to sub-regional and local levels, promoting sustainability and subsidiarity.

Policy DP 2

Promote Sustainable Communities

Building sustainable communities – places where people want to live and work - is a regional priority in both urban and rural areas. Sustainable Communities should meet the diverse needs of existing and future residents, promote community cohesion and equality and diversity, be sensitive to the environment, and contribute to a high quality of life, particularly by:

- fostering sustainable relationships between homes, workplaces and other concentrations of regularly used services and facilities;
- taking into account the economic, environmental, social and cultural implications of development and spatial investment decisions on communities;
- improving the built and natural environment, and conserving the region's heritage;
- improving the health and educational attainment of the region's population, reducing present inequalities;
- promoting community safety and security, including flood risk (see map 2.11);
- encouraging leadership, joint working practices, community consultation and engagement;
- reviving local economies, especially in the Housing Market Renewal Areas and other areas in need of regeneration and housing restructuring such as Blackpool, Fleetwood and Morecambe;
- integrating and phasing the provision public services (including lifelong learning) and facilities to meet the current and future needs of the whole community, ensuring that those services are conveniently located, close to the people they serve, and genuinely accessible by public transport;
- promoting physical exercise through opportunities for sport and formal / informal recreation, walking and cycling.

The guiding principles of the UK Sustainable Development Strategy 2005 [31] or its successors and the basic elements of sustainable communities as set out in 'Sustainable Communities: People, Places and Prosperity (A Five Year Plan) should be followed.

4.2 The Sustainable Communities Five Year Plan defines the components of sustainable communities. In short they are: active, inclusive and safe; well run; environmentally sensitive; well designed and built; well connected; thriving; well served; and fair for everyone. Investing in housing is an important part of achieving this vision, but creating sustainable communities is about more than this. It is about addressing disparities and improving quality of life; increasing jobs and economic growth; encouraging people to get involved in the decisions that affect their community; building schools and hospitals as an integral part of development, not an afterthought; and improving the natural and built environment.

31 Securing the future delivering UK sustainable development strategy, UK Govt, 2005.

4 Spatial Principles

Policy DP 3

Promote Sustainable Economic Development

It is a fundamental principle of this Strategy to seek to improve productivity, and to close the gap in economic performance between the North West and other parts of the UK. Sustainable economic growth should be supported and promoted, and so should reductions of economic, environmental, education, health and other social inequalities between different parts of the North West, within the sub-regions, and at local level.

4.3 Building a strong, stable and sustainable economy is a key factor in improving quality of life and one of the UK Guiding Principles for Sustainable Development. After years of deep-rooted industrial decline, the NW economy has performed well in recent years, but there is still much to do. Overall GVA per head in the NW is 12% lower than the England average, but there are considerable variations across the region, with Cheshire having the highest GVA per head and Manchester City Region experiencing the highest growth rates and Cumbria the lowest. We need to strengthen regional economic performance, to continue the transformation of the economy in a sustainable way, enabling the sub-regions to achieve their potential in light of a clear understanding of their distinctive roles and visions for the future as set out in the sub regional policies in chapters 10-13 of this document.

4.4 There are also other disparities – not just in economic growth – between the NW and the rest of the UK; between the NW sub-regions; and within them. The maps at Diagrams 2.2- 2.9 illustrate just some of them. In addition to spatial disparities, there can also be concentrations of disadvantage within specific groups such as older people, Black and Minority and Ethnic groups and people with disabilities. Plans and strategies should seek to better understand these disparities and concentrations of disadvantage, devise policies and focus investment to address them. The new spatial approach in planning will facilitate this, integrating different policy themes and delivery mechanisms (horizontal) and between different geographic levels (vertical) in knowledge of the needs and priorities of specific places. At the local level these priorities will be articulated in Sustainable Community Strategies and reflected in Local Area Agreements (LAAs) and Multi Area Agreements (MAAs).

Policy DP 4

Make the Best Use of Existing Resources and Infrastructure

Priority should be given to developments in locations consistent with the regional and sub-regional spatial frameworks as set out in Chapter 5 (notably policy RDF1) and sub regional policies in Chapters 10-13 which:

- build upon existing concentrations of activities and existing infrastructure;
- do not require major investment in new infrastructure, including transport, water supply and sewerage. Where this is unavoidable development should be appropriately phased to coincide with new infrastructure provision.

Development should accord with the following sequential approach:

- first, using existing buildings (including conversion) within settlements, and previously developed land within settlements;
- second, using other suitable infill opportunities within settlements, where compatible with other RSS policies;
- third, the development of other land where this is well-located in relation to housing, jobs, other services and infrastructure and which complies with the other principles in DP1-9.

Natural and man-made resources should be managed prudently and efficiently. Sustainable construction and efficiency in resource use (including reuse and recycling of materials) should be promoted.

4.5 The competitiveness of the region's economy is important and its growth must be facilitated but, increasingly, demands for houses, workplaces and services will need to be met in a more sustainable fashion, making the best use of land and existing infrastructure, and managing resources prudently and efficiently. There will be many opportunities to encourage the re-use of disused land and buildings. This is critical to improving the Region's image. The Region contains a very large extent of dereliction and a large number of old industrial buildings of historic interest and great character in need of new uses, especially in the urban areas. Greater use of land that has been previously developed, and lies within settlements, is required for all forms of development across the Region. Not all areas of previously developed land, however, will be suitable or appropriate for built development. For example, former military bases in rural areas could be relatively remote, may have returned to open land uses or be supporting valuable habitats. Other policies, particularly those on the wider countryside (RDF2), and on derelict land and contamination (EM2), provide further guidance on this issue, and Table 7.1 sets out indicative District targets for the proportion of housing to use brownfield land and buildings.

4 Spatial Principles

Policy DP 5

Manage Travel Demand; Reduce the Need to Travel, and Increase Accessibility

Development should be located so as to reduce the need to travel, especially by car, and to enable people as far as possible to meet their needs locally. A shift to more sustainable modes of transport for both people and freight should be secured, an integrated approach to managing travel demand should be encouraged, and road safety improved.

Safe and sustainable access for all, particularly by public transport, between homes and employment and a range of services and facilities (such as retail, health, education, and leisure) should be promoted, and should influence locational choices and investment decisions.

Major growth should, as far as possible, be located in urban areas where strategic networks connect and public transport is well provided.

All new development should be genuinely accessible by public transport, walking and cycling, and priority will be given to locations where such access is already available.

In rural areas accessibility by public transport should also be a key consideration in providing services and locating new development, emphasising the role of Key Service Centres (Policy RDF2).

4.6 This principle is clearly reflected in the transport objectives and policies of RSS. But its impact is much wider than this. It has helped shape the broad spatial priorities in the RSS, which have in turn influenced the distribution of housing in table 7.1. It has influenced the locational criteria for regionally significant economic development, with accessibility by public transport highlighted as a key consideration in policy W2. It underpins retail policy and the emphasis on development in town centres and KSCs. These considerations are equally applicable at local and sub-regional levels when preparing plans and strategies such as LDFs and LTPs, or deciding on individual schemes and proposals. RDF2 sets out the policy for developments in more remote rural locations where innovative solutions will be needed to address the need to manage travel demand and reduce the need to travel.

Policy DP 6

Marry Opportunity and Need

Priority should be given, in locational choices and investment decisions, to linking areas of economic opportunity with areas in greatest need of economic, social and physical restructuring and regeneration. Proximity to, and access via public transport from, such areas will be important considerations in the choice of employment locations and sites.

4.7 This principle is closely related to the previous one encouraging accessibility. It has implications for both the linkages between areas, notably by public transport, and for locational decisions in respect of employment, housing, services and facilities. It brings together two important spatial concepts – proximity and connectivity – to address social inclusion in its widest sense and regeneration.

4.8 It is an important feature of society today, notably in our cities, that some of the poorest, most deprived areas are frequently close to areas of growth and opportunity. For example, concentrations of worklessness (see Diagram 2.3) - 40% of unemployment in the region is in the ten Districts with the best record for recent economic growth. We need to understand these geographies and the needs of different communities living within them and promote policies to marry opportunity and need through land use and physical infrastructure decisions, including transport, and through skills and employability initiatives. The RES and Northern Way Growth Strategy provide a context for this at regional level. Sub-regional and local plans and strategies should also address these issues.

Policy DP 7

Promote Environmental Quality

Environmental quality (including air, coastal and inland waters), should be protected and enhanced, especially by:

- understanding and respecting the character and distinctiveness of places and landscapes;
- the protection and enhancement of the historic environment;
- promoting good quality design in new development and ensuring that development respects its setting taking into account relevant design requirements, the NW Design Guide and other best practice;
- reclaiming derelict land and remediating contaminated land for end-uses to improve the image of the region and use land resources efficiently;
- maximising opportunities for the regeneration of derelict or dilapidated areas;
- assessing the potential impacts of managing traffic growth and mitigating the impacts of road traffic on air quality, noise and health;
- promoting policies relating to green infrastructure and the greening of towns and cities;
- maintaining and enhancing the tranquillity of open countryside and rural areas;
- maintaining and enhancing the quantity and quality of biodiversity and habitat;
- ensuring that plans, strategies and proposals which alone or in combination could have a significant effect on the integrity and conservation objectives of sites of international importance for nature conservation are subject to assessment, this includes assessment and amelioration of the potential impacts of development (and associated traffic) on air quality, water quality and water levels.

4.9 The pursuit of sustainable development demands that we live within environmental limits, respecting the environment, natural resources and biodiversity. It is a fundamental tenet that has not only influenced RSS polices on the environment, waste and energy, but cross-cuts the

Appendix 3
PPS4 Extracts

Communities and Local Government

Planning shapes the places where people live and work and the country we live in. It plays a key role in supporting the Government's wider social, environmental and economic objectives and for sustainable communities.



PLANNING

Planning Policy Statement 4:

Planning for Sustainable Economic Growth

DEVELOPMENT MANAGEMENT POLICIES

POLICY EC10: DETERMINING PLANNING APPLICATIONS FOR ECONOMIC DEVELOPMENT

EC10.1 Local planning authorities should adopt a positive and constructive approach towards planning applications for economic development. Planning applications that secure sustainable economic growth should be treated favourably.

EC10.2 All planning applications for economic development should be assessed against the following impact considerations:

a. whether the proposal has been planned over the lifetime of the development to limit carbon dioxide emissions, and minimise vulnerability and provide resilience to, climate change[14]

b. the accessibility of the proposal by a choice of means of transport including walking, cycling, public transport and the car, the effect on local traffic levels and congestion (especially to the trunk road network) after public transport and traffic management measures have been secured[15]

c. whether the proposal secures a high quality and inclusive design which takes the opportunities available for improving the character and quality of the area and the way it functions

d. the impact on economic and physical regeneration in the area including the impact on deprived areas and social inclusion objectives

e. the impact on local employment

POLICY EC11: DETERMINING PLANNING APPLICATIONS FOR ECONOMIC DEVELOPMENT (OTHER THAN MAIN TOWN CENTRE USES) NOT IN ACCORDANCE WITH AN UP TO DATE DEVELOPMENT PLAN

EC11.1 In determining planning applications for economic development other than for main town centre uses which are not in accordance with the development plan, local planning authorities should:

a. weigh market and other economic information alongside environmental and social information

b. take full account of any longer term benefits, as well as the costs, of development, such as job creation or improved productivity including any wider benefits to national, regional or local economies; and

c. consider whether those proposals help to meet the wider objectives of the development plan

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[14] See Paragraph 9 and 42 of *Planning and Climate Change: Supplement to Planning Policy Statement 1* (CLG, 2007).

[15] Advice on assessing transport impacts is set out in *Guidance on Transport Assessments* (DfT and CLG, 2007).

POLICY EC17: THE CONSIDERATION OF PLANNING APPLICATIONS FOR DEVELOPMENT OF MAIN TOWN CENTRE USES NOT IN A CENTRE AND NOT IN ACCORDANCE WITH AN UP TO DATE DEVELOPMENT PLAN.

EC17.1 Planning applications for main town centre uses that are not in an existing centre and not in accordance with an up to date development plan should be refused planning permission where:

a. the applicant has not demonstrated compliance with the requirements the sequential approach (policy EC15); or

b. there is clear evidence that the proposal is likely to lead to significant adverse impacts in terms of any one of impacts set out in policies EC10.2 and 16.1 (the impact assessment), taking account of the likely cumulative effect of recent permissions, developments under construction and completed developments

EC17.2 Where no significant adverse impacts have been identified under policies EC10.2 and 16.1, planning applications should be determined by taking account of:

a. the positive and negative impacts of the proposal in terms of policies EC10.2 and 16.1 and any other material considerations; and

b. the likely cumulative effect of recent permissions, developments under construction and completed developments

EC17.3 Judgements about the extent and significance of any impacts should be informed by the development plan (where this is up to date). Recent local assessments of the health of town centres which take account of the vitality and viability indicators in Annex D of this policy statement and any other published local information (such as a town centre or retail strategy), will also be relevant.

POLICY EC18: APPLICATION OF CAR PARKING STANDARDS FOR NON-RESIDENTIAL DEVELOPMENT

EC18.1 Local parking standards should apply to individual planning applications unless:

a. the applicant has demonstrated (where appropriate through a transport assessment) that a higher level of parking provision is needed and shown the measures proposed to be taken (for instance in the design, location and operation of the scheme) to minimise the need for parking.

b. for retail and leisure developments located in a town centre, or on an edge of centre site, the local planning authority is satisfied that:

   i. the parking provision is consistent with any town centre parking strategy and the facilities will genuinely serve the town centre as a whole and this has been secured before planning permission is granted

   ii. the scale of parking is proportionate to the size of the centre

EC18.2 In the absence of local parking standards, the maximum standards set out in Annex D of Planning Policy Guidance Note 13: Transport will apply (subject to the provisions in Policy EC18.1).

POLICY EC19: THE EFFECTIVE USE OF CONDITIONS FOR MAIN TOWN CENTRE USES

EC19.1 Local planning authorities should make effective use of planning conditions to implement their policies and proactively manage the impacts of development by imposing planning conditions to:

a. prevent developments from being sub-divided into a number of smaller shops or units, or to secure the provision of units suitable for smaller business, by specifying the maximum size of units

b. ensure that ancillary elements remain ancillary to the main development

c. limit any internal alterations to increase the amount of gross floorspace by specifying the maximum floorspace permitted

d. limit the range of goods sold, and to control the mix of convenience and comparison goods and

e. resolve issues relating to the impact of the development on traffic and the amenity of neighbouring residents, such as the timing of the delivery of goods to shops and the adequate provision for loading and unloading

EC19.2 In considering restrictions on deliveries, local authorities should take account of all relevant factors, including impact on congestion, especially in peak periods. In considering how to mitigate night-time noise, local authorities should consider alternatives to a complete ban, such as embodying codes of practice into planning obligations relating to the number of vehicles and noise standards.