

Chorlton Precinct, Manchester

Planning Statement

On behalf of:

PJ Livesey Homes (6) Limited

Southway Housing Trust

Tameside MBC as Administering Authority for the Greater Manchester Pension Fund

March 2025 (Partial Update May 2025)

REFERENCE:	CHORLTON PRECINCT, MANCHESTER		
JOB NUMBER:	DATE:	PREPARED BY:	VERIFIED BY:
50BCD0574827	28/03/2025	Martha Broere Kate Goodwin	Chris Argent
CBRE LIMITED, 10TH FLOOR, ONE ST PETER'S SQUARE, MANCHESTER, M2 3DE			
Telephone: 0161 455 7666		Fax: 0161 233 5684	
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1 Introduction

- 1.1 This Planning Statement has been prepared by CBRE Limited on behalf of PJ Livesey Homes (6) Limited, Southway Housing Trust and Tameside MBC as Administering Authority for the Greater Manchester Pension Fund (Joint Applicants but hereafter described as ‘The Applicant’) in support of a Full Planning Application submitted to Manchester City Council (‘MCC’ or ‘the Council’), as local planning authority, (‘LPA’) for the demolition of the former Chorlton Precinct shopping centre (including Graeme House) and a residential-led mixed-use redevelopment. The proposed scheme is to be known as ‘Chorlton One’.

Description of Development

- 1.2 The application seeks full planning permission for the demolition of the existing precinct and associated structures and the development of up to 262 homes with ground floor commercial uses (976 sqm NIA) and associated infrastructure, access and landscaping. The description of development is as follows:

“Application for Full Planning Permission for the demolition of existing structures and the erection of 6no. residential buildings to provide up to 262 residential dwellings (Use Class C3) with ground floor commercial uses (Use Class E (a-e); infrastructure works including electric substation and associated utilities works, service yard, vehicular and pedestrian accesses; together with public realm works and hard/soft landscaping”.

- 1.3 The masterplan and associated architectural drawings of the proposed development have been prepared by Feilden Clegg Bradley Studios (architects) and Randall Thorp (landscape architects) who have been guided through an iterative design process by the various technical consultants that are instructed on this project. The scheme, as proposed, has been subject to formal pre-application consultation with Manchester City Council (as statutory local planning authority), design review (Conservation and Heritage Advisory Panel) and consultation with members of the community (public consultation).
- 1.4 This Planning Statement seeks to assess the proposed development against the statutory development plan and other material considerations, including the National Planning Policy Framework (‘NPPF’).

Prior Notice for Demolition

- 1.5 A separate Prior Notice for Demolition application (LPA ref. 141706/DEM/2024) was submitted to MCC, as LPA, in December 2024 to determine if prior approval is required for the proposed demolition of buildings under the terms of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) – Schedule 2, Part 11, Class B. The prior notice submission sought to formalise the following works on site in advance of the full planning application to align with the requirements of the Brownfield Funding Application grant which must be expended by March 2025:

- Asbestos removals
- Soft strip of all structures
- Demolition of superstructures
- Removal of all substructures
- Processing of site waste arisings
- Removal of all other waste from site

1.6 The prior notice submission was informed by the following reports/plans:

- Application Forms
- Covering Letter
- Site Location Plan (incl. area of proposed works) (Ref. 131 00 1002 - B)
- Demolition Management Plan (including Method Statement)
- Site Investigation ('SI') Report & Remediation Strategy
- Phase 1 Desk Study (Ground Conditions Report)
- GPRS and Topographical Surveys
- Ecological Impact Assessment
- Utilities Statement
- Arboricultural Method Statement

1.7 The Demolition Management Plan, prepared by the proposed demolition contractor, sets out the proposed mitigation measures to minimise impacts on surrounding receptors. For the purposes of robustness, the following reports/plans submitted with the Prior Notice for Demolition are re-submitted as part of this full planning application submission:

Supporting Information	Author
Demolition Management Plan (including Method Statement)	S J Walchester Limited
Arboricultural Method Statement	Tyler Grange

1.8 Given that there is overlap between the Prior Notice and this full planning application submission, the following reports, which were submitted with the Prior Notice, are not submitted to avoid replication:

Supporting Information	Author
Site Investigation Report & Remediation Strategy	Civic Earth
Phase 1 Desk Study (Ground Conditions Report)	Civic Earth
GPRS and Topographical Surveys	JLP Surveying
Ecological Impact Assessment	Tyler Grange
Utilities Statement	BWB

1.9 The prior notice was approved by MCC, as the Local Planning Authority, on 6th January 2025, confirming that the proposed demolition of the existing shopping precinct and Graeme House office building can be undertaken under permitted development rights. The first phase of the approved demolition works, comprising asbestos removal and 'internal' soft strip of fixtures and fittings, has already commenced and is due to be completed in Q2 2025. The second phase of the works, comprising demolition of superstructures, processing and removal of site waste arisings is yet to commence.

1.10 The decision notice associated with the Prior Notice for Demolition stated that Manchester City Council (MCC), as local planning authority (LPA), is satisfied that the proposed scope of demolition works will not have a significant impact on the environment; this reflects the fact that the Prior Approval cannot be granted where it concerns 'EIA Development'.

- 1.11 For this reason, the proposed scope of demolition works has been assessed within the cumulative section of the Environmental Statement (ES) given that this forms an extant consent for the application site itself which supports the current development proposals.
- 1.12 It should be noted that this extant demolition consent has formed the basis for undertaking the assessments contained within this ES; namely that demolition works will not have a likely significant effect. On this basis, each technical discipline has appropriately identified their baseline scenario and undertaken their assessments on this basis (i.e. construction phase effects) that the demolition works at the site are already consented and being undertaken at the time of the application.
- 1.13 As noted above, the Council has confirmed that the proposed demolition works would not result in likely significant environmental effects. On this basis, the proposed demolition works can be considered to have either a negligible or minor significance of effect at worst (based on the significance matrix provided within ES Chapter 1).
- 1.14 Overall, there would be no potential for intra-development cumulative effects to occur beyond those already identified within this Chapter. Demolition works are therefore not considered further.

Ownership / Background Context

- 1.15 Chorlton Shopping Centre comprises a former multi-let retail and office investment, together with pay and display car park. The property was acquired by Greater Manchester Pension Venture Fund ('GMPVF') in 2014 with a view to a redevelopment of the property over the medium term. To establish the principle of redevelopment, a development framework for the site was agreed between GMPVF and Manchester City Council in 2017. This set out a vision for the property along with broad parameters for the redevelopment.
- 1.16 Following adoption of the Development Framework and implementation of the vacant possession strategy, a marketing exercise commenced in 2022 which resulted in PJ Livesey being selected as GMPVF's development partner for the project.
- 1.17 The project will be structured through a development agreement. The development agreement requires the costs of construction to be funded through a combination of PJ Livesey and GMPVF equity. The development agreement will be subject to several conditions which will need to be satisfied ahead of the agreement becoming unconditional. These conditions include the receipt of planning permission and a viable development appraisal.

The Joint Applicants

PJ Livesey Group

- 1.18 PJLG were founded in 1979 and are a local Manchester-based family-run residential property developer, specialising in historic buildings and their grounds and more recently has grown its vision to include new build development. PJLG has been at the forefront of specialist property development for over 40 years and pride themselves in adopting a determined approach to put quality first on all their projects.
- 1.19 PJLG has vast experience within the residential sector, and are used to working closely with landowners, local authorities and communities to secure planning approval that balances viability and suitability. PJLG adopt an in-house philosophy to design brief, delivery and sales is a major factor in how they approach projects, which makes them a unique developer that designs homes with real individuality as well as genuine practicality. More information can be found on their corporate website: <https://www.pjlivesey-group.co.uk/>.

Southway Housing Trust

- 1.20 Southway Housing Trust is a committed and forward-thinking not-for-profit local housing company, which is passionate about providing excellent homes and outstanding customer care. Southway owns and manages over 6,000 homes. Most of these are located within Manchester (in Burnage, Chorlton, Didsbury and Withington), but it also has properties in Tameside, Trafford and Salford.
- 1.21 Southway provides services for tenants, residents, the environment and wider community of south Manchester and beyond. Southway's vision is to create thriving communities, characterised by:
- Lower levels of child poverty;
 - Lower levels of loneliness and isolation in all age groups;
 - Higher levels of employment and social connectedness;
 - A supply of homes that is closer to meeting needs; and
 - And higher levels of satisfaction with our neighbourhoods as a place to live
- 1.22 A total of 49no. affordable units (18.7% of the overall unit total) would be defined as social-rented and operated by Southway Housing Trust (affordable provision subject to successful Homes England grant funding submission).

Greater Manchester Pension Fund

- 1.23 The Greater Manchester Pension Fund are the largest local government pension scheme in the UK with a fund value in the region of £30bn. GMPF look after over 375,000 pensions for people working in local government or for other employers who take part in the scheme. The fund is administered by Tameside Metropolitan Borough Council on behalf of the ten Greater Manchester local authorities.
- 1.24 The Greater Manchester Property Venture Fund, with an investment allocation of £840m, acquired Chorlton Shopping Centre in 2014. The venture fund is part of the GMPF and has invested in property development across the Northwest and West Yorkshire for over 30 years, both as a developer in its own right, and also by providing development debt and equity, alongside other developers in the region. The venture fund invests in the full range of commercial and residential property sectors. It's core objectives include generating income for the Fund whilst contributing positively to the economic growth and environment of the region, through the generation of employment opportunities, improving long-term job prospects, advancing environmental and residential living standards, stimulating further investment and regenerating urban areas.

Application Content

- 1.25 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town & Country Planning Act 1990, this Planning Statement assesses the acceptability of the proposed development having regard to the statutory development plan and material considerations.
- 1.26 This application is accompanied by a suite of supporting information, as detailed in Table 1.1 below, which was agreed with Manchester City Council planning officers during extensive pre-application discussions.

Table 1.1: Schedule of Supporting Information

Supporting Information	Author
Application Form, Certificates and Notices	CBRE
Planning Statement	CBRE
Statement of Community Involvement (SCI)	Font Comms
Plans and Drawings	
Plans and Drawings pack (incl. Floor Plans, Location Plan, Sections and Elevations etc.)	FCB
Design and Access Statement (DAS)	FCB
Landscape Plans	Randall Thorp
Technical Reports (Demolition Phase)¹	
Demolition Management Plan (including Method Statement)	S J Walchester Limited
Arboricultural Method Statement	Tyler Grange
Technical Reports (Construction / Operational Phase)	
Acoustics Assessment	E3P
Affordable Housing Statement	CBRE
Air Quality Assessment	Redmore
Biodiversity Net Gain Assessment	Tyler Grange
BREEAM Pre-Assessment	BWB
Construction Environment Management Plan (CEMP)	PJL
Crime Impact Assessment	GMP Architectural Liaison
Daylight/Sunlight and Overshadowing Assessment	BWB
Embodied Carbon Assessment	BWB
Ecological Impact Assessment (EcIA)	Tyler Grange
Economic Impact Statement	CBRE
Energy and Sustainable Design Statement	BWB
Financial Viability Appraisal	CBRE
Fire Statement	Artec Fire
Flood Risk Assessment and Drainage Strategy	Civic
Health Impact Assessment	CBRE
Historic Environment Desk-Based Assessment (HEBDA)	Lanpro
Lighting Proposals	BWB
Phase 1 Desk Study and Preliminary Risk Assessment	Civic Earth
Retail and Leisure Occupier Strategy	LTL
Site Investigation Phase 1	Civic Earth
Television Reception Survey	Gtech
Townscape and Visual Impact Assessment (TVIA)	Randall Thorp

¹ As detailed at Para. 1.7 of this Statement – certain technical reports submitted with the Prior Notice for Demolition application are replicated in the final reports submitted with this planning application. Therefore, only the AMS and DMP from the Prior Notice application are submitted separately for avoidance of doubt.

Transport Assessment and Framework Travel Plan	Civic
Tree Survey and Arboricultural Impact Assessment	Tyler Grange
Utilities/Broadband	BWB
Ventilation Statement	Futureserv
Wind Statement	GIA

1.27 A full suite of drawings to accompany this planning application have been prepared by Feilden Clegg Bradley Studios (architecture) and Randall Thorp (landscape architect) and a schedule is contained within the accompanying Design and Access Statement and appended to the application cover letter. The application has been submitted online via the Planning Portal (PP-13615037).

Environmental Impact Assessment (EIA)

1.28 A formal EIA screening request report was submitted to MCC, as local planning authority, on 20 December 2024. The EIA screening opinion adopted by MCC on 7 January 2025 confirmed that the development proposals require an Environmental Impact Assessment (EIA) and the preparation of an Environmental Statement (ES).

1.29 MCC determined that the proposed development falls under Schedule 2 Class 10 (b) – ‘*Urban Development Projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas*’ of the EIA Regulations 2017 (as amended).

1.30 MCC considers the Proposed Development to have potential for significant effects on the following topics, which will be considered in the Environmental Statement submitted with the planning application:

- EIA Methodology and Intra-Development Cumulative Effects;
- Built Heritage;
- Townscape and Visual Effects;
- Traffic and Transport;
- Air Quality;
- Noise & Vibration; and
- Residual Effects and Next Steps.

1.31 The submitted ES is authored by SLR Consulting and is structured as follows:

- **Volume 1** – Main Report;
- **Volume 2** – Drawings and Technical Appendices; and
- **Volume 3** – Non-Technical Summary

1.32 Within Volume 1, the Main Report is presented as follows:

- **Chapters 1 to 3** are predominantly descriptive in nature, setting out the background to the site, the development proposals, the surrounding area, consultation undertaken and applicable planning policy.
- **Chapters 4 to 10** form the findings of the EIA, with each technical discipline detailing applicable background information (legislation, policy, guidance etc.), the applicable scope of work, assessing the potential impacts and effects of the development proposals, considering cumulative impacts and

effects, recommending mitigation where appropriate and detailing any residual effects. Figures and Tables are included within the body of the Chapters where appropriate.

- 1.33 Each Chapter has also duly considered several new topics which were introduced under the EIA Regulations 2017, inter alia: human health, climate, and infrastructure. These considerations are contained within each Chapter in a Section entitled ‘Other Environmental Issues’, whilst a summary of these considerations is contained within Chapter 10 of the submitted ES.
- 1.34 The Technical Appendices to the above chapters will be provided within Volume 2 of the ES and will include a range of selected technical reports, supplementary information and supporting drawings where appropriate. These technical appendices should be read in conjunction with the ES main report provided within Volume 1. The Non-Technical Summary (NTS) is provided within Volume 3 of the ES. The NTS provides a summary of the proposed development, the technical assessments and the likely effects on the environment in non-technical language.

Structure of the Statement

- 1.35 The remainder of this Planning Statement is structured as follows:
- **Chapter 2 - Application Site and its Surroundings** – describes the application Site and wider context.
 - **Chapter 3 - Pre-Application Scoping** – sets out the pre-application discussions held with key Manchester City Council Officers and other relevant statutory consultation bodies.
 - **Chapter 4 - Proposed Development** – outlines the scheme.
 - **Chapter 5 - Statutory Development Plan** – summarises policies of the statutory development plan.
 - **Chapter 6 - Material Considerations – Local Guidance** – sets out the relevant local guidance documents which supplement the statutory development plan.
 - **Chapter 7 - Material Considerations – National Guidance** – summarises the National Planning Policy Framework (‘NPPF’), Planning Practice Guidance (‘PPG’) and National Design Code requirements.
 - **Chapter 8 - Planning Assessment – Principle of Development** – assesses the principle of development against relevant local and national planning policies, establishes the need for further residential development in Chorlton District Centre and provides an overview of the public benefits delivered by the proposed scheme.
 - **Chapter 9 - Planning Assessment – Environmental Considerations** – assesses the proposal against other relevant environmental factors set out within the statutory development plan and NPPF.
 - **Chapter 10 - Planning Balance and Conclusions** – establishes the planning balance and concludes on the overall merits of the scheme and summarises the findings of this report.

2 Site and Surroundings

The Site

- 2.1 The Site is 1.27 hectares (redline boundary extent) and is bound by Nicolas Road to the north, Barlow Moor Road to the east, Wilbraham Road to the south (commercial properties with residential above) and to the west by Chorlton Family Practice Medical Centre and the rear gardens of residential properties which front Oswald Road.
- 2.2 The Site currently comprises the vacant Chorlton Square shopping centre building together with Graeme House office building (8-9 storeys) and associated areas of car parking, landscaping and hard standing. Graeme House was built in 1971 with the shopping centre being completed in 1973. The buildings have a dated appearance and have reached the end of their economic life. The site is currently vacant and hoarded off in advance of the approved demolition works commencing.
- 2.3 The existing accommodation on site comprises:
- **Graeme House** - The building comprises an 8 storey office with an NIA of 4,711sqm (50,715sqft). The property is of steel frame construction with brickwork elevations beneath a flat roof.
 - **Units 1 to 23** - There are 22 retail units within the centre (including Costa) and one kiosk unit with a NIA of 3,217sqm (34,633sqft). The units are of brick build construction. The first floors were historically used for storage only.
 - **Car Parking** - The car park comprises a flat open tarmacadam car park accessed from Wilbraham Road to the south and Nicolas Road to the north. The car park provides c. 220 spaces.
- 2.4 The existing ground level on the Site varies approximately between 27.9 – 29.3 m AOD. The topography of the site is relatively flat, however, there is a gradual increase subsists from the east along Barlow Moor Road to the west of the site towards the boundary with the Oswald Road residential properties.

Surroundings

- 2.5 The Site is in Chorlton District Centre. The surrounding area reflects Chorlton's development over a long period of time, with a mix of uses and architectural styles. The immediate area has a high proportion of retail and leisure uses, while beyond this is a range of residential accommodation including houses and flats. The Site is located close to the 'four banks' junction at the junction of Wilbraham Road (A6010) and Barlow Moor Road.
- 2.6 The redline boundary of the Site is shown in Figure 2.1 below.

Figure 2.1: Site location plan



Statutory and Non-Statutory Designations

2.7 The following designations are applicable to the Site and surrounding area.

Conservation Areas

2.8 The Site is outside but adjacent to the Wilbraham Road/Edge Lane Conservation Area. The Conservation Area is largely characterised by built form corresponding to the historical development of Chorlton in the 19th century, centred on Wilbraham Road which was laid down c. 1850-1860. The material appearance of the area is largely defined by the use of Manchester red brick with buff coloured sandstone dressings. The area is further characterised by often ornate and fine historic Victorian Villas and terraced shopping rows.

Heritage Assets

Designated Heritage Assets

2.9 There is no designated heritage assets located within the Site (as per National Heritage List for England).

Listed Buildings

2.10 There are six listed buildings within 200m from the centre of the Site. These are:

- Chorlton Library (NHLE no. 1414760 – Grade II), located approx. 185m to the north.
- Chorlton War Memorial (NHLE no. 1432791 – Grade II), located approx. 200m to the southwest;
- Church of St Clement (NHLE no. 1254463 – Grade II), located approx. 380m to the southwest;
- Former Temperance Billiard Hall (NHLE no. 1268311 – Grade II) located approx. 125m to the north;
- Lloyd and Platts Hotel (NHLE no. 1096127 – Grade II) located approx. 140m to the southwest; and
- Roman Catholic Church of Our Lady and St John (NHLE no. 1450142) located approx. 300m to the southwest.

Non-Designated Heritage Assets

- 2.11 There is no non-designated heritage assets located within the Site. Wilbraham Road Conservative Club (KUB 03) and Spread-Eagle Hotel (KUB 09), both situated at the junction of Wilbraham Road/Oswald Road, are considered to be sensitive to development on the Site.

Water Resources and Flooding

- 2.12 The closest waterbody to the Site is the River Mersey, which is c. 700m to the south. The Site is located within Flood Zone 1, which is defined as an area of land subject to a 1 in 1,000 annual probability of flooding (less than 0.1% chance of flooding in a year).

Ecology and Landscape

- 2.13 The Site is not subject to any statutory ecological or landscape designations. There are two designated sites in the within a 1km radius of the Site, with the closest being the Chorlton Ees & Ivy Green Local Nature Reserve (LNR)/Site of Biological Interest (SBI), located 770m to the southwest of the Site. This LNR/SBI is designated for meadows, wildflowers and woodland. It covers 34.51 ha and extends along the River Mersey.
- 2.14 The second designated site is Hardy Farm approximately 950m to the southwest. Hardy Farm is an area of previously arable land developed into sports pitches with grassland and woodland habitat fringes.

Trees

- 2.15 There are five mature 'Category A' trees within the Site. There are no Tree Preservation Orders (TPOs) covering the Site.

Air Quality Management Area

- 2.16 The Site is partially located within the 'Greater Manchester Combined Authority Air Quality Management Area (AQMA).

Accessibility

- 2.17 The Site is bounded on three sides by public highway and contains a surface car park (190 spaces) within its boundary. The car park is currently open to public use despite the wider precinct being hoarded off in advance of approved demolition works.

Vehicular Access

- 2.18 The main access to the Site is via Manchester Road which joins Wilbraham Road (A6010) which in turn transects southern Manchester from east to west, connecting to the A5145 in Stretford to the west and Moseley Road in Fallowfield to the east.
- 2.19 In closer proximity to the site, Wilbraham Road and Barlow Moor Road intersect immediately southeast of the site which links to the residential roads surrounding the site. Wilbraham Road is an A-road that features a 9m wide carriageway and a speed limit of 30mph.
- 2.20 There is a toucan crossing close to the junction of Brundretts Road and Wilbraham Road that allows access to shops on the northern side of Wilbraham Road. Moreover, there are intermittent on-carriageway cycle lanes along this road as well as a bus lane on approach to the Barlow Moor Road/ Wilbraham Road junction.
- 2.21 Barlow Moor Road is a B-road that is also subject to 30mph speeds and is approximately 9.5m in width. It is subject to parking restrictions in its length adjacent to the site. It features a signalized crossing close to the junction with Warwick Road as well as the CYCLOPs junction with Wilbraham Road to the south east

of the site – this junction prioritises cyclist and pedestrian movements. Barlow Moor Road becomes Manchester Road following the junction with Nicolas Road north of the site. Immediately to the north of this junction, there is a signalised pedestrian crossing.

- 2.22 Nicolas Road is a 30mph minor access road that abuts the site to the north. It is a single-carriageway road of approximately 7.2m in width. There are few parking restrictions on the part of the road that abuts the site, other than parking bays that are designated for car club usage, accessible spaces and a loading bay area. There is an uncontrolled crossing with tactiles at the junction of Nicolas Road with Barlow Moor Road.

Pedestrian

- 2.23 The Site is very accessible by foot with pedestrian footpaths directly abutting Barlow Moor Road, Manchester Road, Wilbraham Road and Nicolas Road. Within the vicinity of the Site are pedestrian footways which link the Site to the wider district centre. Within walking distance are all the shops, transport links, employment opportunities and amenities expected in a district centre.
- 2.24 The local footway network comprises high-quality, pedestrian friendly streets which are also considered appropriate to use for those who are mobility impaired. To support pedestrian trips in the local area, including to and from nearby transport nodes, footways are provided on both sides of the surrounding streets including Barlow Moor Road and Wilbraham Road.
- 2.25 The location of the development is within walking distance of the public transport network which is particularly important in terms of encouraging travel by non-car modes and supporting the viability of public transport services.

Cycle

- 2.26 The Bee Network is a vision for Greater Manchester to become the very first city region in the UK to have a fully joined up cycling and walking network; the most comprehensive in Britain, covering 1000 miles. The network will consist of signed routes 'Beeways' that mark the most direct and pleasant way to navigate a neighbourhood on foot or by bike and the initiatives is being supported by the Greater Manchester Local Authorities ('GM Authorities') and Transport for Greater Manchester ('TfGM').
- 2.27 The Manchester to Chorlton Cycle Way is Manchester's flagship cycle route. It is located on Manchester Road, adjacent to the Site. The Manchester to Chorlton Cycle Way is part of the Bee Network and provides fully segregated cycle tracks in both directions. It also features several Cycle Optimised Protected Signals (CYCLOPS) junctions, protecting cyclists from motor traffic.
- 2.28 There is a Bee Network Cycle Hire Station within c. 150m of the Site at Chorlton Library.

Public Transport

- 2.29 Reflecting the district centre location of the Site, there are multiple local bus services which can be accessed from surrounding streets, and Chorlton Metrolink station is within a 5-minute walk. A wide range of amenities and retail facilities are available within a very short walking distance of 1-2 minutes. In summary the Site is extremely well served by public transport options, including:
- **Bus:** the nearest bus stop to the Site is Manchester Road (Stop A) and Warwick Road (Stop C), with further bus stops located along Wilbraham Road and Barlow Moor Road. All are easily accessible for pedestrians.
 - **Metrolink:** existing tram services currently cover a broad area of Greater Manchester. All Metrolink stops provide shelters, seating and real-time journey information. All Metrolink trams and stations also provide fully accessible. Step-free access, tactile paving and dropped kerbs. The closest Metrolink

stop to the Site is Chorlton station which is within a 5-minute walk from the Site. The station is on routes to Manchester city centre, East Didsbury and Manchester Airport (via Wythenshawe).

- 2.30 Overall, the Site is in an area with a 'Greater Manchester Accessibility Level' (GMAL) score of 6, which is the third-highest level achievable. GMALs (rated 1-8, with 1 the lowest and 8 the highest) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester Local Link (flexible transport service), considering walk access time and service availability.

3 Pre-Application Scoping

Pre-Application with Manchester City Council

- 3.1 The Statement of Consultation, prepared by Font Communications, sets out the extensive engagement and consultation process undertaken by the applicant and its consultant advisors over several years. A multi-stage pre-application process has allowed for progressive design responses and care to be taken through the process, which has been informed by feedback from MCC, as local planning authority, statutory stakeholders and those in the local community.
- 3.2 Initial engagement with MCC took place in July 2023. In this early engagement the scheme was introduced, including analysis of the Site and key outcomes, summarising initial design options and ‘target scheme’ and post potential enhancements to the ‘target scheme’. The initial response from MCC was positive and supportive of exploring enhancements to the scheme.
- 3.3 The first formal pre-application was in September 2023. The formal pre-application and subsequent urban design review provided more detail on the evolving scheme and design, including the approach to massing, heights and public realm and the introduction of the design concept for building facades.
- 3.4 Regular meetings were held with MCC officers across 2024 and early 2025 to further refine the scheme for the planning application to be submitted on a robust foundation with high level officer support. Separate to the design process, the sub-consultant team engaged with MCC officers on topic-specific matters; this is summarised in the Statement of Consultation and the separate technical reports.

Community Consultation and Engagement

- 3.5 The Statement of Consultation summarises the approach that was taken on community consultation and engagement. The engagement process was carried out in two stages.
- 3.6 The first stage of consultation was designed to start a conversation about what makes Chorlton special and how the plans could help even further improve the area. The initial consultation took place via a newsletter, a dedicated project website, social media channels and posters/newsletters placed in local community venues. The second stage of the consultation aimed to provide more details about the Proposed Development. It included a ‘You Said, We Did’ exercise to present how to feedback from the first stage of consultation was incorporated and further feedback was sought on the detailed plans through a questionnaire and a number of drop-in events in the shopping centre.
- 3.7 Chapter 4 of the Statement of Consultation further details the consultation methods used throughout the consultation periods. The following methods were used in the consultation: identifying stakeholders; engagement with the Local Planning Authority; stakeholder engagement meetings; a newsletter; a website; media relations; a questionnaire; drop-in events; tenant engagement; awareness raising by means the newsletter and a poster and the use of social media.
- 3.8 During the first stage of consultation 977 feedback forms were completed. Respondents were asked what they think the key things are that needed to be considered as the detailed plans were being developed. The highest average scoring choice was ‘Attracting further investment to Chorlton’, followed by ‘Design and appearance of the neighbourhood’ and ‘Connectivity, including access parking and transport links’. Concerns were expressed about the impact on local services and the potential disruption to nearby residents.

- 3.9 Further feedback in stage 1 of the consultation was received from the Chorlton Traders Association, who expressed their desire for the development to contribute to a cohesive district-wide plan that incorporates large amounts of public space and an improved public realm, and additional feedback from the through the community information phone and enquiry email.
- 3.10 Following extensive feedback from the first stage of consultation, the applicant undertook more detailed design work on the proposals. The community and stakeholder feedback were used to influence the proposed masterplan. Details of the 'You Said. We Did' exercise following stage 1 of the consultation can be found in the submitted Statement of Consultation.
- 3.11 During the second stage of consultation 537 questionnaires were received providing feedback on the detailed plans. Common themes in the received comments were concerns about the reduction of retail uses on site, respondents' desire to see affordable housing as part of the Proposed Development, concerns about the lack of visitor parking and concerns about an oversupply of housing.
- 3.12 A large proportion of respondents indicated they thought the design choices for the proposals were good and many expressed liked the proposed green spaces and 'linear park'. Further feedback was received from the Chorlton Trader's Association, Walk Ride Chorlton, the Chorlton Civic Society/Chorlton Voice and the Heritage Advisory Panel.
- 3.13 Overall, the consultation has influenced the design of the proposals in several ways, including:
- The amount of green space and the overall public realm was increased to accord with the Chorlton LIF proposals. Manchester Road has been made a car free, fully walkable green route that runs through the centre of the development;
 - The overall retail provision has been increased by including a 'makers yard' which will offer a variety of unit sizes and tenures to suit small, independent businesses, as a direct result of stakeholder feedback;
 - The provision of 12 public car park spaces, including a mix of accessible, EV charging spaces and car club spaces. This is in addition to 164 private (resident) only parking spaces;
 - Reducing the visual impact of the neighbourhood from street level by creating breaks between the buildings and rooflines that step down in height;
 - Ensuring the deliverability of 20% affordable housing with a commitment to delivery by way of a registered provider being a joint applicant to the planning application;
 - Continuing to evolve the proposed design of the scheme to further complement local architecture and blend in with the local area.
- 3.14 Overall, the Statement of Consultation demonstrates that an extensive programme of pre-application consultation has been undertaken by the applicant and its consultant team over a significant period (c. 2 years from initial engagement). The approach to consultation satisfies the requirements of MCC's adopted Statement of Community Involvement (SCI) published in 2018.

4 Proposed Development

- 4.1 This Chapter provides an overview of the development proposed in this full planning application, specifically the proposed use, layout, scale and quantum of development. Further detailed information regarding the Proposed Development can be found within the full suite of supporting documents which accompany this application.

Description of Development

- 4.2 This application seeks Full Planning Permission for the demolition of the existing buildings and structures on Site and the erection of up to 262 residential dwellings with ground floor commercial use and associated access and landscaping. The description of development is as follows:

“Application for Full Planning Permission for the demolition of existing structures and the erection of 6no. residential buildings to provide up to 262 residential dwellings (Use Class C3) with ground floor commercial uses (Use Class E (a-e); infrastructure works including electric substation and associated utilities works, service yard, vehicular and pedestrian accesses; together with public realm works and hard/soft landscaping”.

- 4.3 As set out in the introduction section, with respect to demolition works, a separate Prior Notice for Demolition application (LPA ref. 141706/DEM/2024) was approved by Manchester City Council, as the Local Planning Authority, in January 2025. The approved demolition works are intended to commence in Q2 2025 (starting with internal soft-strip activity) for a period of circa 20 weeks.
- 4.4 The Costa Coffee retail unit to south of the site, fronting Wilbraham Road, will be retained and will require treatment to the exterior of the building following the demolition of the shopping precinct. This includes a new party wall to the rear of Costa (north elevation) which will be re-clad in brickwork.

Design Development

- 4.5 As noted in the preceding chapter, the scheme has been subject to an extensive multi-stage and multi-level engagement process. This has included a pre-application process with MCC, community consultation with local councillors and residents. During the pre-application process with MCC the scheme approach to massing, heights and public realm and the design concept for building façades were agreed upon.
- 4.6 The final design evolution balanced feedback from the below considerations which was set against the material consideration of the approved Development Framework for the site. This included giving due consideration to the pre-application consultation feedback, community consultation feedback, meeting the affordable housing provision and viability reviews.
- **Scale & Layout:** The Applicant has re-distributed scale, notably away from the western boundary and adjacent houses, whilst still balancing viability and the Development Framework brief requirements.
 - **Design:** The viability of the scheme has ensured a protection of quality, manifested in elevational design that has distinctive detailing and character, such as the bay windows.
 - **Public Realm:** The restriction of vehicular access, notably through the Site, to create a pedestrian and landscaped public realm for all that also maximises retention of existing trees.

- **Transport & Parking:** Working with the Local Councillors and LIF, proposals now include a provision for public car-parking that range from pay and display to accessible and EV spaces.
- **Commercial Mix:** The scheme has developed ground floor commercial space to be flexible to support a range of retail opportunity from medium format units to smaller independent start-up.
- **Affordable Offer:** Working with the Local Councillors and Manchester Housing Providers' Partnership (MHPP), the scheme can support a range of tenure and achieve the required affordable provision target for a scheme of this type.

Development Proposal

4.7

The following section described the final detailed design of the proposed development, as detailed in the Design and Access Statement ('DAS') prepared by Feilden Clegg Bradley Studios/Randall Thorp. At the outset, the overarching aim of the applicant is to engender a sense of community through a successful masterplan approach to design that incorporates:

- A residential-led mixed-use scheme that offers a mix of housing sizes and tenures;
- Flexible ground floor retail uses to activate the street edges to the outer parts of the site;
- Buildings set within a landscaped ground plane with active frontage to primary streets;
- A new and distinctive place for the centre of Chorlton;
- The creation of high quality flexible public realm spaces at ground level including biodiverse planting, and strengthened pedestrian connections along the surrounding roads, and through the site;
- A publicly accessible pedestrianised 'greenway' route along Manchester Road, including woodland inspired planting, rain gardens and natural 'play on the way' features landscaped areas;
- The restriction of vehicular access, notably through the site, to create a pedestrian and landscaped public realm for all that also maximises retention of existing trees; and
- Actively responding to the environmental constraints and opportunities of the site to create a sustainable development in an urban setting.

Use and Amount

4.8

The Proposed Development will provide 262 residential units and 976 sqm of ground floor commercial floorspace (use class E(a-e)). A detailed floorspace schedule is provided in the Design and Access Statement (DAS) prepared by FCB Architects in support of the planning application.

4.9

To support the residential provision on site, appropriate residential amenity space is provided on site. This is provided in the form of communal gardens at podium level, a linear park, open public realm, shared resident rooms, external space, super-lobby with co-working space, and secondary entrance points with mailboxes.

4.10

New commercial units (976 sqm) at varying scales are to be provided predominantly along the Barlow Moor Road frontage. A Retailer Occupier Strategy, prepared by LTL, details the potential commercial occupiers for the units (which can be amalgamated into larger units depending on market interest).

Building Layout

Typical levels

- 4.11 The layout of the eastern plot of the Site is a natural formation of perimeter buildings that respond to the:
- Sewer easement through Manchester Road and cranking towards the corner of Nicolas Road to Barlow Moor Road
 - Retention of the community gardens along Barlow Moor Road, with the building line being retained to enhance this space as a linear park with retail spill.
- 4.12 This has naturally formed the three ‘mansion blocks’ of Block A + B and C. The ‘street blocks’ of Block D, E and F are then mediating blocks that frame Manchester Road and Wilbraham Road respectively.
- 4.13 All blocks have an economy of scale and vertical repetition, with only all ground floors and Block A + B and C having upper-level set-back differences.

Lower levels

- 4.14 The ground floor for the scheme becomes a highly functional base for the development, with Blocks A + B and C sharing a podium that conceals services and parking that is wrapped by active frontages through retail space, entrance lobbies and ground floor apartments. This provides a raised residents garden above and a basement below to further conceal services and parking for the development.
- 4.15 The other blocks – D, E and F – are managed in a similar manner whereby back-of-house services are located away from streets and fronted through retail space, entrance lobbies and ground floor apartments.

Scale and Massing

Proposed Massing

- 4.16 The proposed massing uses the principles of the adopted Development Framework scale and massing, but optimising land use on an east-west orientation whilst also responding to Site parameters.
- 4.17 The proposed massing comprises:
- East Plot
 - Block A at 10-storeys with set-back upper level
 - Block B at 8-storeys with set-back upper level
 - Block C at 7-storeys with set-back upper level
 - All including single-storey Ground Floor Podium with basement below
 - West Plot
 - Block D at 6-storeys with 4-storey step-down towards boundary
 - North Plot
 - Block E at 6-storeys
 - South Plot
 - Block F at 4-storeys

Appearance

Mansion Blocks

- 4.18 The ‘Mansion Blocks’ shaping through folds and chamfered bay windows assist with mitigating the scale of the elevation through vertical devices, whilst cascading block heights to create the subtle arc of height from boundary to boundary to settle the buildings.
- 4.19 The form of the ‘Mansion Blocks’ works at two scaled: mitigating sheerness of the overall block through bay windows and balconies, which in-turn provides human scale to each level and element.

Street Blocks

- 4.20 The ‘Street Blocks’ are simpler in form than the ‘Mansion Blocks’ as they sit within the Site’s 6-storey ‘shoulder’ height datum (except for Block F fronting Wilbraham Road). They follow the proportions and palette of the ‘Mansion Blocks’ but are calmer in appearance as they mediate the townscape datum and the taller blocks.
- 4.21 The form of the ‘Street Blocks’ is in-keeping with the more traditional scale of an urban block. Referencing the proportions of the ‘Mansion Blocks’, they achieve interest and texture through subtle moves of brick relief and coursing.

Materiality

Mansion Blocks and Street Blocks

- 4.21.1 The two blocks will share a palette of details, materiality and colour to unify the whole development as a family of buildings within the masterplan, whilst also contributing to the context of the town character.

Landscape

- 4.22 A Landscape Strategy, prepared by Randall Thorp, forms part of the submitted Design and Access Statement. The Landscape Strategy outlines the vision and design principles which have guided and shaped the landscape scheme and describes a series of proposals for various ground floor public realm spaces and other external areas across the Site, and a first-floor private podium courtyard garden.
- 4.23 The main design elements of the proposed area of public realm and landscaping include:
- The creation of high quality flexible public realm spaces at ground level including biodiverse planting, and strengthened pedestrian connections along the surrounding roads, and through the site.
 - The creation of a primary ground floor active frontage along Barlow Moor Road to buildings A and B which supports inside/outside uses, including retail, food and beverage and social activities. Secondary retail active frontage is proposed to building E fronting Nicolas Road.
 - A linear green space along Barlow Moor Road which includes informal spill out spaces for tables and chairs, pockets of naturalistic planting to help screen the road and new tree planting to supplement the existing retained mature trees.
 - To the southern end of the Barlow Moor Road linear green space, a quieter, community focused ‘Pocket Park’ space for local residents and passers-by, with shaded seating, and informal play nature inspired play.
 - A publicly accessible pedestrianised ‘greenway’ route through the Site is proposed along Manchester Road, including woodland inspired planting, rain gardens and natural ‘play on the way’ features.

- To the northern end of Manchester Road a 'Pocket Square' will be created to encourage people to dwell and provide a focal public space for Chorlton residents.
- An intimate Makers Market courtyard is proposed to the side and rear of the existing Costa Coffee unit off Wilbraham Road to provide space for smaller independent businesses.
- A biodiverse wildflower green roof is located at first floor level overlooking the Makers Market courtyard.
- A large communal courtyard garden is located at first floor podium level for use of the residents of buildings A, B and C.

Accessibility

Pedestrian Access

- 4.24 The Site is located within Chorlton district centre, a highly walkable neighbourhood. There are a wide range of facilities available within a kilometre of the Site. The recently upgraded Wilbraham Road/Barlow Moor Road junction, directly adjacent to the Site, features correct tactile paving, signal heads and dropped kerbs at each arm of the crossing point. Similarly, other junctions in the immediate vicinity of the Site feature dropped kerbs and appropriate tactile paving.

Vehicle Access

- 4.25 Vehicle access to the site will be from the south via the existing Wilbraham Road/Manchester Road junction. The existing northern access on to Nicolas Road will be closed to traffic, and therefore the site will no longer be a through-route to vehicles.

Access and Inclusion

- 4.26 All buildings will be accessible with step-free approach and level thresholds to entrances. Entrance doors and communal doors will have a minimum clear opening of 850mm. Lobbies, corridors and lifts are all designed to meet, and in most cases, exceed Part M requirements. Lifts are provided in all blocks and serve all levels.
- 4.27 All apartments in the scheme will comply with Part M4(2) Category 2 – Accessible and Adaptable dwellings. 3% of apartments will comply with Part M4(3) Category 3 – Wheelchair user dwellings.

Operational Management

Car Parking

- 4.28 The development proposals provide a total of 164 private residential parking spaces. There are 12 public car parking spaces provided on-site, of which 8 are standard, 2 accessible and 2 EV charging spaces. The public spaces are located to the south-west of the Site and accessed from Manchester Road. Of the private residential car parking spaces, 50 are at surface level west of the West Block D, 1 space is north of the North Block E, and the remainder are in the podium car park. A further 6 private spaces are provided for retail tenants.
- 4.29 A total of 10 disabled parking spaces will be provided, distributed around the scheme to ensure distances to nearest entrance is limited. There will be 1 provided off Nicolas Street for North block E; 1 in the surface car park for West block D; 8 spaces in the podium at basement and ground floor for the East block A/B/C.

Secure Cycle Parking

- 4.30 The Proposed Development provides secure internal level-access cycle store spaces to each block. These provide a variety of storage space types including Sheffield stands (with additional width) and double stack stores. There are further cycle stands provided throughout the landscape near to building entrances. A total of 258 cycle store spaces will be provided.

Safety and Security

- 4.31 The landscape and public realm has been designed with regard to the principles of Secure by Design to create a safe place for all users. The design incorporates the following principles:
- **Access and movement:** The proposed layout is designed with well-defined routes, spaces and entrances that provide for convenient movement without comprising security;
 - **Structure:** The proposed layout creates a development structure where adjacent uses are compatible and development blocks help to define the public/private interfaces;
 - **Surveillance:** The proposed site layout has been designed to promote natural surveillance, with active frontage to all routes and spaces;
 - **Ownership:** There is clear distinction between public, private and communal spaces. The standard of quality of the spaces will engender a sense of ownership, respect, territorial responsibility and community.
 - **Physical protection:** ‘Soft’ measures are used where possible to design out the risk of crime. In addition, properties will be as secure as possible through the specification of appropriate products.
 - **Activity:** The development provides a range of uses, homes and spaces that will create different levels of activity throughout the day.
 - **Management and maintenance:** The landscape and public realm proposals have been developed with a full understanding of the future maintenance and management requirements.
- 4.32 Further detail is provided in the submitted Landscape Strategy within the Design and Access Statement. The proposed scheme has also been subject to independent review by Greater Manchester Police (GMP) architectural liaison officers as per the submitted Crime Impact Statement.

Sustainability

- 4.33 The Proposed Development has been developed with sustainable design as a key priority by using a Fabric First Approach to Buildings. The Proposed Development aims to support Manchester’s 2038 net zero target by using the ‘Passivhaus Principles’, including:
- Good form factor;
 - High-performing insulation zones to envelope;
 - High-performing window units;
 - Optimised glazing ratios;
 - Solar shading, notably to living spaces;
 - Design for 20degree internal temp, all year round;
 - Optimised heating solution due to low demand;

- Energy source as ASHP with some on-site PVs;
- MVHR, for fresh air, with high efficiency (%) rating;
- Minimised thermal bridging;
- Attention to air tightness at junctions;
- Conscious material choices; and
- Approach of ‘reduction first’ through removal or combining of elements.

- 4.34
- The signage strategy for retail within buildings is considered across the masterplan to offer an informed and shared approach to street frontage and appearance.
- 4.35
- Shop-front signage will be limited to lettering applied over the entrance doors, with any other tenant signage to be-of-glass within the associated unit window.

- 4.36
- The current development programme, as advised by the applicant, is outlined below. With respect to the demolition programme, as summarised in the introduction section of this statement, internal soft strip works (including asbestos removal) have already commenced under the terms of the approved Prior Notice for Demolition (LPA ref. 141706/DEM/2024) issued by MCC, as LPA, in January 2025. The second phase of demolition works (physical demolition of buildings) is not scheduled to commence until utility diversions have been implemented to ensure continuity of services to surrounding buildings/premises.
- 4.37
- Consequently, the proposed programme set out below will continue to evolve to meet planning and commercial requirements.

STAGE	INDICATIVE TIMINGS
DEMOLITION WORKS Already Consented under 141706/DEM/2024	<ul style="list-style-type: none">- Q2 2025: DEMOLITION PRE-COMMENCEMENT- Q3 2025: Phase 1 DEMOLITION COMMENCES- Q1 2026: Phase 1 DEMOLITION COMPLETE- Q4 2026: Phase 2 DEMOLITION COMMENCES- Q1 2027: Phase 2 DEMOLITION COMPLETE
CONSTRUCTION PHASE	<ul style="list-style-type: none">- Q1-Q2 2026: BLOCK E COMMENCEMENT OF CONSTRUCTION BLOCK E- Q3-Q4 2026: BLOCK D COMMENCEMENT OF CONSTRUCTION- Q4 2026 – Q1 2027: BLOCKS A, B, C & F PILING AND EXCAVATION WORKS- Q1-Q3 2027: BLOCKS A, C & F COMMENCEMENT OF CONSTRUCTION

	<div>- Q4 2027: BLOCK B COMMENCEMENT OF CONSTRUCTION</div>
OPERATIONAL PHASE	<div><div>- Q3 2027 – BLOCK E COMPLETE / OCCUPATION</div><div>- Q1 2028 – BLOCK D COMPLETE / OCCUPATION</div><div>- Q2 2028 – BLOCK F COMPLETE / OCCUPATION</div><div>- Q4 2028 – BLOCK C COMPLETE / OCCUPATION</div><div>- Q2 2029 – BLOCK A COMPLETE / OCCUPATION</div><div>- Q4 2029 – BLOCK B COMPLETE / OCCUPATION</div></div>

Affordable Housing

- 4.38

An Affordable Housing Statement (AHS) has been prepared by CBRE in support of the planning application submission. The AHS is informed by a detailed financial viability assessment (FVA), prepared by CBRE and reflecting the applicant’s latest cost plan, dated March 2025, prepared by Russell Bolton Consulting. The FVA tests the financial viability of the proposed residential development against the statutory development plan policy requirements set out in adopted Core Strategy policy H8.
- 4.39

Policy H8 (*Affordable Housing*) sets out that:

1.

New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.

2.

The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.

3.

Affordable housing units will be inclusively designed to reflect the character of development on the site.

4.

Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate.

4.40

The FVA demonstrates that the application proposal cannot viably support the policy aspiration for 20% of proposed dwellings to be affordable (as per policy H8 clause 1). Accordingly, having regard to policy H8 (clause 4), an exemption from providing affordable housing has been demonstrated and thus the policy compliant affordable housing requirement is nil (zero provision).

4.41

Whilst the scheme has demonstrated compliance with adopted Core Strategy policy H8(4), the applicant is proposing to provide 20% affordable housing outside of the policy compliant position via a successful application to Homes England for grant funding to support the capital costs of developing affordable housing for rent or sale.

- 4.42
- Subject to successful receipt of grant funding, the proposed scheme would provide 53no. ‘affordable’ residential units (20% of the 262 overall proposed residential unit scheme) of which:
- A total of 49no. affordable units (18.7% of the overall unit total) would be defined as social-rented and operated by Southway Housing Trust

A further 4no. units (1.5% of overall unit total) would be located within Blocks A and C and would be sold by PJL at a discounted to 80% of market value.

4.43

The proposed affordable housing breakdown, subject to the receipt of Homes England grant funding, is:

UNIT MIX	AFFORDABLE HOMES (BLOCKS E AND F)	DISCOUNTED MARKET SALE (BLOCKS A AND C)
1Bed 2persons	16	
2Bed 3persons	16	4
2Bed 4persons	17	
3Bed	0	
Penthouse	0	
Total (out of 262 units)	49 (18.7%)	4 (1.5%)

4.44

The AHS sets out the proposed mechanism, by way of a planning condition attached to the planning permission (if subsequently granted), requiring the final scheme for the provision of affordable housing (subject to receipt of grant funding) to be submitted to MCC, as local planning authority, for approval.

Planning Obligations Heads of Terms

- 4.45
- Any planning obligations will need to satisfy the requirements of Regulation 122 of the Community Infrastructure Levy Regulations 2010. This requires that, to be considered, obligations set out in any Section 106 legal agreement must be:
- Necessary to make the development acceptable in planning terms;

Directly related to the development; and

Fairly and reasonably related in scale and kind to the development.
- 4.46
- The Financial Viability Appraisal (FVA) submitted with the planning application identifies that the proposed scheme cannot viably support any planning obligations. However, the Applicant will progress discussions with relevant parties to clarify the final scope and quantum of any obligations to be secured – this will be informed by the formal consultation responses that will be received during the statutory (post application submission) consultation process.

Section 278 Highways Works

- 4.47 The landscape masterplan drawing (Randall Thorp Landscape Architects ref. 1062-01 Rev. U) identifies proposed pavement reinstatement/improvement works outside of the application redline boundary. The extent of pavement reinstatement work surrounding the Site has been subject to pre-application discussion with MCC (as local highways authority) and through the development of the Chorlton Local Infrastructure Framework (LIF), which was adopted in February 2025. The applicant proposes to enter into a Section 278 agreement (as per Highways Act 1980) to formalise the specific works.

Local Labour Agreement (Construction Phase)

- 4.48 The applicant is committed to working with the City Council's work and skills team. It is proposed that a planning condition is attached to the planning permission (if granted) requiring the submission/approval of a Local Labour Agreement (LLA) in advance of commencement of construction phase works (demolition phase already approved via the Prior Notice for Demolition).

Residential Management Strategy (Operational Phase)

- 4.49 It is proposed that a planning condition is attached to the planning permission (if granted) requiring the submission/approval of a Residential Management Strategy (RMS). However, at the outset, the applicant is proposing that 2no. management companies are instructed:
- **Blocks E & F** are identified as affordable (provision subject to receipt of Homes England grant funding) and would be managed by Southway Housing Trust who will provide their own residential management company. This company will be directly accountable and responsible for the Resident Services, Facilities and Property Management for these respective building blocks and external areas within its ownership boundaries.
 - **Blocks A, B, C & D** which consist of individually private owned properties will be directly managed by the development lead residential management company. This company will be directly accountable and responsible for the Resident Services, Facilities and Property Management for these buildings, their common areas and common site wide soft/hard external areas.
- 4.50 Each Management Company will provide an appointed Facility/ Building manager who will be available by contact for the general day to day management of resident's queries, customer service and overall responsibility for the health & safety of the building, residents, employees and visitors.
- 4.51 These managers will be supported by various Housekeeping/Maintenance/Front of House managers who will manage the continual cleaning, upkeep of the buildings and their external spaces, the various pro-active and re-active maintenance requests in line with service level agreement.

Landscaping/Habitat Management Maintenance Plan (HMMP)

- 4.52 The landscape would be managed in accordance with a Landscape Environment Management Plan (LEMP), secured by way of planning condition which will consider the planting and enhancement of the open spaces, green corridors and buffers. This will supplement a HMMP which is required to set out a coordinated, overarching approach to the management of the habitats, open space and landscaping within the application site. At an operational level, the HMMP will be used to inform the day-to-day practical landscape maintenance operations and monitoring mechanisms to ensure the successful establishment of each habitat across a 30-year period (as per the statutory requirement).

5 Statutory Development Plan

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town & Country Planning Act 1990 require planning applications to be determined in accordance with the statutory development plan, unless material considerations indicate otherwise. The Statutory Development Plan (excluding Greater Manchester Joint Waste and Minerals Plan) currently consists of:

- Manchester Core Strategy (July 2012);
- Saved Policies of the Unitary Development Plan (UDP) (1995); and
- Places for Everyone Joint Development Plan (March 2024).

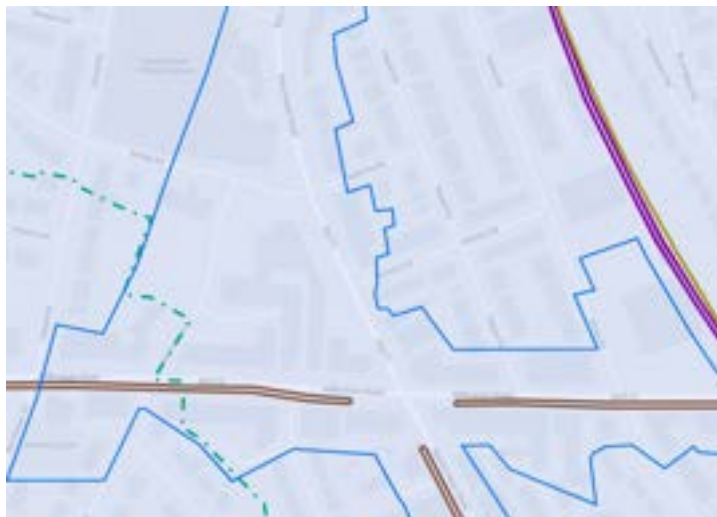
5.2 In addition to the statutory development plan there are several material considerations including the National Planning policy Framework ('NPPF') and supplementary planning guidance (SPDs/SPGs) which are summarised in the proceeding chapters.

5.3 An assessment of the Proposed Development against policy is provided in Chapters 8 and 9.

Site-Specific Allocation

5.4 Figure 5.1 below is an extract of the Site from Manchester's Proposals Map. The blue line denotes the Chorlton District Centre boundary; the blue surface is the South Manchester Area; the brown line is a major road/rail environmental improvement route and the green dotted line shows the Wilbraham Road/Edge Lane Conservation area.

Figure 5.1 Extract from the Proposals Map



5.5 As shown above, the Site is situated South Manchester, as defined within Core Strategy policies EC9 and H6 and within Chorlton District Centre, as per Core Strategy policy C6. The policies identify a series of neighbourhoods that have their own characteristics, with Chorlton described as:

“Chorlton is the largest shopping centre in Manchester outside of the City Centre. Already accessible by public transport, the centre is further enhanced by the recent Metrolink extension. It performs well,

particularly in terms of retail and commercial services, though the centre has more limited civic and community provision. Chorlton is recognized for its significant independent retailing sector, which makes a significant contribution to its character.”

Core Strategy

Proposed Vision, Objectives and Policies

5.6 The following parts of the Core Strategy vision are relevant to the proposed development:

“By 2027 Manchester will be:

- meeting the challenge of climate change at the forefront of environmental initiatives and improvements and continuing to deliver sustainable development and a more effective green infrastructure.
- a City with an increased and sustainable healthy population and a community which both benefits from and drives the City’s productivity upwards.
- a City with neighbourhoods where people choose to live all their lives because they offer a wide range of quality housing and an attractive environment where locally distinctive character is conserved and enhanced. Neighbourhoods in the North and East of the City will have benefited from a significant increase in the quantity and quality of housing.
- a City with thriving district centres, which have a distinct local character and provide a good range of accessible public services, retail and local facilities.
- a City defined by excellence in urban design and environmental quality, where its distinctive historic environment is understood, valued, cared for and its potential fully realised.
- a City where residents and visitors regularly enjoy a network of quality open spaces, parks and river valleys, enriched with biodiversity, which provide recreational routes and opportunities for sport across the City.

5.7 Thereafter, the Core Strategy sets out several ‘Spatial Objectives’ of which the following are relevant to the proposed scheme:

- **S01 – Spatial Principles:** providing a framework within which the sustainable development of the City can contribute to halting climate change.
- **S03 – Housing:** provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.
- **S04 – Centres:** provide a network of distinctive, attractive and high-quality centres, strengthening local identity, providing essential services close to homes.

Relevant Core Strategy Policies

5.8 The Core Strategy policies relevant to the proposed development are outlined below.

Delivering the Vision and Strategic Priorities

5.9 **Policy SP1 – Spatial Principles** – sets out the key spatial principles to guide the strategic development of Manchester to 2027. It highlights that regeneration in development areas, including South Manchester, should have regard to the character, issues and strategy for each regeneration area. Furthermore, the

policy sets out the core development principles, ensuring development makes a positive contribution to neighbourhoods and creates safe, clean and accessible environments.

South Manchester

- 5.10 **Policy H6 - South Manchester** – sets out the housing expectations for South Manchester, which will accommodate around 5% of new residential development in Manchester over the lifetime of the Core Strategy. Chorlton District Centre is specifically mentioned as one such area where high density residential development is appropriate, as part of mixed-use schemes.
- 5.11 **Policy C6 - South Manchester District Centres** – sets out the development strategies for the different district centres within South Manchester. With respect to Chorlton, the policy details that redevelopment should provide a substantial increase in retail, alongside improvements to other commercial and community services. Development should contribute to the character of the area, including a range of unit sizes and making environmental improvements. The role of the independent retail sector is also to be supported.
- 5.12 **Policy EC9 - South Manchester** – details that the area is not expected to make a significant contribution to employment provision within the City and that new development is expected to mainly comprise office development, although proposals for high technology industry and research will also be supported.
- 5.13 Thereafter, the policy confirms that employment and economic development provision will be within:
1. Existing employment locations, such as Business Parks, such as, Towers, Didsbury Point, Christie Fields and Parkway; Christies Hospital; Along Princess Parkway.
 2. District Centres of Chorlton, Didsbury, Fallowfield, Levenshulme and Withington. These will be suitable for mixed use development providing local needs and services.
- 5.14 Development proposals and planning applications are required to have regard to: Ensuring efficient use of existing employment space; Improving public transport, walking and cycling connectivity between residential neighbourhoods and employment locations such as the City Centre, district centres, Trafford Park and Manchester Airport, particularly orbital connectivity.

Development Management Policies

- 5.15 **Policy C1 – Centre Hierarchy** – identifies Chorlton as one of several district centres where development should primarily respond to the needs of the catchment and recognise the need to support the vitality and viability of other centres.
- 5.16 **Policy C2 – District Centres** – sets out the development principles for district centres, including (relevant to the application proposals - not exhaustive list):
- Prioritising delivery of ‘key’ visitor services. Whilst retail will remain the principal use, the Council will ensure that provision is made in the centres for commercial and services uses, leisure and community facilities and other uses which make a positive contribution to the vitality and viability of centres.
 - Promoting the efficient use of land, particularly through considering options for multi-storey development. New development should positively contribute to the reuse and regeneration of land and premises, together with wider regeneration and investment strategies.
 - Contribute positively to the diversity and mix of uses which centres. Development should promote a range of retailers and shop formats.

- Promoting choice and competition, particularly where development will support the independent sector.
- 5.17 New development should also respect and enhance the character of existing centres and deliver improvements to the quality and accessibility of the centre environment.
- 5.18 **Policy DM1 – Development Management** – details that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:
- Appropriate siting, layout, scale, form, massing, materials and detail.
 - Impact on the surrounding areas in terms of the design, scale and appearance. Development should have regard to the character of the surrounding area.
 - Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
 - Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
 - Community safety and crime prevention.
 - Design for health.
 - Adequacy of internal accommodation and external amenity space.
 - Refuse storage and collection.
 - Vehicular access and car parking.
 - Effects relating to biodiversity, landscape, archaeological or built heritage.
 - Green Infrastructure including open space, both public and private. The use of alternatives to peat-based products in landscaping/gardens within development schemes.
 - Flood risk and drainage.
 - Existing or proposed hazardous installations.
 - Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6).

Housing Provision

- 5.19 **Policy H1 – Overall Housing Provision** – guides the overall aim of providing approx. 60,000 new dwellings in Manchester between March 2009 and March 2027. The policy details that new developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings. Additionally, 90% of residential development will be on previously developed land.
- 5.20 Thereafter, the policy details that all proposals for housing should take account of the following:
- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population.

- Reflect the spatial distribution of new homes as set out in the Core Strategy, which supports growth on previously developed sites in sustainable locations and takes into account the availability of developable sites in these areas.
- Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms.
- The design and density of a scheme should contribute to the character of the local area.
- Address existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on-site provision.
- Make provision for usable amenity space.
- Make provision for parking cars and bicycles.
- The need for appropriate levels of sound insulation.
- Prioritise sites which are in close proximity to centres or high frequency public transport routes;
- Take account of any environmental constraints to development of a site; and
- Be designed to give privacy to both its residents and neighbours.

5.21 **Policy H8 – Affordable Housing** - sets out the requirements for on-site affordable housing provision or an equivalent financial contribution for residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. The following requirements apply:

- New development will contribute to the city-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% intermediate housing, delivering affordable home ownership options.
- The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.
- Affordable units will be inclusively designed to reflect the character of development on site.
- Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate.

Employment

5.22 **Policy EC2 - Existing Employment Space** – confirms that the Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;
- The existing use is incompatible with adjacent uses;
- The existing use is unsuitable for employment having had regard to the Manchester-Salford-Trafford SFRA; or

- On balance, proposals are able to offer greater benefits in terms of the Core Strategy’s vision and spatial objectives than the existing use.

Place Making and Sustainable Design

- 5.23 **Policy EN1 – Design Principles and Strategic Character Areas** – all development in Manchester should following the seven principles of urban design, as identified in national planning guidance and the Manchester Core Strategy. Development should have regard to the strategic character area in which the development is located. This should be evidenced in accompanying Design and Access Statements.
- 5.24 With respect to the Southern Character area, the policy specifies that new development needs to retain the identity and focus of activity associated with the historic district centres (including Chorlton).
- 5.25 **Policy EN2 – Tall Buildings** – the policy defines such buildings as those which are substantially taller than their neighbourhoods and/or which significantly change the skyline. Proposals for tall buildings will be supported where it can be demonstrated that they are of excellent design quality; are appropriately located; contribute positively to sustainability; contribute positively to place-making; and will bring significant regeneration benefits. Outside of the city centre, the policy details that tall building development will only be supported where it can be shown to play a positive role in a coordinated place-making approach to a wider area. Existing district centres are identified as potential suitable locations.
- 5.26 **Policy EN3 – Heritage** – the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New development must be designed to support the Council in preserving, or where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

Green Infrastructure

- 5.27 **Policy EN9 – Green Infrastructure** – the policy sets out that new development will be expected to maintain and, where relevant, enhance existing green infrastructure in terms of quantity, quality and multiple function.

Environmental Resources

- 5.28 **Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development** – the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fuel prices, through various measures, including:
- All development following 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.
 - Be designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.
 - Be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings.
 - Connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing/potential decentralised energy schemes.
 - Use building materials with low embodied carbon in new development/refurbishment schemes.
- 5.29 **Policy EN5 – Strategic Areas for low and zero carbon decentralised energy infrastructure** – identifies district centres as appropriate sites to increase the level of decentralised, low and zero carbon energy supplies available. New development in the strategic areas will be expected to take place in the context of

more detailed proposals for decentralised low and zero carbon energy infrastructure in the form of energy proposals plans.

- 5.30 **Policy EN6 – Target Framework for CO2 reductions from low or zero carbon energy supplies** – Applications for residential development of 10 or more units will be expected as a minimum to meet the targets for CO2 emissions reduction as outlined in the Core Strategy. This should be demonstrated through an Energy Statement that sets out the projected regulated energy demand and associated CO2 emissions for all phases of the development.

Adaptation to Climate Change

- 5.31 **Policy EN8 – Adaptation to Climate Change** – All development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. Developers should seek to minimise flood risk, reduce urban heat island effect, control overheating of buildings and provide the opportunity to provide linked and diverse green space.

Flood Risk

- 5.32 **Policy EN14 – Flood Risk** – Development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; taking account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). An appropriate Flood Risk Assessment is required for all development proposals on sites greater than 0.5ha within Critical Drainage Areas and Canal Hazard Zones identified in the SFRA. All new development should minimise surface water run-off, including Sustainable Drainage Systems (SuDS) and appropriate use of Green Infrastructure.

Biodiversity and Geodiversity

- 5.33 **Policy EN15 – Biodiversity and Geological Conservation** – developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages.

Air Quality

- 5.34 **Policy EN16 – Air Quality** – 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. 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.

Water Quality

- 5.35 **Policy EN17 – Water Quality** – development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological. The policy details that development should minimise surface water run-off and maximise the use of appropriate sustainable drainage systems to minimise ground water contamination.

Contaminated Land

- 5.36 **Policy EN18 – Contaminated land and Ground Stability** – confirms that the Council will give priority for the remediation of contaminated land and that any proposal for development of such land must be accompanied by a health risk assessment.

Waste

- 5.37 **Policy EN19 – Waste** – the Council will require all developers to demonstrate the proposal’s consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal. The Council will also 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.

Sustainable Transport and Accessibility

- 5.38 **Policy T1 – Sustainable Transport** – details that the Council will support proposals that work towards delivering a sustainable, high quality, integrated transport system 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.
- 5.39 **Policy T2 – Accessible areas of opportunity and need** – the Council will actively manage the patterns of development to ensure that new development has good access to the City’s main economic drivers and is easily accessible by a range of different modes. The policy sets out of maximum car parking provision and minimum cycle and disabled car parking provision for new development.

Developer Contributions

- 5.40 **Policy PA1 – Developer Contributions** – details that where needs arise because of development, the Council will seek to secure planning obligations in line with CIL regulations (or successor guidance). The policy sets out a list of potential contributions, including affordable housing, which be assessed on a site-by-site basis. The nature and scale of any potential planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. In determining the nature and scale of any planning obligation, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be considered.

Saved UDP

- 5.41 The following UDP policies remain relevant.

Part 1

- 5.42 **Policy S1.2 – Shopping** - details that the Council in partnership with the private sector will encourage, where appropriate, the improvement and re-development of existing District Centres to ensure that they remain the focus for both shopping and a full range of community facilities. Thereafter, the policy details that new development will be particularly welcome where it replaces obsolete shopping floorspace and is in keeping with the character of the existing centre.

Part 2

- 5.43 The application site is located within Area 13 – ‘Chorlton and Barlow Moor’.

Development Control Policies

- 5.44 **Policy DC7.1 – New Housing Development** – the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

- 5.45 **Policy DC26 – Development and Noise** – the Council intends to use the development control process to reduce the impact of noise on people living working in, or visiting, the City. The Council will consider both the effect of new development proposals which are likely to be generators of noise, and the implications of new development being exposed to existing noise sources which are effectively outside planning control.
- 5.46 **Policy DC10.1 – Food and Drink Uses** - in determining planning applications for developments involving the sale of food or drink for consumption on the premises, or for hot food to be consumed off the premises (whether or not other activities, such as a nightclub, are included), the Council will have regard to: a. the general location of the proposed development, including any reference to the area in other policies in the Plan; b. the effect on the amenity of neighbouring residents; c. the availability of safe and convenient arrangements for car parking and servicing; d. ease of access for all, including disabled people; and e. the storage and collection of refuse and litter.
- 5.47 **Policy DC14.1 – Shop Fronts and Related Signs** – the Council will seek to ensure that proposals are in keeping with the character of the building and adjoining buildings, of adjoining shopfronts, where appropriate, and of the area within which the premises are located.
- 5.48 **Policy DC18.1 – Conservation Areas** – the Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues: i) the relationship of new structures to neighbouring buildings and spaces; and ii) the effect of major changes to the appearance of existing buildings. The policy goes on to confirm that development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.
- 5.49 **Policy DC19.1 – Listed Buildings** – in determining applications for planning applications having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. The policy details (clause d) that the Council will seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features.
- 5.50 **Policy DC22.1 – Footpath Protection** - in considering development proposals, the Council will have regard to the effect on existing pedestrian routes and will not normally allow development which would result in unacceptable inconvenience to local pedestrian movement.

Places for Everyone (PfE)

- 5.51 Places for Everyone (PfE) took effect and became part of the statutory development plan in March 2024. The Places for Everyone Plan is the strategic spatial plan. All policies within the plan are ‘strategic’ policies and local plans (at individual borough level) will need to be consistent with it and neighbourhood plans will need to be in general conformity with the strategic policies. In advance of setting out the strategic policies, the DPD identifies the following (amongst others / relevant to the application proposals):
- **Renewed Vision:** it is recognised that investing in town centres provides the opportunity to drive recovery and a real opportunity to support the transition of centres as they experience the continued (and possibly accelerated) decline in their traditional retail role.
 - **Spatial Strategy:** identifies a requirement to ‘sustain’ the competitiveness of South Manchester.

- **Good Homes:** references the Greater Manchester Housing Strategy as underpinning the vision for new homes and to ensure that the right homes are delivered in the right places. The plan sets out the ambition to deliver 50,000 additional affordable homes over the plan period (to 2039) as well as the requirement for all homes to meet the nationally described space standards ('NDSS') and the 'accessible and adaptable' standard as set out in Part M of the Building Regulations.
- **Good Places:** neighbourhoods need to be inclusive, well-designed, resilient and safe.
- **Brownfield Preference:** maximise the contribution of brownfield land. The PfE plan is identified within this context as supporting the continued renewal of town centres.
- **Key Challenges for the PfE Plan:** the plan is identified as needing to deliver high levels of economic growth and the highest possible quality of life for residents and to address existing problems.
- **Strategic Objectives:** ten objectives are identified with the following are relevant (not exhaustive list):
 - **Objective 1** – meeting housing needs but increasing net additional dwellings; increasing the number of affordable homes; and providing a diverse mix of housing.
 - **Objective 2** – create neighbourhoods of choice through prioritising the use of brownfield land; focus new homes in town centres; and focus new homes within 800m of public transport hubs.
 - **Objective 5** – reduce inequalities and improve prosperity by prioritising development in well-connected locations.
 - **Objective 6** – ensure that new development is designed to encourage and enable active and sustainable travel.
 - **Objective 7** – promote carbon neutrality of new development by 2028. Additionally, promote sustainable patterns of development to minimise the need to travel and reduce car dependency.
- **Inclusive Growth:** the central theme of the spatial strategy is to deliver inclusive growth. Making the most of the key locations and assets best placed to support economic growth and creating more favourable conditions for growth by providing high quality investment opportunities which help to address disparities are specifically identified.
- **Efficient Use of Land Resources:** directs local authorities to make as much use as possible of suitable previously developed (brownfield) land and vacant buildings when meeting development needs to help address dereliction and bring investment into existing urban areas, supporting their regeneration.

Development Management Policies

- 5.52 **Policy JP-S1: Sustainable Development** – this policy stipulates that, to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. Local authorities are directed to make as much use as possible of suitable previously developed (brownfield) land and vacant buildings to meet development needs. In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues.
- 5.53 **Policy JP-P1: Sustainable Places** – To achieve Manchester's aim to become one of the most liveable city regions in the works, this policy sets out the 17 key attributes that all development, wherever appropriate, should be consistent with:
1. Distinctive, with a clear identity that:

- a. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;
 - b. Enables a clear understanding of how the place has developed; and
 - c. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used.
2. Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design.
3. Socially inclusive:
 - a. Responding to the needs of all parts of society
 - b. Enabling everyone to participate equally and independently;
 - c. Providing opportunities for social contact and support; and
 - d. Promoting a sense of community
4. Resilient, capable of dealing with major environmental events.
5. Adaptable, able to respond easily to varied and changing needs and technologies.
6. Durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained.
7. Resource-efficient with:
 - a. A low carbon footprint;
 - b. B. Efficient use of land;
 - c. C. Minimised use of new materials;
 - d. High levels of recycling
8. Safe, including by designing out crime and terrorism, reducing opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster.
9. Supported by critical infrastructure, such as energy, water and drainage and green spaces.
10. Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage.
11. Incorporating inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places.
12. Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place.
13. Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest.
14. Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond.
15. Comfortable and inviting, with indoor and outdoor environments:
 - a. A. Offering a high level of amenity that minimises exposure to pollution; and
 - b. B. Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter.

16. Incorporating high quality and well managed green infrastructure and quality public realm, with:
 - a. A. Opportunities for recreation and outdoor play for children, and interaction between the generations;
 - b. B. Public and private spaces clearly distinguished;
 - c. C. Development clearly defining, and promoting activity within, public spaces;
 - d. D. High quality landscaping with schemes
17. Well-served by local shops, services and amenities, including education and health facilities.

Strategy

- 5.54 **Policy JP-Strat9: Southern Areas** – seeks to protect and enhance the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the Southern Areas. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and their other key assets, including education and training facilities enabling people to gain access to employment opportunities.
- 5.55 **Policy JP-Strat14: A Sustainable and Integrated Transport Network** – the transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods. Higher densities will typically be appropriate in locations with good access to rapid transit connections. New development will have a significant role in delivering our future sustainable and integrated transport network to reduce car dependency and increase levels of walking, cycling and public transport.

Places for People

- 5.56 **Policy JP-P2: Heritage** – Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy. Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning applications process.
- 5.57 **Policy JP-P4: New Retail and Leisure Uses in Town Centres** – details that the boundaries of the centres and detail of other centres at lower levels of the hierarchy are to be defined in district local plans. However, the supporting text to the policy specifically acknowledges that town centres are facing serious challenges (growth of internet shopping, large out-of-town retailers and the implications of the Covid 19 pandemic) and need to adapt to changing markets and build on their strengths
- 5.58 **Policy JP-P6: Health** – this policy sets out requirements for new development in relation to health, to ensure it makes positive contributions to people's health and wellbeing, and negative effects are minimised.

Places for Homes

- 5.59 **Policy JP-H1: Scale, Distribution and Phasing of New Housing Development** – sets out housing targets for the region between 2022 and 2039. New homes will be of good quality and design, adaptable and supported by the necessary infrastructure and amenities.
- 5.60 **Policy JP-H2: Affordability of New Housing** – to improve people's ability to access housing at a price they can afford, the policy sets out that there should be a significant increase in the supply of new housing, and in particular an increase in the provision of affordable and low-cost market housing. Supporting provision of affordable housing as part of new developments is a key aim along with working with the

Government to maximise the amount of public funding being directed towards the provision of new affordable housing.

5.61 **Policy JP-H3: Type, Size and Design of New Housing** – sets out that developments should seek to incorporate a range of dwelling sizes and types, including opportunities for self-build and community-led building projects to meet local needs and deliver more inclusive neighbourhoods. All new dwellings must comply with the nationally described space standards and be built to the ‘accessible and adaptable’ standard in Part M4(2) of the Building Regulations (unless specific site conditions make this impracticable).

5.62 **Policy JP-H4: Density of New Housing** - sets out the principle that new housing development should be delivered at a density appropriate to the location (Chorlton being defined as an ‘other defined centre’ to achieve a minimum 70 dwellings per hectare density), reflecting accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.

Sustainable and Resilient Places

5.63 **Policy JP-S2 – Carbon and Energy** - the aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through measures including (amongst others):

1. Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured;
2. An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable;
 - a. Be net zero carbon, which applies:
 - from adoption – to regulated operational carbon emissions;
 - from 2028 - to all emissions ‘in construction’.

5.64 From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions.

5.65 Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy, which in order of importance seeks to: (1) Minimise energy demand; (2) Maximise energy efficiency; (3) Use renewable energy; (4) Use low carbon energy; and (5) Utilise other energy sources.

5.66 Thereafter the policy details that from 2025 any residual carbon emissions that cannot be fully mitigated onsite should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund.

5.67 As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies.

- a. Incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations, unless superseded by relevant Local Plan policies, to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site;
- b. Where practicable, prioritise connection to a renewable energy/heating/cooling network in the first instance or a low carbon energy/heating/cooling network that is adaptable to non-fossil fuels at a later date;

- c. In residential developments, achieve energy demand reductions in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation, in accordance with the following table (Table 5.1):

Table 5.1 Best Practice Thresholds for Reducing Energy Demand and Onsite Renewable Energy Generation within residential developments

-	Space Heat Demand ²⁵	Hot Water Energy Demand ²⁶	Renewable Energy Generation Targets
2021 - 2025	Houses (30kWh/m ²) Flats (25kWh/m ²)	20% energy demand reduction in the total heat required for water heating	*Photovoltaic installation: 20% ground floorspace
2025 - onwards	Houses (20kWh/m ²) Flats (15kWh/m ²)	^A 20% energy demand reduction in the total heat required for water heating	^A Photovoltaic installation: 40% ground floorspace
^A Ground floorspace used as a proxy for available roof area.	-	-	-
^A will need to be reviewed with Future Homes Standard 2025 to determine if savings already embedded.	-	-	-

- 5.68 For renewable energy generation priority should be given to PV installation where technically feasible, alternative technologies will be appropriate where the equivalent generation is evidenced.
- a. For non-residential developments, achieve at least BREEAM excellent standard (or equivalent) for the 'Ene 01 – reduction of energy use and carbon emissions' category rising to 'BREEAM outstanding' equivalent for ENE 01 from 2028.
- b. Include a detailed energy statement to demonstrate via site relevant evidence how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. Whole life cycle emissions should be considered where possible.
- 5.69 **Policy JP-S3 – Heat and Energy Networks** - within the identified “Opportunity Areas”, unless it can be demonstrated that there are more effective alternatives for minimising carbon emissions or such connection is not practicable or financially viable, it is expected that: a. New residential developments that are '10 dwellings or more' or other developments over 1,000sqm floorspace shall:
- a. Connect to an existing or planned heat/energy network or be designed to enable future connection (where within 500m of such a network); and/or
- b. ii. Install a site-wide or communal heat/energy network solution.
- 5.70 The policy also details that there is an expectation that where publicly owned buildings and assets adjoin new major development sites, opportunities for these buildings and assets to connect to site-wide proposals will be considered and that any site-wide networks will be designed so as to enable future expansion to adjoining buildings or assets as appropriate.
- 5.71 **Policy JP-S4: Flood Risk and the Water Environment** – with respect to flood risk and the water environment, the policy seeks to protect the quantity and quality of water bodies by locating and design development to minimise the impacts of current and future floor risk (clause 3). The policy thereafter

details that developments are expected to manage surface water run-off through sustainable drainage systems and achieving greenfield run-off rates unless impractical (clause 4). Securing the remediation of contaminated land is identified as minimising the potential for urban diffuse pollution to affect the water environment (clause 6). The policy also details (clause 7) that as a minimum, residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations.

- 5.72 **Policy JP-S5 – Clean Air** - the policy states that in determining planning applications, regard should be had to the most recent development and planning control guidance as well as the most recent guidance on assessment of dust from demolition and construction (or relevant successor guidance). Applicants are directed to submit management plans as appropriate. The policy also proposes to significantly expand the existing commercial network of electric vehicle charging points, both for public and private use as part of new developments and to design streets to avoid trapping air pollution at ground level, including through the appropriate location and scale of buildings and trees.
- 5.73 **Policy JP-S6 – Resource Efficiency** - seeks to achieve a circular economy with a zero-waste economy playing a key role in meeting Greater Manchester's ambition of becoming a leading green city region by 2038. A key stated aim is to promote an overall reduction in the level of waste produced and supporting resource efficiency. The policy (clause 3) also requires the use of sustainable design and construction techniques to reduce carbon emissions, adapt and future-proof to the impact of climate change, reduce and recycle waste and minimise water use.

Greener Places

- 5.74 **Policy JP-G2 Green Infrastructure Network** – details that wherever practicable, new development should take opportunities to integrate new and existing green infrastructure. Where provision is delivered, the developer should make appropriate provision for its long-term management and maintenance.
- 5.75 **Policy JP-G6: Urban Green Space** – to ensure there is an appropriate scale, type, quality and distribution of accessible green space that can support a high quality of life and other important green infrastructure functions existing urban green space will be protected and enhanced; and GMCA will work with developers and other stakeholder to deliver new high quality urban green spaces. Development should be designed to support the positive use of nearby green spaces.
- 5.76 **Policy JP-G7: Trees and Woodland** – MCC will work to deliver the aims and objectives of the greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to trees and the woodland around them. Where development would result in the loss of trees, a replacement based on two trees for each tree lost is required. Alternatively, other measures that would result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision. Trees and woodland should always be protected during the construction phase of development.
- 5.77 **Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity** – details that development will be expected to follow the mitigation hierarchy; achieve a measurable net gain in biodiversity of no less than 10%; make appropriate provision for long-term management of habitats and geological features connected to the development; and development should be informed by the findings and recommendations of appropriate biodiversity/ecological assessments.

Connected Places

- 5.78 **Policy JP-C1 – An Integrated Network** - to help deliver an accessible, low carbon Greater Manchester with world-class connectivity, a range of measures will be supported, including:

1. Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;
 2. Enabling the provision of high quality digital infrastructure;
 3. Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;
 4. Transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that will:
 - promote social inclusion, support economic growth, reduce carbon emissions and protect our environment and air quality;
 - meets customers’ needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy; and
 - provide access to jobs and other key services, including healthcare, education, retail, recreation and leisure facilities, greenspace and green infrastructure.
 5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):
 - Pedestrians (and people using mobility aids);
 - Cyclists, powered two-wheelers, and public transport users;
 - People doing business or providing services (such as taxis/private hire, deliveries or waste collection);
 - People in personal motorised vehicles
- 5.79 **Policy JP-C2 – Digital Connectivity** – all new development will be required to have full-fibre connections (unless technically infeasible/unviable) and to incorporate multiple-ducting compliant with telecoms standards to facilitate future-proof gigabit-capable network connections.
- 5.80 **Policy JP-C5 – Streets for All** - the policy details that streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. The policy details, amongst others, that:
6. The design and management of streets will follow a Streets for All approach, including by:
 - a. Understanding the ‘movement and place function’ of streets as the starting point for improvement;
 - b. Ensuring that streets are welcoming for all, and respond to the needs of those with reduced mobility;
 - c. Delivering new and improved walking and cycling routes and facilities as part of the delivery of an integrated sustainable transport network
 - d. Maximising the ability of pedestrians and cyclists to navigate easily, safely and without delay, and minimising barriers and obstacles to their movement;
 - e. Providing frequent opportunities for people to rest, linger and socialise, and for children to play, particularly in streets with a high ‘place function’;

- f. Setting aside space for cycle parking (including for bike-sharing schemes where appropriate), high-quality public transport waiting areas, and other facilities that will support sustainable modes of travel;
 - g. Incorporating increased levels of greenery including trees where possible;
 - h. Offering shelter from wind and rain, and shade from the sun;
 - i. Delivering priority for public transport and facilities for public transport users;
 - j. Providing appropriate places and routes for servicing, deliveries and 'drop-off';
 - k. Mitigating the impacts of air and noise pollution and carbon emissions from road transport;
 - l. Ensuring the efficient movement of people and goods on streets with a high 'movement function' and;
 - m. Harnessing new mobility innovations such as traffic signals technology and ULEV charging infrastructure.
- 7. Improvements to the highways network are part of a multi-modal strategy to increase public transport, cycling and walking and improve access for all;
 - 8. Any new infrastructure minimises the negative effects of vehicle traffic; and
 - 9. New infrastructure includes provision for utilities and digital infrastructure where required.

5.81 **Policy JP-C6 – Walking and Cycling** - to help deliver a higher proportion of journeys made by walking and cycling, a range of measures will be supported, including:

- Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance;
- Ensuring routes are direct, easily navigable and integrated with the street and public transport network;
- Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle;
- Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings;
- Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed; and
- Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling.

5.82 **Policy JP-C8 – Transport Requirements of New Development** - 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. This will be achieved by:

Connectivity and Permeability

- 1. 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 the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and
 - Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment.
2. Ensure appropriate connectivity to the existing highway network.

Design

3. Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development.
4. Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development.

Public Transport

5. Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access.
6. Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access.

Parking Infrastructure

7. Making adequate car parking provision, including for disabled drivers and passengers.
8. 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.
9. 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
 - Information in advance about facilities to visitors.
10. Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces.
11. Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.
12. Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location.

Access and Servicing

13. 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.
14. 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;

Construction Management

15. 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.

Transport Assessments

16. Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, to assess impacts and determine the most appropriate mitigation on the SRN and local transport network.

Delivering the Plan

5.83 **Policy JP-D1 (Infrastructure Implementation)** seeks to:

- Establish a new long-term funding mechanism for transport and site-specific infrastructure to ensure timely delivery and capture of developer contributions;
- Encourage early dialogue between developers and infrastructure providers to identify the infrastructure needs arising from new development and ensuring that these are addressed through building design, utility networks and connections in time to serve the proposed development;
- Require applicants to prepare an infrastructure phasing and delivery strategy for strategic sites, and major sites where build out will be delivered by different developers or in phases. This strategy must outline what needs to be provided by when and who will fund and deliver it;
- Ensure that development does not lead to capacity or reliability problems in the surrounding area by requiring applicants to demonstrate that there will be adequate utility infrastructure capacity, from first occupation until development completion. As a minimum, applicants should identify and plan for:
 - Minimising the demand for energy, water and utility services by requiring sustainable building design and the incorporation of demand management measures within all new development and conversions where practicable;
 - Electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers the estimated load capacity of the building and the substations and routes for supply;
 - Reasonable gas and water supply, considering the need to conserve natural resources;
 - The provision of multiple ducting to support full fibre digital connections from different providers;

- Heating and cooling demand and the viability of its provision via decentralised energy networks. Designs must incorporate access to existing networks where feasible and viable; and
- Where potential capacity problems are identified and no improvements are programmed by the relevant infrastructure provider, we will require the developer to contribute to and/or facilitate necessary improvements.

- 5.84 **Policy JP-D2 (Developer Contributions)** requires developers to provide, or contribute towards, the provision of mitigation measures to make the development acceptable in planning terms. These will be secured through the most appropriate mechanism, including, but not limited to, planning conditions, legal contracts, or CIL (or any subsequently adopted planning gain regime).
- 5.85 The policy details that applicants should take account of policies in development plans and other relevant documents when developing proposals and acquiring land. It is expected that viability assessments should only be undertaken where there are clear circumstances creating barriers to delivery. If an applicant wishes to make the case that viability should be considered, they should provide clear evidence at the planning application submission stage, demonstrating the specific issues that would create barriers to delivery in a transparent manner and reflecting national guidance.
- 5.86 Where it is accepted that viability should be considered as part of the determination of an application, the Local Planning Authority should determine the weight to be given to a viability assessment alongside other material considerations.

6 Material Considerations – Local

- 6.1 This Chapter summarises relevant Supplementary Planning Documents (SPDs) and Guidance (SPG) notes published by Manchester City Council to amplify adopted local plan policy requirements. A more detailed overview and assessment of each policy applicable to the application proposal is provided in the respective technical report to which the guidance relates. The submitted Design and Access Statement, for example, provides a detailed appraisal of the application against design-related guidance.

Supplementary Planning Documents / Guidance (SPD / SPG)

- Guide to Development in Manchester SPD (2007)
- Providing for Housing Choice SPD and Planning Guidance (2008)

Guidance Notes and Strategies

- Chorlton Cross Shopping Centre Development Framework (2017)
- Chorlton Local Infrastructure Framework (2025)
- Manchester Residential Quality Guidance (2017)
- Manchester Green and Blue infrastructure Strategy (2018 updated in 2022)
- Design for Access 2 (2003)
- Manchester Climate Change Framework (2020-2025)
- Manchester Housing Strategy (2022-2032)
- Manchester Planning & Development Statement of Community Involvement (2018)
- Waste and Storage Collection Guidance Note (GD04)
- Greater Manchester Transport Strategy to 2040 (January 2021)
- Our Manchester Strategy – Forward to 2025 (2022)

Chorlton Cross Shopping Centre Development Framework

- 6.2 The Chorlton Cross Shopping Centre Development Framework, prepared by GMPVF in conjunction with MCC, sets out proposals for the regeneration of the Chorlton Cross Shopping Centre. The framework will support a high quality, medium density development responding to the existing uses, built context and infrastructure whilst supporting a new residential led mixed use scheme that will enhance the existing residential and retail offer to Chorlton and South Manchester. Planning applications on the Site will be required to fully address the following adopted design principles:

1. **Complete the Urban Block:** there are a variety of boundaries to the site which require sensitive consideration, including the rear gardens on the western boundary of the site and the properties fronting Wilbraham Road.

2. **Pedestrian Permeability:** creation of a clean and safe pedestrian route through the site, with revised vehicular access for access to the car park, residential units and servicing of retail units.
3. **Repair the Retail Grain – Retail Frontage:** introduce active frontages and improved public realm to Manchester Road. Have regard to the extent of current retail provision and market requirement in determining the redeveloped retail provision.
4. **Repair the Residential Grain – Residential Frontage:** creation of a new streetscape of active ground floors and natural surveillance to encourage a safe pedestrian environment.
5. **Landscape and Daylight:** provision of an attractive and well maintained through a combination of hard and soft landscaping. Orientation of living spaces to maximise direct light.
6. **Service, Cycles and Parking:** consolidation of car parking in an improved facility. Car parking numbers will be subject to analysis of demand and the mix of uses. Sustainable modes of transport should be encouraged. Recycling and efficient waste collection should be facilitated.
7. **Designation of Scale:** scale and massing should respond to the existing building heights in the current development and the surrounding streets.
8. **Comprehensive Masterplan:** The north-west and south-east corners of the Framework boundary do not extend to include the full extents to the urban blocks. Besides, the Costa Coffee unit is not included in the legal ownership. A more comprehensive masterplan that seeks to safeguard the future of the whole block and capitalise on the wider opportunity of the site should include these key areas in any development proposals.
9. **Towards Zero Carbon:** All development will generally adopt a fabric-first approach towards reducing energy and carbon requirements in use. This should include the use of Passivhaus Principles (or similar fabric-first strategies) to deliver buildings that require minimal energy in use which can then be provided via on site renewables or via clean energy generation from the grid.

Chorlton Local Infrastructure Framework (LIF)

- 6.3 The Chorlton Local Infrastructure Framework ('LIF') was adopted in February 2025 and provides an assessment of Chorlton in terms of housing, public realms, schools and health, with the aim of identifying what interventions or investment might be required. The framework identified opportunities surrounding:
- Increasing the number and quality of well-connected green spaces;
 - Improving the public realm to better serve the community. The management and maintenance of the public realm was identified as a key consideration for any future development in Chorlton;
 - Providing a dedicated space for existing activity such as artisan markets;
 - Enhancing the sense of place in Chorlton through defining Chorlton's character and use of the public realm;
 - Introducing anchor public realm spaces, connecting into arrival destinations and other existing or future anchor development; and
 - Providing circa 650 new homes.

Guide to Development in Manchester SPD

- 6.4 The Guide to Development in Manchester SPD provides a set of reasoned principles guiding developers, designers and residents. The guide informs the ongoing development of the City by highlighting its many and varied existing qualities and described how they can be enhanced in the future.

Providing for Housing Choice SPD and Planning Guidance

- 6.5 The SPD provides detailed guidance on affordable housing needs, the required housing mix to cater to different needs, design standard for new residential development and accessibility requirements.
- 6.6 Paragraphs 5.49 and 5.50 of the SPD iterate the presumption that affordable housing will be provided on application sites; however, where it can be robustly justified by reference to local housing needs or the infeasibility of on-site provision, then off-site provision, or a commuted sum or payment in lieu of on-site provision, will be considered.
- 6.7 Paragraph 5.58 sets out examples of exceptions which may allow developers to provide a lower proportion of affordable housing, including where the inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes; or financially undermine the significant development proposals critical to economic growth within the City and where the financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.
- 6.8 Paragraphs 5.59 – 5.67 set out the exceptional circumstances where particular costs associated with development may be taken into account in order to agree the amount of affordable housing and tenure mix. Accordingly, where an applicant proposes to demonstrate particular or ‘abnormal’ costs the onus is on them to show, through a detailed financial appraisal, that these are genuine additional costs that:
- Cannot be offset by depreciated land value;
 - Were not known prior to purchase; or
 - Cannot be recouped in the open market sale price of the new homes.
- 6.9 Financial appraisals to support viability cases should be submitted for pre-application consideration. Where abnormal costs can be demonstrated to the satisfaction of the Council, a negotiated deduction may be agreed, either to the overall scale of affordable provision or to size and/or tenure.

Manchester Residential Quality Guidance (2017)

- 6.10 The Manchester Residential Quality Guidance outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester.
- 6.11 The documents sets out nine components that, when combined will inform and help to create high quality residential development. These nine components, and their key ingredients that should be present, are:
- a. Make it Manchester: strong character, mix of old and new, appropriate density;
 - b. Make it bring people together: a mix of people, opportunities to meet, a sense of community;
 - c. Make it animate street and spaces: active ground floors, opportunities for observation, public realm;
 - d. Make it easy to get around: a connected network, modal choice, legibility;
 - e. Make it work with the landscape: green infrastructure, blue infrastructure;
 - f. Make it practical: dealing with cars, tidy up waste, cycle parking and storage;
 - g. Make it future proof: resilience, adaptability, technology;
 - h. Make it a home: a clear threshold and entrance, space and daylight, storage, privacy;
 - i. Make it happen: construction detail, value engineering, construction compliance.

- 6.12 The guidance is based on a principle of ‘Comply or Justify’. Deviation from the compliance elements set out within the document must provide robust and evidence-based justification.

Manchester Green and Blue Infrastructure Strategy (2022)

- 6.13 The Green and Blue Infrastructure Strategy sets out how existing and new green infrastructure in the city will be integrated in the growth of the city. The strategy focuses on climate resilience, health and well-being, biodiversity and economic benefits of green and blue spaces. It was published in 2015, covering the ten-year period until 2025. In 2022 the Implementation Plan was refreshed to cover the period from 2021-2025.

Design for Access 2 (2003)

- 6.14 Design for Access 2 is Manchester City Council’s best practice guidance of inclusive design standards. The guidance provides a practical approach to inclusive design and gives references for more detailed technical guidance

Manchester Climate Change Framework 2020 – 2025

- 6.15 The Manchester Climate Change Framework 2020-2025 is a strategic plan towards making Manchester a thriving, zero carbon, climate resilient city. It outlines how the city will contribute to limiting the impacts of climate change and creating a healthy, green, socially just city where everyone can thrive. The strategy sets out four objectives and six priority areas for action.

Manchester Housing Strategy (2022 – 2032)

- 6.16 The Manchester Housing Strategy outline the city’s plans to address the housing need in the city over the next decade. It is built around four vision principles regarding the increase of the number and affordability of homes, ending homelessness, addressing housing inequalities and addressing the sustainability and zero-carbon challenges in new and existing housing.

Manchester Statement of Community Involvement (2018)

- 6.17 Manchester’s Statement of Community Involvement outlines ways in which communities can participate in planning processes and aims to ensure effective community engagement.

Waste and Storage Collection Guidance Note (GD04)

- 6.18 Manchester’s Waste and Storage Collection Guidance contains minimum standards for planners, architects, developers and property managers to assist in planning and designing systems for the storage and collection of refuse, and for recycling facilities in domestic and commercial properties.

Greater Manchester Transport Strategy to 2040 (2021)

- 6.19 The Greater Manchester Transport Strategy to 2040 (‘2040 Strategy’) focuses on the critical long-term challenges facing Greater Manchester, including global warming, a rapidly growing and ageing population; low productivity and the need to reduce poverty and social inequality. The 2040 Strategy sets out a holistic approach to addressing these challenges with a “strong focus on integration across different modes of transport, and with wider policy areas, such as spatial planning and health”. It also notes that technical and innovation have a key role to play.

- 6.20 Importantly, the Strategy identifies that enhancements to infrastructure and services will not be sufficient in isolation to secure the much-needed significant modal shifts. The Strategy 2040 therefore seeks to promote sustainable transport to major new developments and persuade people to change travel choices.

Our Manchester Strategy – Forward to 2025

- 6.21 The Our Manchester Strategy 2016-2025 sets out the long-term vision for Manchester's future. It details the priorities that the whole city – public, private, voluntary and community organisations – will work on together to put Manchester in the top-flight of world cities by 2025. In 2025 the city will:
- Have a competitive, dynamic, sustainable and fair economy that draws on our distinctive strengths in science, advanced manufacturing, and culture, creative and digital businesses – 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
 - Be clean, attractive, culturally rich, outward-looking and welcoming.
- 6.22 The Our Manchester Strategy outlines five key priorities. For Manchester to be: A Thriving and Sustainable City; A Highly Skilled City; A Progressive and Equitable City; A Liveable and Zero-carbon City; and A C connected City.

7 Material Considerations – National

- 7.1 This Chapter summarises relevant aspects of the National Planning policy Framework (NPPF, 2024), Planning Practice Guidance (PPG, 2014 and as amended) and National Design Guide (2021).

National Planning Policy Framework (2024)

Chapter 2: Achieving Sustainable Development

- 7.2 Sustainable development is at the core of the Framework. Paragraph 8 of the NPPF establishes that there are three dimensions of sustainable development: economic, social and environmental. These dimensions are defined as:

- **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
- **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.
- **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.

- 7.3 These objectives are interdependent and need to be pursued in a manner which is mutually supportive. Decision-making should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area (paragraph 9).

- 7.4 Paragraph 10 details that at the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 11 sets this out for decision taking as follows (footnotes omitted):

'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 this Framework that protect areas or assets of particular importance provides a strong 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 this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.'

- 7.5 Paragraph 12 of the NPPF establishes that the presumption in favour of sustainable development does not change the statutory status of the development plan, which is the starting point for making decisions on planning applications.

Chapter 5: Delivering a sufficient supply of homes

- 7.6 To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay (Paragraph 61).
- 7.7 Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing (including Social Rent), families with children, looked after children; older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes) (Paragraph 63).
- 7.8 Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required (including the minimum proportion of Social Rent homes required), and expect it to be met on-site unless: (a) off-site provision or an appropriate financial contribution in lieu can be robustly justified; and (b) the agreed approach contributes to the objective of creating mixed and balanced communities (Paragraph 64).
- 7.9 Where major development involvement involving the provision of housing is proposed, planning policies and decisions should expect that the mix of affordable housing required meets identified local needs, across Social Rent, other affordable housing for rent and affordable home ownership tenures (Paragraph 66).

Chapter 7: Ensuring the vitality of town centres

- 7.10 Paragraph 90 details that planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

Chapter 8: Promoting healthy and safe communities

- 7.11 Paragraph 96 states that decisions should aim to achieve healthy, inclusive and safe places which (CBRE emphasis in bold):
- a) **promote social interaction**, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that **allow for easy pedestrian and cycle connections within and between neighbourhoods**, and active street frontages;
 - b) **are safe and accessible**, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the **use of attractive, well-designed, clear and legible pedestrian and cycle routes**, and **high quality public space**, which **encourage the active and continual use of public areas**; and

- c) **enable and support healthy lives**, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities– for example through the provision of **safe and accessible green infrastructure, sports facilities**, local shops, access to healthier food, allotments and **layouts that encourage walking and cycling**.

Chapter 9: Promoting Sustainable Transport

- 7.12 Paragraph 109 is clear that transport issues should be considered from the earliest stages of development proposals, using a vision-led approach to identify transport solutions and deliver well-designed, sustainable and popular places. This should involve: *“identifying and pursuing opportunities to promote walking, cycling and public transport use”*.
- 7.13 Paragraph 110 states that significant development should be *“focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.”*
- 7.14 The NPPF at paragraph 111 advises that planning policies should:
 - a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
 - b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
 - c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
 - d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).
- 7.15 In assessing proposals, it should be ensured that *“sustainable transport modes are prioritised; safe and suitable access to the site can be achieved for all users; and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach”* (paragraph 115).
- 7.16 Paragraph 117 outlines that applications for development should give priority first to pedestrian and cycle movements and ensure that places are safe, secure and attractive.

Chapter 11: Making efficient use of land

- 7.17 Paragraph 124 of the NPPF outlines that planning policies and decisions should promote an effective use of land particularly in relation to meeting the need for homes. Strategic policies should set out a clear strategy for meeting development needs in a way that makes as much use as possible of previously developed or ‘brownfield’ land.
- 7.18 Planning decisions should, as outlined in paragraph 125, give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused, and promote and support the development of under-utilised land and buildings.
- 7.19 Paragraph 128 also details that local planning authorities should support proposals to use retail land for homes in areas of high housing demand provides this would not undermine key economic sectors or the vitality and viability of town centres and would be compatible with other policies in the NPPF.

Chapter 12: Achieving well-designed places

- 7.20 Paragraph 131 sets out that achieving high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. At Paragraph 135, planning policies and decisions are directed to ensure that developments (amongst others):
- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
 - Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
 - Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
 - 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 (including green and other public space) and support local facilities and transport networks.
 - Create places that are safe, inclusive and accessible and which promote health and wellbeing, 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.

Chapter 15: Conserving and Enhancing the Natural Environment

- 7.21 Paragraph 187(d-e) details that planning decisions are required to minimise impacts on biodiversity and provide net gains; that new and existing development must not be put at risk from, or contribute towards, unacceptable levels of soil, air, water or noise pollution or land instability. This section of the NPPF also requires degraded, derelict, contaminated and unstable land to be remediated where appropriate.
- 7.22 In accordance with paragraph 193, LPAs should consider that if significant harm to biodiversity as a result of development cannot be avoided, adequately mitigated or (as a last resort) compensated for, then planning permission should be refused. Furthermore, opportunities to enhance biodiversity should be supported, including incorporating biodiversity improvements in and around developments, particularly where this can secure measurable net gains for biodiversity.
- 7.23 Under paragraph 196, planning decisions should ensure that a site is suitable for development in terms of risks arising from land instability and contamination. Paragraph 197 establishes that the responsibility for securing a safe development rests with the developer and/or landowner.
- 7.24 Planning decisions should mitigate and reduce the potential adverse impacts associated with noise and light pollution (paragraph 198) and should sustain and contribute towards compliance with objectives for pollutants, considering the presence of Air Quality Management Areas (paragraph 199).
- 7.25 The chapter concludes by confirming (paragraph 201) that the focus of planning decisions should be on whether proposed development is an acceptable use of land, rather than control of the processes or emissions (where these are subject to separate pollution control regimes).

Chapter 16: Conserving and Enhancing the Historic Environment

- 7.26 Chapter 16 of the NPPF describes provisions specifically relating to conserving and enhancing the historic environment. The chapter details that great importance is given to the conservation of heritage assets.

- 7.27 Paragraph 210 sets out that local planning authorities, in determining planning applications, should take account of:
- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - c) the desirability of new development making a positive contribution to local character and distinctiveness.
- 7.28 Paragraph 212 details that, when considering the impact of a Proposed Development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 7.29 Paragraph 213 sets out that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.
- 7.30 Paragraph 214 outlines that where a Proposed Development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply: a) the nature of the heritage asset prevents all reasonable uses of the site; and b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and d) the harm or loss is outweighed by the benefit of bringing the site back into use.
- 7.31 Paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 7.32 Paragraph 216 advises that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Planning Practice Guidance (PPG, 2014 - as amended)

- 7.33 In March 2014, the Government published Planning Practice Guidance (PPG). This guidance is intended to sit alongside and provide clarity to NPPF policy. The PPG provides guidance on a range of topics which are relevant to the assessments which inform this planning application. These are listed below, as well as a short summary of the type of information included within the PPG for each topic:
- **Air Quality** – guidance as to how impacts on air quality can be mitigated;
 - **Climate Change** – guidance on how adaptation and mitigation measures can be integrated and how developments can be adapted;

- **Design** – tools for assessing and improving design quality and details of effective community engagement on design;
- **Effective use of land** – supporting more effective use and planning for higher density development;
- **Flood risk and coastal change** – guidance regarding the Sequential Test and Exception Test and how to address flood risk in individual planning applications;
- **Historic Environment** – details of designated and non-designated heritage assets and the heritage consent process;
- **Land affected by contamination** – guidance relating to how to determine whether land could be contaminated, identification of contamination risks and the use of planning conditions and obligations;
- **Light pollution** – summary of the considerations that the planning system needs to address;
- **Natural Environment** – provides information relating to green infrastructure, biodiversity, geodiversity, ecosystems and landscape;
- **Noise** – summary of how noise impacts can be determined, the use of noise standards and how to mitigate the impact of noise on residential development;
- **Planning Obligations** – defines planning obligations and advises when they can be sought, including information regarding the pooling of contributions;
- **Renewable and low carbon energy** – includes specific planning considerations for active solar technology, as well as a strategy for renewable and low carbon energy;
- **Travel Plans, Transport Assessments and Statements** – details the type of information required in Transport Assessments and Travel Plans;
- **Use of planning conditions** – guidance regarding the circumstances in which conditions can be imposed, including the use of pre-commencement conditions;
- **Viability** – sets out key principles in understanding viability in decision taking.
- **Waste** – guidance relating to the waste hierarchy and waste in the context of determining planning applications; and
- **Water supply, wastewater and water quality** – details of water quality, the water environment and considerations for planning applications.

7.34 With respect to the planning application, the submitted Financial Viability Appraisal (FVA) provides key oversight of the primary considerations regarding viability assessment in decision-taking upon individual schemes at the planning application stage.

7.35 ‘**Ensuring Vitality of Town Centres**’ guidance² is also particularly pertinent in terms of:

- Mandating local planning authorities to take a leading role in promoting a positive vision for town centres by considering structural changes in the economy, in particular changes in shopping and leisure patterns and formats.
- Identifying ‘planning tools’ available to local planning authorities to support necessary adaptation and change.

² Paragraph: 002 Reference ID: 2b-002-20190722

- Promoting a wide range of complementary uses that can, if suitably located, help to support the vitality of town centres, including residential, employment, office, commercial, leisure/entertainment, healthcare and educational development. The guidance acknowledges that residential development can play an important role in ensuring the vitality of town centres, giving communities easier access to a range of services.
- Supporting the proactive identification of land in and around town centres that could be used for alternative use (primarily residential).
- Supporting site assembly by local planning authorities to underpin the delivery of a wide variety of development and regeneration projects – including comprehensive town centre redevelopment schemes.

National Design Guide (2021)

7.36 The National Model Design Guide (June 2021) sets out the Government's priorities for well-designed places through 10 core principles which are intended to inform development proposals and their assessment by Local Planning Authorities:

- Context – enhances the surroundings;
- Movement – accessible and easy to move around;
- Nature – enhanced and optimised;
- Built Form – a coherent pattern of development;
- Identity – attractive and distinctive;
- Public Spaces – safe, social and inclusive;
- Use – mixed and integrated;
- Homes and buildings – functional, healthy and sustainable;
- Resources – efficient and resilient; and
- Lifespan – made to last.

8 Planning Assessment – Principle of Development

- 8.1 This chapter considers the principle of constructing a residential-led mixed-use scheme on the Site. A detailed review of the compliance of the proposal against relevant technical and environmental policies/legislative requirements is provided in the proceeding chapter.
- 8.2 The assessment provides an overview of the acceptability of the proposal and the public benefits arising which are to be afforded material weight by Manchester City Council (MCC), as local planning authority, in its decision-taking capacity. At the outset, as per the Planning Practice Guidance (PPG), it is important to note that:
- The law makes a clear distinction between the question of whether something is a material consideration and the weight which it is to be given. Whether a particular consideration is material will depend on the circumstances of the case. Provided regard is had to all material considerations, it is for the decision maker to decide what weight is to be given to the material considerations in each case (subject to the test of reasonableness).
 - Public benefits could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the proposed development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit.
- 8.3 Therefore, within this context, CBRE considers the key matters relating to the application proposal to be:
1. Principle of Development.
 - a. Loss of Existing Floorspace
 - b. Development Framework Compliance
 2. Heritage Considerations.
 3. Viability Considerations (Affordable Housing Provision)
 4. Scheme Benefits.

1. Principle of Development

a) Loss of Existing Floorspace

- 8.4 As detailed in Section 2 (*Site and Surroundings*), the Site currently comprises Graeme House (8 storey office building) and Chorlton Square shopping centre (22no. units – excluding Costa). Whilst prominently located within Chorlton district centre, the Site, except for the surface car park which remains open to the public, has been vacant since early 2024. Whilst more recently hoarding has been erected around the vacant buildings for security purposes in advance of the approved two-stage demolition works, a significant period has already elapsed whereby the Site is not contributing to the vitality and viability of the wider district centre.

- 8.5 In combination, adopted Core Strategy policies C2 (District Centres), C6 (South Manchester District Centres), EC2 (Existing Employment Space and EC9 (South Manchester) seek to retain and enhance existing uses/sites for the purposes of ensuring that provision makes a positive contribution to the vitality and viability of defined centres such as Chorlton.
- 8.6 In addressing the referenced policies individually and collectively, the applicant's overarching case is that:
- The comprehensive residential-led mixed-use regeneration of the Site has long been identified since the preparation of a Development Framework by the Greater Manchester Pension Venture Fund ('GMPVF' – existing landowner) and its ultimate adoption by Manchester City Council, as local planning authority.
 - The Framework identifies the Site as an important redevelopment opportunity, both for the regeneration of the existing district centre and to respond to the needs, particularly with respect to housing in general, of the wider South Manchester catchment to which it sits.
 - The shopping centre was specifically identified as suffering from an outdated 'inward-looking' layout that is disconnected from the wider district centre. Therefore, in jointly preparing the Development Framework, both MCC and GMPVF recognised the potential for the site to be positively regenerated/transformed, providing a unique opportunity to provide improved retail provision whilst delivering new residential dwellings (designed in accordance with the Manchester Residential Quality Guidance) and in accordance with the long term vision for Manchester guided by the strategies of 'Our Manchester' which promotes regeneration, job creation and growth of a clean, safe, attractive, well-connected, thriving and sustainable City.
- 8.7 A justification for the loss of existing (ultimately vacant) retail and employment floorspace is set out below.
- i) Loss of Retail Floorspace**
- 8.8 The existing (vacant) precinct comprises 22no. retail units (including Costa – which is outside the application redline and is to be retained) and one kiosk unit with a total NIA of 3,217sqm (34,633sqft). Most retail units within the existing precinct were vacated around December 2023/January 2024 as part of the vacant possession strategy enacted by GMPVF.
- 8.9 Whilst it is acknowledged that the existing precinct contributed significantly to the vitality and viability of the wider district centre in the past, it is important to note that:
- The former Betel, Thomas Cook and Martin's Bakers units and the kiosk were vacant for a significant period prior to final closure of the precinct. These units equated to approximately 13% of the total retail floorspace within the precinct.
 - Other occupied units were on favourable terms which were lower than the prevailing market rate. Occupiers benefitted from reduced rents, write-offs of arrears, enhanced compensation packages, or a combination of these.
 - The existing configuration and 'experience' of the precinct was widely recognised, as per the adopted Development Framework, as being inward-looking and dated. The lack of retail provision to Manchester Road and particularly Barlow Moor Road frontages was identified as a significant physical/commercial deficiency which undermined performance of the wider district centre.
- 8.10 Therefore, the longer-term vitality and viability of the precinct in its existing form was clearly declining well in advance of the application proposals for its redevelopment. A comprehensive redevelopment scheme, providing a substantial mix of high-quality ground floor retail/commercial floorspace (976sqm NIA total) to attract new businesses is therefore required to contribute towards the key objectives of the Core Strategy and the key principles set out in the adopted Development Framework document.

8.11 As per the Retail and Leisure Occupier Strategy submitted with the planning application, the proposed scheme will provide modern floorplates on external frontages (primarily Barlow Moor Road) to better physically and visually integrate with the wider district centre (linear centre). There is also an ability to change/mix the configuration of units to meet occupiers from national, regional and independent local operators. The Makers Market element will also address the Core Strategy requirements to promote choice and competition, particularly in relation to supporting the independent sector.

8.12 Therefore, in addition to the physical benefits of the scheme weighing significantly in support of the comprehensive redevelopment of the precinct, that there are other significant benefits which outweigh the short-term impact on the vitality and viability of the district centre by way of the closure of the existing precinct; these include:

- **Rejuvenating the District Centre** – PfE and NPPF are clear that the proactive identification of land within defined shopping centres for alternative residential use can play an important role in ensuring future vitality and viability of the wider centre.
- **Increasing Spending Capacity** - the creation of a new residential community (262 dwellings) within the heart of the district centre will significantly improve vitality and viability during the construction phase but especially the operational phase due to the significant increase in available spending capacity to support existing shops and facilities.

8.13 The residential-led diversification of a prominent/vacant brownfield site is therefore considered to outweigh the overall ‘net’ reduction in retail floorspace within the scheme. The new scheme reflects a ‘right-sizing’ exercise which will secure the future vitality and viability of the wider district centre.

ii) Loss of Employment Floorspace

8.14 Whilst promoting the efficient use of land is important, adopted Core Strategy policy EC2 identifies that the City Council (as LPA) will seek to retain and enhance existing employment space and sites (such as Graeme House). Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that, amongst others, the existing use is unviable in terms of business operations, building age and format; and that, on balance, proposals are able to offer greater benefits in terms of the Core Strategy’s vision and spatial objectives than the existing use.

8.15 At the outset, it is the applicant’s contention that an alternative use would bring more benefits to the city, either because the employment use is not the optimum use for the site or because any harm is outweighed by the benefits associated with the proposed comprehensive redevelopment as set out in the proceeding sub-sections of this chapter.

8.16 However, for the purposes of robustness, it is important to raise the following key points:

- The site is not specifically allocated for employment uses in the adopted development plan
- The office building was vacated by Department of Work & Pensions (DWP) in March 2023. Prior to this date, for an extended period of time, the office was not in full use. Avison Young, acting for GMPVF, offered DWP the possibility of a lease extension beyond March 2023, but were advised that this was not being considered by DWP.
- Prior to the vacation of the premises by DWG, GMPVF assessed the likely capital expenditure to bring the premises into a condition suitable for actively marketing, along with likely rental levels and market demand. It was concluded that an absence of demand and low values would preclude a financially viable refurbishment.

- The Chorlton Cross Development Framework, which MCC specifically adopted/endorsed, identifies the demolition of the existing Graeme House office building to facilitate the comprehensive redevelopment of the site.
 - The City Council, as LPA, approved the demolition/clearance of the site (Graeme House and shopping precinct) in January 2025 via Prior Notice approval ref. LPA ref. 141706/DEM/2024. Internal works including removal of asbestos and 'soft strip' of internal fixtures and fittings has already been substantially complete. The viability of 'returning' the office building to productive economic use is therefore substantially reduced.
- 8.17 The CBRE office agency team based in Manchester has subsequently reviewed the current position in relation to market demand, supply and rental levels. An overview of the South Manchester office market (prepared on a half-yearly basis) is provided at **Appendix 2** for reference. However, in headline terms, analysis of Graeme House and its locational context details that:
- Take up in South Manchester has been restricted since Covid and has struggled to recover to pre-2020 levels. Many occupier requirements that were focussed on the area have either stalled due to rising fit out costs and renewed in their existing premises or have looked to re locate to the City Centre, where hiring and retaining staff is considered easier by many firms. This was highlighted by Virgin Media relocation from Wythenshawe to Island in Manchester city centre.
 - The remaining significant requirements for South Manchester are largely focussed on best in class, Grade A schemes. There is a good supply of this space available in the market.
 - Occupier sentiment is towards a 'flight to quality', clustering, the highest ESG standards (minimum EPC B grade) and cost savings/space efficiency.
 - Graeme House is not a best in class (Grade A) location and there are better buildings and budget options available within the South Manchester area and in the wider conurbation (to which it would compete to meet any prospective occupier requirements). The level of investment required to bring Graeme House up to any market-facing standard is likely to be substantial and ultimately not viable given that likely rental levels that it would command is below the investment rate required.
- 8.18 Drawing the above points together, the 'loss' of Graeme House is justified on the basis that its existing use is unviable in terms of business operations, building age and format. Chorlton is simply not an established office location anymore.
- 8.19 Consequently, it is the applicant's contention that the proposed employment 'loss' is significantly outweighed by scheme achieving/aligning with the Core Strategy's vision and spatial objectives than the existing use.
- 8.20 As detailed in the planning policy review chapters above, the principle of redevelopment of the site is identified/established across a range of local and national planning policies and themes, as follows:
- **Delivering New Residential Use** – the site will make a significant positive contribution towards the Council meeting its housing targets, particularly for the South Manchester area as per the adopted Core Strategy spatial objectives and respective policies H1 and H6, Places for Everyone (PfE) policy JP-H1 and NPPF (particularly chapters 5 – delivery of new homes and 11 – making efficient use of land).
 - **Delivering an Appropriate Housing Mix** - the scheme offers a mix between affordable housing and market housing and a variety in unit sizes between 1 and 3-bed units and a limited number of penthouses. All dwellings accord with Nationally Described Space Standards (NDSS) and will comply with relevant Building Regulation (Part M) requirements, including accessible and adaptable dwellings.

- **Brownfield Regeneration** – the maximisation of suitable vacant brownfield site within a highly accessible district centre location to meet identified development needs is a central tenet of the statutory development plan as per PfE policy JP-S1 and the NPPF. The scheme represents sustainable development in making efficient use of previously developed land.
 - **Deliver an Appropriate Density of Development** – the site represents a highly sustainable location which is well-served by public transport (walking, cycling, bus services and short walk to Metrolink). Therefore, delivering an appropriate density on site to correspond to the location/accessibility of the Site corresponds to PfE policy JP-H4.
- 8.21 Therefore, at the outset, there is significant in-principle support for the proposed scheme subject to satisfactorily demonstrating compliance with technical and environmental matters (either through embedded mitigation or imposition of an appropriate planning conditions regime).
- 8.22 Put simply, a ‘do nothing’ approach is not realistic given the prominence and locational characteristics of the (currently vacant) Site. Failure to deliver appropriate (viable) regeneration of such an important highly accessible and sustainable brownfield land resource would run contrary to the main thrust of local and national planning policy which requires the efficient and effective re-use of land to assist in meeting local/regional/ national housing needs and improving the vitality and viability of the existing district centre.
- 8.23 Further scheme benefits are identified below which provide further significant/decisive weight in undertaking a planning balance exercise against the proposed retail/employment floorspace loss.

b) Development Framework Compliance

- 8.24 Although not forming part of the statutory development plan, the Development Framework was prepared in accordance with the adopted Core Strategy and forms a non-statutory material consideration and the basis for assessing the planning application. As previously detailed, the Framework requires proposals to clearly detail how the proposed development reflects the land uses, densities and design and layout principles laid out in the Framework.
- 8.25 A detailed appraisal of the compliance of the proposed scheme against the key principles is set out within the Design and Access Statement submitted with the planning application. However, a summary overview of scheme compliance is provided below:

DEVELOPMENT FRAMEWORK PRINCIPLE	CBRE ASSESSMENT
Complete the Urban Block: there are a variety of boundaries to the site which require sensitive consideration, including the rear gardens on the western boundary of the site and the properties fronting Wilbraham Road.	The scheme has been developed to sensitively respond to existing properties. In developing the scheme, the western accommodation blocks have been moved further from the residential boundary to create a substantial off-set. Technical assessments (daylight/sunlight etc.) identify that there is no adverse impact on these or other surrounding properties. The scheme has also been designed to not sterilise the future potential redevelopment of the existing medical practice on Nicolas Road.
Pedestrian Permeability: creation of a clean and safe pedestrian route through the site, with revised vehicular access for access to the car park, residential units and servicing of retail units.	The scheme will generate significant accessibility improvements for the wider district centre through the substantial pedestrianisation of the existing Manchester Road alignment to create a landscaped active travel route. The access strategy for the site has been appraised in detail and provides a safe segregation of vehicles and appropriate parking provision (commensurate with future scheme needs but cognisant of the high levels of public transport availability in close proximity to the site).

	The scheme also will deliver significant pedestrian enhancements through a scheme of pavement replacement works along relevant site boundaries.
Repair the Retail Grain – Retail Frontage: introduce active frontages and improved public realm to Manchester Road. Have regard to the extent of current retail provision and market requirement in determining the redeveloped retail provision.	The proposed scheme includes ground floor commercial uses which project out on to Barlow Moor Road to stitch into the existing district centre provision. A retail occupier strategy identifies the type of commercial provision that the scheme is seeking to deliver. A small ‘makers market’, accessed off the Wilbraham Road site frontage, will deliver appropriate scale units for independent traders.
Repair the Residential Grain – Residential Frontage: creation of a new streetscape of active ground floors and natural surveillance to encourage a safe pedestrian environment.	The scheme provides active frontages set within an attractive public realm area to encourage a safe pedestrian environment.
Landscape and Daylight: provision of an attractive and well maintained through a combination of hard and soft landscaping. Orientation of living spaces to maximise direct light.	Detailed technical assessments, including Daylight/Sunlight and Wind Microclimate studies, have been completed in order to minimise impacts on surrounding receptors whilst ensuring that the proposed scheme achieves appropriate amenity levels.
Service, Cycles and Parking: consolidation of car parking in an improved facility. Car parking numbers will be subject to analysis of demand and the mix of uses. Sustainable modes of transport should be encouraged. Recycling and efficient waste collection should be facilitated.	<p>The parking strategy for the site is a reflection of its highly sustainable location with significant levels of public transport access in close proximity (acknowledging the ‘in-centre’ location of the site). The scheme accommodates policy-compliant levels of non-car parking provision and facilities for cyclists (residents and visitors). A travel plan seeks to maximise modal shift to non-car modes.</p> <p>The scheme has been designed to satisfactorily address waste management collection and servicing requirements.</p>
Designation of Scale: scale and massing should respond to the existing building heights in the current development and the surrounding streets.	<p>The scheme has been subject to detailed assessment to ensure that it does not impact on residential amenity or generate any adverse effects with respect to townscape/visual and heritage considerations. The maximum height of the proposed scheme (Block A – 10 storey) broadly corresponds to the Framework expectations in terms of creating an appropriate set-piece mass which projects out to the district centre but does not dominate. The height across the scheme varies considerably.</p> <p>The scale and massing strategy for the scheme has been carefully developed to integrate into the wider district centre context. The scheme is broadly comparable with the height precedent established by Graeme House (8-9storey) on site.</p> <p>The proposed density and scale are required to make the scheme viable.</p>
Comprehensive Masterplan: The north-west and south-east corners of the Framework boundary do not extend to include the full extents to the urban	The scheme as presented in the planning application represents a comprehensive and co-ordinated masterplan approach. The scheme is

<p>blocks. Besides, the Costa Coffee unit is not included in the legal ownership. A more comprehensive masterplan that seeks to safeguard the future of the whole block and capitalise on the wider opportunity of the site should include these key areas in any development proposals.</p>	<p>located within the ownership of GMPVF and is not reliant on any third-party land (except for works to adopted highway).</p> <p>The scheme has been designed to adequately accommodate the existing Costa Coffee unit albeit some remedial (party wall) work will be required given the necessary demolition of the balance of the now vacant shopping precinct in advance of the approved demolition works (as per the Prior Notice for Demolition).</p>
<p>Towards Zero Carbon: All development will generally adopt a fabric-first approach towards reducing energy and carbon requirements in use. This should include the use of Passivhaus Principles (or similar fabric-first strategies) to deliver buildings that require minimal energy in use which can then be provided via on site renewables or via clean energy generation from the grid.</p>	<p>The scheme is highly sustainable and seeks to meet all relevant current planning and building regulation requirements. The scheme will be highly energy efficient and does not require any carbon energy sources.</p>

8.27 Overall, based on the above and as considered in further detail in the wider planning application submission, it is considered that the proposal complies with the guiding design principles of the adopted Development Framework.

8.28 The design of the building has been subject to detailed review and input from MCC planning and urban design officers through a multi-stage pre-application process. Further detail on the design evolution of the scheme is provided in the Design and Access Statement submitted with the planning application. However, CBRE considers, based on the extensive multi-stage pre-application process with MCC, that the proposed scheme represents a high-quality scheme which addresses the Development Framework principles.

2. Heritage Considerations

Baseline Legislative/Planning Policy Position

8.29 A Historic Environment Desk-Based Assessment (HEDBA), prepared by Lanpro, forms part of the planning application submission and forms the primary source of assessment of heritage/conservation matters. The assessment identifies whilst the Site is outside of the Wilbraham Road/Edge Lane Conservation Area and does not contain any listed or non-designated heritage assets, any redevelopment proposition may impact on the significance of character or setting of the assets.

8.30 Consequently, subject to the level of harm identified, this Planning Statement is required to complete a ‘*harm versus benefits*’ exercise. In advance of setting out the level of harm and going on to identify benefits in the proceeding sub-section, it is important to reaffirm the heritage policy position and tests prior to undertaking the ‘balancing’ assessment. Therefore, in summary the HEDBA confirms that:

- Section 66(1) of the 1990 Planning (Listed Buildings and Conservation Areas) Act requires local authorities to have special regard to the “desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.” when determining applications which affect a listed building or its setting.

- Chapter 16 of the NPPF describes provisions specifically relating to conserving and enhancing the historic environment. Paragraph 207 advises local planning authorities to require an applicant to describe the significance of any heritage assets affected by their proposal, including any contribution made by their setting. It states that “the level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance.”
- The NPPF defines significance in relation to heritage policy as: “The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.”
- The setting of a heritage asset is defined as: “The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.”
- The NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, the harm should be weighed against the public benefits of the proposal (paragraph 215).
- The NPPF affirms that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining applications. When weighing this harm, applications which directly or indirectly affect non-designated heritage assets will require a balanced judgement having regard to the scale of any harm or loss and the significance of the asset (para. 216).

8.31 In terms of the statutory development plan, adopted Core Strategy policy EN 3 reflects the NPPF, detailing:

- Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.
- New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.
- Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

Heritage Assessment

A) Conservation Areas

8.32 The Site is outside but adjacent to the Wilbraham Road/Edge Lane Conservation Area. Further to the south, beyond the Wilbraham Road/Edge Lane Conservation Area, lies the Chorlton Green Conservation Area. However, the HEDBA considers the Chorlton Green Conservation Area to be sufficiently distanced from the Site and by virtue of the built-up nature of the surrounding townscape would not be impacted by the proposed development.

8.33 At present, although the Site is not listed as a negative contributor to the Wilbraham Road/Edge Conservation Area, the HEDBA considers that the views of the existing shopping centre on the Site do not contribute positively to the character or appearance of this Conservation Area. The proposed

development has therefore been carefully designed to improve the character and setting of the Conservation Area through the redevelopment for a high-quality scheme, which has been informed by heritage-based considerations.

8.34 However, the HEDBA does recognise that there will be a change in the current scale and massing of the site as well as its visibility from the Conservation Area. The break-up of the proposed scale and massing of the proposal, allied to the stepping back of the proposed development away from the Conservation Area is considered to mitigate any impact as it will respect the existing building line and not substantially breach current scales (as determined by the existing 8-9 storey Graeme House office building).

8.35 Overall, therefore, the HEDBA concludes that:

- The proposal will reintroduce a level of authenticity to the Conservation Area, representing an improvement over the existing development in the Site's response to the Conservation Area, and will make a positive contribution to the overall character of the Conservation Area through its setting. The Proposed Development is also considered to mitigate the impact of the increased scale and massing through careful design and layout.
- The proposal is considered to generate 'less than substantial' harm (at the lower end) on the significance of the Wilbraham Road/Edge Lane Conservation Area.

B) Listed Buildings

8.36 There are six Grade II Listed Buildings within a 500m radius of the Site. Due to the distance, the existing dense urban grain, and large amount of foliage screening the Site from these assets, the HEDBA considers three of these Listed buildings will not be impacted by the proposal and therefore focuses on potential impacts/effects on the Grade II Listed Lloyd and Platt Hotel (NHLE 1096127), Chorlton Library (NHLE 1414760) and the Former Temperance Billiard Hall (NHLE 126 1268311) buildings.

8.37 The Grade II Listed Lloyd and Platt Hotel is located to the north-eastern corner of the Wilbraham Road/Edge Lane Conservation Area, in close proximity to the Site. In summary, the HEDBA considers the Site does not directly contribute to the significance of the Hotel and there is a lack of intervisibility from the Site towards the asset. However, where the proposed development may be visible from the asset, it has been designed to step away from the Conservation Area. As a result, the breaking up of the scale and massing of the current site as a result of the proposed development will ensure a 'flusher' building line than is currently present and will not challenge the prominence of the asset in views eastwards along Wilbraham Road. The design and materials of the proposed scheme will also be appropriate to the character of the Conservation Area and therefore the asset. Consequently, as a result, the HEDBA concludes that the proposed development will result in less than substantial harm at the lower end of the spectrum.

8.38 The Grade II Listed Temperance Hall is located to the northwest of the site. Views to the south of the Temperance Hall toward the Proposed Development are blocked by the large scale and massing of the adjacent building to the south of the Temperance Hall. The dominant view of the asset is from Barlow Moor Road and Manchester Road from the North. Therefore, the Proposed Development will not form a dominant element within this view and will not have an impact on the significance of the Former Temperance Hill.

8.39 The Grade II Listed Chorlton Library is situated to the north of the Proposed Development. The dominant view of the asset is from Manchester Road and Longford Road. Being separated from the Site by 20th century development to the south, there is a lack of intervisibility with the current site, as views to the south from Manchester Road are blocked by the current scale and massing of buildings to the south of the library. Therefore, the Proposed Development will not have an impact on the significance of the library.

C) Non-Designated Built Heritage Assets

- 8.40 The Greater Manchester's Historic Environment Record (HER) records no non-designated heritage assets within the Site boundary. The Proposed Development has the potential to impact upon the setting and significance of two key unlisted buildings. These are the Spread-Eagle Hotel and the Wilbraham Road Conservative Club.
- 8.41 These two unlisted buildings are key elements of the Wilbraham Road/Edge Lane Conservation Area due to their strong architectural form, prominence within the townscape and as examples of local style. Due to the tight urban grain that surround the buildings, it is considered that there will be limited views of the Proposed Development. The proposed materiality and design aspects such as bay windows, balconies, a setback top and the development stepping up away from the Conversation Area are considered to mitigate impact to a degree. As such, it is considered that there will be less than substantial harm at the lower end to the significance of the grouping.
- 8.42 464 Wilbraham Road (Sunwick Villa) is considered a building of historic interest due to its distinctive architectural features. The relationship between the Site and the asset are interrupted by dense foliage to the north of Sunwick Villa. The Proposed Development will not alter the relationship between the Site and the asset, albeit the breakup of the current massing will allow for a greater appreciation of the asset in its historic built context. The current experience and appreciation of the asset will be enhanced by the Proposed Development, and as such its significance will be enhanced. Overall, there will be less than substantial harm at the lower end to the significance of the asset.

Heritage Conclusions/Summary

- 8.43 Overall, the HEDBA considers the Proposed Development will result in the following levels of harm:
- **Conservation Area and Designated Heritage Assets:** less than substantial harm at the lower end of the spectrum on the Conservation Area and the Grade II Listed Lloyd and Platt Hotel. Therefore, NPPF para. 215 requires that this harm is weighed against the public benefits of the proposed scheme.
 - **Non-Designated Heritage Assets:** less than substantial harm (at the lower end of the significance of grouping/individual asset (Sunwick Villa) thereby engaging NPPF para. 216 which requires a 'balanced judgement' having regard to the scale of any harm and the significance of the heritage asset(s).
- 8.44 The principle of development, as detailed in the first sub-section of this chapter, identifies how the proposed residential-led mixed-use scheme aligns with the main thrust of local, regional and national planning policies to make effective use of previously developed land in sustainable locations to meet defined needs (in this instance housing needs and increasing supply/delivery).
- 8.45 The remaining sub-sections of this chapter therefore seeks to articulate the benefits of the scheme which further support a positive-based balancing exercise relative to the harm identified in the HEDBA.

3. Viability Considerations (Affordable Housing Provision)

- 8.46 As detailed in Chapter 4 of this report, an Affordable Housing Statement (AHS) has been prepared by CBRE in support of the planning application submission. The AHS is informed by a detailed financial viability assessment (FVA), prepared by CBRE and reflecting the applicant's latest cost plan. The FVA tests the financial viability of the proposed residential development against the statutory development plan policy requirements set out in adopted Core Strategy policy H8.
- 8.47 The FVA demonstrates that the application proposal cannot viably support the policy aspiration for 20% of proposed dwellings to be affordable (as per adopted Core Strategy policy H8 clause 1). Accordingly,

having regard to policy H8 (clause 4), an exemption from providing affordable housing has been demonstrated and thus the policy compliant affordable housing requirement is nil (zero provision).

- 8.48 Whilst the scheme has demonstrated compliance with adopted Core Strategy policy H8(4), the applicant is proposing to provide 20% affordable housing outside of the policy compliant position via a successful application for Homes England grant funding to support the capital costs of developing affordable housing for rent or sale.
- 8.49 Subject to successful receipt of grant funding, the proposed scheme would provide 53no. 'affordable' residential units (20% of the 262 overall proposed residential unit scheme) of which:
- A total of 49no. affordable units (18.7% of the overall unit total) would be defined as social-rented and operated by Southway Housing Trust
 - A further 4no. units (1.5% of overall unit total) would be located within Blocks A and C and would be sold by PJL at a discounted to 80% of market value.
- 8.50 The AHS sets out a proposed mechanism, by way of a planning condition attached to the planning permission (if subsequently granted), requiring the final scheme for the provision of affordable housing (subject to receipt of grant funding) to be submitted to MCC, as local planning authority, for approval.
- 8.51 Therefore, notwithstanding that the policy compliant provision is nil, the provision of affordable housing beyond the policy compliant position would generate a significant public benefit that should be afforded appropriate (substantial) material weight in decision-making.

4. Scheme Benefits

- 8.52 This section therefore sets out the substantial economic, social and environmental benefits that the proposal will deliver.

Economic Benefits

- 8.53 The Proposed Development is consistent with the regeneration aspirations for development in the area and the ongoing regeneration of Chorlton. The following headline benefits are derived from the detailed Economic Impact Assessment prepared by CBRE as part of the planning application submission.

During the construction phase:

- c. £77 million of direct expenditure in the construction industry;
- 1,532 person-years of employment directly supported through construction investment, equating to an average of 438 temporary gross jobs per annum during the estimated construction period of approximately 3.5 years;
- An average of 469 net additional employment opportunities annually generated in the North West during construction (sum of direct, indirect, and induced employment impacts), of which 128 employment opportunities are expected to be created within Manchester; and
- Total net additional productivity generation of £117.95 million in GVA in the wider North West economy, of which £87.78 million will be generated locally in Manchester.

During the operational phase:

- 47 net additional FTE employment roles created for workers across the North West, inclusive of 13 jobs created locally in Manchester;

- An additional £3.35 million in GVA generated annually across the North West economy (in today's prices). This is inclusive of £2.48 million generated locally in the Manchester economy;
- Accommodating 645 residents in 262 new homes (840 residents in the maximum occupancy scenario). Of this total, approximately 419 new residents will be working age, economically active and employed (546 residents in the maximum occupancy scenario) – growing the local labour force;
- Generating net additional local household expenditure of circa £5.19m per annum (£6.77m per annum in the maximum occupancy scenario), which will support the vitality and viability of the district centre and wider Manchester economy;
- Net additional business rates revenue uplift of circa £53,761 per annum, which under the present Business Rate Retention Scheme ('BRRS') allows for 99% of collected rates to be retained by the Council, which represents a financial incentive within the system to generate economic growth and job creation; and
- Net additional Council Tax annual revenue of circa £587,478 paid to the Council, which will support delivery of public services and maintaining community infrastructure³. Council Tax revenue is forecast to represent 28% of total revenue funding in 2025/26 and is an increasingly important source of funding to the Council.

Social Benefits

- Housing delivery, provision of affordable housing beyond the policy compliant 'nil' provision (as detailed in section 3 above) and providing a choice/mix of housing types.
- Delivering housing development within a highly accessible district centre location.
- The regeneration of a centrally located and prominent (currently vacant) site in the district centre and the enhancement of the built environment and existing public realm.
- Delivery of a mix of uses, comprising much needed housing and retail activation, creating additional employment and skills opportunities
- Improving the training skills and employability of the locally employed workforce for the construction of the Proposed Development.
- Commitment to enter into a local labour agreement (secured by way of planning condition).
- Additional jobs during both the construction and operational phases providing economic and wellbeing benefits for both individuals and wider community, potentially enabling those who are unemployed to re-enter the workforce.
- Creation of a mix of high-quality, energy efficient housing proximate to public services and social infrastructure.

Environmental Benefits

- Delivery of highly energy efficient homes that includes design solutions to maximise efficiency.

³ It is estimated that approximately 5.91% of council tax receipts will be redirected towards Mayoral General Precept (including Fire Services)

- Creation of new public realm areas and hard/soft landscaping including biodiverse planting and a publicly accessible pedestrianized ‘greenway’ route (Manchester Road) through the site, including woodland inspired planting, rain gardens and natural ‘play on the way’ features.
- Improvement of access to existing green spaces through increased pedestrian and cycle permeability.
- Provision of walking, wheeling and cycle infrastructure to encourage active travel along the north to south corridor via Manchester Road,
- Hierarchy of vehicles with clear indication where pedestrians and cyclists are the priority
- Creation of a scheme that incorporates LED lighting, air source heat pumps for hot water generation, rooftop PV panels to offset emissions from grid electricity and combined natural and mechanical heat recovery ventilation systems.
- A 20.80% uplift in on-site biodiversity units (based on the proposed landscape plan and to be subject to the necessary 30year statutory management regime).

8.54 As such, CBRE concludes that the proposed development will clearly deliver substantial public benefits which weigh significantly in the balancing exercise required under NPPF paragraph 215. As detailed earlier in this chapter, a ‘*do nothing*’ approach is not realistic given the prominence and locational characteristics of the (currently vacant) Site.

8.55 Failure to deliver appropriate (viable) regeneration of such an important highly accessible and sustainable brownfield land resource would run contrary to the main thrust of local and national planning policy which requires the efficient and effective re-use of land to assist in meeting local/regional/ national housing needs and improving the vitality and viability of the existing district centre.

9 Planning Assessment – Environmental Considerations

9.1 This Chapter of the Statement summarises the findings of the individual environmental and technical report which have been submitted in support of this planning application, to fully demonstrate that the Proposed Development accords with the statutory development plan, associated supplementary guidance (statutory and non-statutory) and national planning policy. The following disciplines are considered:

1. Archaeology
2. Air Quality
3. Crime Impact
4. Daylight, Sunlight and Overshadowing
5. Ecology and BNG
6. Energy and Sustainability including BREEAM assessment
7. Fire
8. Flood Risk & Drainage
9. Ground Conditions
10. Landscape
11. Lighting
12. Noise
13. Townscape and Visual Impact
14. Trees
15. Transport
16. TV Reception
17. Utilities

9.2 As detailed in the Introduction Section (1.0) to this Statement, the proposed scheme was ultimately determined by Manchester City Council (MCC), as local planning authority, to have potential for significant effects on the following topics, which are considered in the Environmental Statement (ES) submitted with the planning application:

- EIA Methodology and Intra-Development Cumulative Effects;
- Built Heritage;
- Townscape and Visual Effects;

- Traffic and Transport;
- Air Quality;
- Noise & Vibration; and
- Residual Effects and Next Steps.

9.3 This overview should therefore be read alongside the ES Statement for a complete appraisal of the impacts/effects and associated mitigation required (relevant to the topic areas included within the ES) to make the scheme acceptable in planning/environmental terms.

Archaeology

- 9.4 A Historic Environment Desk-based Assessment (HEDBA) has been undertaken by Lanpro. The assessment reviewed the existing archaeological evidence for the Site and the archaeological and historical background of the surrounding area. The assessment has identified a low potential for significant archaeological remains dating to the prehistoric and/or Roman period to survive within the study site. Should such remains be found they would likely be of no greater than local significance.
- 9.5 The study site is located outside any known medieval settlements in the area and was likely utilised during the medieval and post-medieval period for agricultural purposes. Therefore, there is the potential for features relating to associated activities such as ploughing, drainage, or boundaries, to be identified within the study site. Any such remains that could survive would be considered to be of negligible significance.
- 9.6 The study site was once the location of a series of mid-late 19th century glasshouses, and late-19th/early-20th century residential structures (and associated outbuildings), including large semi-detached villas (Nos. 17-27 Manchester Road), and large two-storey houses (No 30 Manchester Road; Nos 587-595 (odd) Barlow Moor Road). The site was also the location of several terraced houses (Nos 468-476 Wilbraham Road) utilised for both commercial and residential purposes, as well as a Motor Garage accessed from Wilbraham Road. All of these structures were demolished in the 1960s, ahead of the redevelopment of the study site into the Chorlton Cross Shopping Precinct and Graeme House. However, the level of site clearance that was carried out during the demolition of these structure is unknown, and therefore there is the potential that remains associated with these buildings may survive below-ground within the study site. Should such remains survive, they would likely be of overall local significance, due to their historic interest and specifically their archaeological interest.
- 9.7 Taking the above into account, it is concluded that no further archaeological works are required within the study site and the proposals are compliant with Policy DM1 (Development Management) of the Core Strategy, Places for Everyone Policy JP-P2 (Heritage) and Saved UDP Policy DC20 (Archaeology).

Air Quality

- 9.8 An Air Quality Assessment (AQA) was undertaken by Redmore Environmental. The AQA assessed: potential impacts associated with fugitive dust emissions during the construction phase of the Proposed Development; potential impacts associated with road transport emissions during the operational phase of the Proposed Development; risk of future resident exposure to any existing air quality issues; and, identified any requirement for relevant mitigations measures.
- 9.9 Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of earthworks, construction and track-out activities. It is considered that the use of the identified site-specific control measures, as outlined within the draft Construction Environment Management Plan (CEMP) submitted with the planning application, would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.

- 9.10 Potential impacts during the operational phase of the proposals may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the Proposed Development. Dispersion modelling was therefore undertaken in order to predict pollutant concentrations at sensitive locations as a result of emissions from the local highway network both with and without the development in place. Results have been subsequently verified using local monitoring data.
- 9.11 Review of the dispersion modelling results indicated that air quality impacts as a result of traffic generated by the Proposed Development were not predicted to be significant at any sensitive location in the vicinity of the site. Review of the dispersion modelling results also indicated that predicted pollutant levels were below the relevant criteria across the development. As such, the site is considered suitable for the proposed end use from an air quality perspective. The Framework Travel Plan and appropriate EV parking provision within the scheme will further assist in maximising modal shift from private car to public transport.
- 9.12 Based on the assessment results, air quality factors are not considered a constraint to the development and the scheme is considered to align with the requirements of the relevant Core Strategy Policy EN16 (Air Quality) and Policy JP-S5 (Clean Air) of Places for Everyone.

Crime Impact

- 9.13 A Crime Impact Statement (CIS) has been prepared by Greater Manchester Police (GMP). In the CIS, the development was assessed against the principles of ‘Crime Prevention Through Environmental Design’.
- 9.14 Considering the potential of the layout of the development to generate antisocial or criminal behaviour, it was recommended that passageways and spaces that are not overlooked by residential units should be linear, illuminated to a high standard and have CCTV coverage. Any vandalism/graffiti in these spaces should be quickly removed, and litter picking should be carried out regularly. Further, it is recommended that these spaces should be overlooked by upper floor apartments where possible. In all other aspects the layout of the development does not have any features which have the potential to generate crime or antisocial behaviour.
- 9.15 The report further includes a checklist for the physical security requirements for the scheme to achieve Secured by Design accreditation. For residential units this includes requirements for doors, windows, glazing & building fabric, alarms, access control, bicycle parking areas, landscaping, lighting and CCTV. For retail units this includes requirements for doors; windows, building fabric & shutters; glazing; and alarms, access control & CCTV.
- 9.16 Overall, the GMP concludes the development is ‘Supported with Further Points for Consideration’. The Proposed Development is deemed suitable for the area, keeps with similar uses in the area and the layout of the development is deemed broadly acceptable with regards to designing out crime, with the points above being highly recommended for consideration. Therefore, the development complies with Core Strategy DM1 (Development Management), which requires the consideration of crime prevention in new developments.

Daylight, Sunlight and Overshadowing

- 9.17 A Daylight, Sunlight and Overshadowing (DSO) report has been prepared by BWB and assesses the proposed schemes against the methodologies set out within the Building Research Establishment (BRE) Guideline entitled ‘Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (2022)’ and aligns with relevant local and regional guidance.

- 9.18 The report described the ‘existing’ and ‘proposed’ impact of the Proposed Development on the daylight and sunlight levels of the surrounding neighbouring residential and applicable non-residential (Chorlton Family Practice GP surgery) properties in accordance with the BRE Guide. The properties include dwellings on Nicolas Road (to the northwest), Selbourne/Keppel/Warwick Road (to the north-east/east), Wilbraham Road (to the south) and Oswald/Manchester Road (to the north-west/west), and the Chorlton Family Practice GP Surgery (to the north). Amenity spaces have also been considered.
- 9.19 The daylight assessment demonstrates that the impact of the Proposed Development on all assessed neighbouring properties is considered acceptable. Most of the assessed windows (98%) adhere to the BRE Guideline. Overall, the effect of the Proposed Development on neighbouring properties is therefore considered negligible in accordance with paragraph H5 of the BRE guide.
- 9.20 The sunlight assessment demonstrates that the impact of the Proposed Development on all assessed neighbouring properties is considered negligible in accordance with paragraph 5 of the BRE Guide 2022. A majority (98%) of the assessed windows within 90° of due south adhere to the BRE guideline. Overall, it is expected that the lighting condition following the completion of the Proposed Development will present no significant effect to the neighbourhood residential properties.
- 9.21 The overshadowing assessment demonstrates that the impact of the Proposed Development on the majority of the assessed surrounding gardens will be unnoticeable. 97% of the gardens will continue to receive good levels of sunlight in the operational phase of the Proposed Development without any changes to the current situation. The impact of the Proposed Development on the sunlight levels of all surrounding gardens are considered negligible.
- 9.22 The internal daylight and sunlight assessment demonstrates that the majority (97%) of habitable rooms achieve or exceed the minimum target illuminance. The Proposed Development is considered to offer an acceptable level of daylight. 84% of the apartments living/kitchen/dining spaces on the first floor achieved the recommended minimum of 1.5 hours of direct sunlight on 21 March (equinox) in accordance with the BRE guide. Where lower levels of internal daylight/sunlight are experienced, the design has sought to strike a balance between achieving a good level of internal daylight/sunlight and ensuring appropriate measures are considered to help mitigate the risk of overheating.
- 9.23 Overall, the report concludes that the Proposed Development is considered acceptable in terms of daylight, sunlight and overshadowing. The proposal is concluded to comply with Core Strategy policy DM1 (Development Management), Places for Everyone policy JP-P1 (Sustainable Places) and relevant supplementary guidance including the Guide to Development in Manchester SPD and the Manchester Residential Quality Guide.

Ecology and BNG

- 9.24 An Ecological Impact Assessment (EcIA) has been carried out by Tyler Grange. The EcIA includes a description and evaluation of the ecological features present within the likely “Zone of Influence” of the development, a description of the actual or potential ecological issues and opportunities that might arise because of the Proposed Development and, where appropriate, commitments for mitigation measures for adverse effects on ecological features as well as ecological enhancement, to ensure conformity with policy and legislation. Lastly, the EcIA includes the calculation of Biodiversity to ensure compliance with the requirement of 10% Biodiversity Net Gain (BNG).
- 9.25 An ‘extended’ Phase 1/UK Habitat Classification (UK Habs) survey, Preliminary Roost Assessment (PRA), and Ground Level Tree Assessment (GLTA) was undertaken initially on 10th August 2023 and updated on the 15th July 2024. The UK Habs survey found that the Site is dominated by built form and hardstanding, with areas of modified grassland and introduced shrub (both of negligible ecological importance), and

scattered trees (of local ecological importance). In the PRA, the existing buildings (Graeme House and precinct) were assessed to have low potential for roosting bat species. Therefore, a single nocturnal survey to determine the likely presence/absence of bats was completed in 2023 and 2024. The GLTA concluded that trees 1, 15 and 22 had PRF-I potential for roosting bats.

Designated Sites

- 9.26 Given the locational context of the Site and the Proposed Development, lack of connecting habitat and distance between the Site and all statutory and non-statutory sites (the closest being 770 metres to the south-west of the Site), no adverse direct or indirect effect on designated sites are anticipated, providing that pollution prevention measures are incorporated and secured through a Construction and Environmental Management Plan (CEMP).

Habitats

- 9.27 Scattered trees are considered to be of local ecological importance, and as such, the development proposals have retained trees where possible, and where not possible, trees loss has been mitigated through additional tree planting on-site. The Arboricultural Impact Assessment (AIA) submitted with the planning application identifies a requirement for the preparation of an Arboricultural Method Statement (AMS) as part of a wider CEMP submission for approval prior to the commencement of any construction works on site (noting that demolition works are informed by an AMS as per the approved Prior Notice for Demolition submission). Subject to adhering to the AMS/CEMP recommendations to protect retained trees on Site, it is considered that the scheme will not have any adverse effects.
- 9.28 All other on-site habitats are of negligible ecological importance. As a precautionary approach, it is recommended that the species of cotoneaster present within the introduced shrub is removed by a specialist invasive species contractor prior to the start of works on Site following the most recent advice from the Environment Agency (EA).

Protected and Notable Species

- 9.29 Trees 1, 15 and 22 were determined to have PRF-I potential for roosting bats. However, these are not expected to be impacted by the Proposed Developments, and thus require no specific mitigation. A sensitive lighting strategy will be implemented to direct lighting levels away from trees with roost potential and other retained on-site where possible (to be secured by planning condition against the submitted lighting strategy).
- 9.30 To enhance the site for roosting bats, three bat boxes (Schwegler 1ff or equivalent) are recommended to be incorporated within the final scheme (provision to be secured by way of planning condition). Indirect impacts on bats associated with dust and noise during the construction phase will be minimised by the implementation of a CEMP.
- 9.31 Trees, buildings and introduced shrub on the Site offer some potential for nesting bird species. As such, any removal of these habitats should be avoided during the nesting season (March to September inclusive) where possible. Should any of these habitats be cleared during the nesting bird season, pre-removal checks for nesting birds must be carried out by suitably experienced Ecological Clerk of Works (ECOW), no more than 48 hours prior to the works commencing. Three bird boxes are recommended to be incorporated within the proposed development; this provision can be secured by way of appropriate planning condition.
- 9.32 Precautionary working methodologies, as outlined in the Ecological Impact Assessment, shall be implemented to avoid impacts on hedgehogs.

Biodiversity Net Gain (BNG)

- 9.33 The Statutory Biodiversity Metric calculated that the Proposed Development would result in a total net biodiversity unit gain of +0.51 habitat units, equating to a net gain of 20.3%. Details of habitat establishment and long-term management will be provided through the production of a Habitat Management and Monitoring Plan (HMMP).

Ecology – Overall Conclusions

- 9.34 In conclusion, in anticipation of the implementation of necessary mitigation (CEMP/AMS and Best Practicable Means of Working), the Proposed Development will be compliant with relevant Core Strategy policies EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure) and EN15 (Biodiversity and Geological Conservation) and PfE policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) as well as specific legislation regarding ecological protection and conservation.

Energy and Sustainability

- 9.35 An Energy and Sustainable Design Statement has been prepared by BWB Consulting Limited to outline the Site's approach to energy efficiency, renewable energy generation, sustainable development and overheating, climate change resilience and carbon management measures.
- 9.36 The Proposed Development will adopt the use of an energy hierarchy and a holistic approach to sustainability to meet National best practice guidance and MCC's objectives for energy consumption reduction, carbon dioxide emissions reduction and sustainable design and construction.
- 9.37 The Development envelope and services will be specified to exceed the minimum standards set in Building Regulations L 2021, ensuring reduced energy consumption for space heating and cooling. In addition, passive design strategies have been integral to the Proposed Development to reduce energy demand and associated CO₂ emissions. This includes insulated building fabric with high thermal performance (low U-values), high airtightness (low air permeability) and 100% energy-efficient LED lighting.
- 9.38 The residential element of the Proposed Development's domestic hot water and ventilation is expected to be met via an Air Source Heat Pump and mechanical ventilation with heat recovery (MVHR). Wastewater Heat Recovery (WWHRs) is also proposed to reduce the residential element of the Proposed Development's CO₂ and associated domestic hot water energy consumption. All residential apartments, communal corridors and circulation areas are also expected to be heated via Electric Panel Heaters.
- 9.39 The non-residential elements (ground floor commercial units and amenity areas) are expected to be heated and cooled via an Air Source Heat Pump (Variable Refrigerant System) and MVHR for ventilation. The comms rooms also are expected to be heated and cooled via a DX Split System. All commercial communal transient zones are expected to be heated via Electric Panel Heaters with amenity areas requiring MVHR, whilst all non-residential areas including the commercial units are proposed with Instantaneous Electric Water Heater for domestic hot water.
- 9.40 Additionally, a 291.13 kW PV system (equivalent to 685 Panels) based on Sunpower Maxeon 6 AC 425W panels with an efficiency of 22.00% is proposed to contribute towards the development's electricity demands.
- 9.41 Consequently, this ESDS proposes to reduce the Proposed Development's energy consumption and CO₂ emissions by approximately 42.30% and 52.89%, respectively, compared to Part L 2021 of the Building Regulations. This complies with the national target to exceed the Part L 2021 baseline and demonstrates compliance with Manchester City Council's requirement to both adhere to the energy hierarchy that reflects national policy targets and specifically Places for Everyone Plan policy JP-S2 (Carbon and Energy)

which requires, as an interim measure, development should be consistent with the Part L 2022 Building Regulations.

- 9.42 The proposals present a vision for the Proposed Development to deliver a secure, sustainable and low carbon design in accordance with MCC's Core Strategy policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) and EN6 (Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies), Places for Everyone policies JP-S1 (Sustainable Development), JP-S2 (Carbon and Energy), JP-S6 (Resource Efficiency), JP-P1 (Sustainable Places) and follows the guidance in chapter 4 of the Guide to Development in Manchester SPD and the Manchester Climate Change Framework.

Fire

- 9.43 A Fire Statement form has been prepared by Artec Fire and sets out the principles, concepts and approach relating to fire safety that have been applied to the Proposed Development. The Statement also appraises how emergency services can access the site and the availability of water supplies for firefighting purposes.
- 9.44 The Statement ensures compliance with legislation requiring planning applications for buildings exceeding 18 metres to include a Fire Statement. The fire safety strategy design of the scheme follows the requirements of BS 9991:2024 and Places for Everyone policy JP-P1 (Sustainable Places) and JP-P6 (Health). Specific recommendations are made in the Statement for further design modifications to be made in relation to Building C within the scheme – these are to be addressed post application submission alongside any additional design-based modifications required.

Flood Risk & Drainage Strategy

Flood Risk

- 9.45 A Flood Risk Assessment, prepared by Civic Engineers, demonstrates that the Site is on land designated by the EA's Flood Zone Mapping as Flood Zone 1 (Low Risk). Available records indicate that the Site is within an area with potential for perched water and groundwater ingress and as such there is a 'medium' risk from groundwater flooding. In line with NPPG, the application of the Sequential and Exception Test is not required in this instance.
- 9.46 The Site is considered to be at low-to-medium risk of surface water flooding and at insignificant risk from tidal flooding. Reservoir flooding is considered an extremely unlikely event and therefore the risk from flooding from reservoirs is considered to be low. Overall, the flood risk to the site is low.
- 9.47 Consequently, the Proposed Development is identified to meet the relevant Core Strategy Policy EN14 (Flood Risk) and Places for Everyone Policy JP-S4 (Flood Risk and Water Environment) as well as relevant NPPF guidance.

Drainage Strategy

- 9.48 A Drainage Strategy has also been prepared by Civic Engineers. Surface water runoff will be managed by the proposed surface water drainage strategy. The proposed strategy utilises SuDS features such as bioretention features, green roofs and permeable paving introduce greater biodiversity and pollution control to the existing site while reducing discharge into the existing 1400mm combined sewer owned by United Utilities, in line with the drainage hierarchy.
- 9.49 These proposals replace the existing drainage infrastructure where surface water runoff is discharged from the site with no provisions for water treatment or biodiversity benefit. It is proposed that surface water is discharged from the site at a discharge rate of 10l/s as advised by United Utilities (as per pre-application advice from UU).

- 9.50 The proposed strategy utilises SuDS features such as bioretention features, green roofs and permeable paving to introduce greater biodiversity and pollution control to the existing site.
- 9.51 To reflect the proposed topography of the site, account for the constraints posed by the building basement, and constraints posed to pipes crossing the existing 1400mm combined sewer at low levels, the proposed site has been subdivided into two primary catchments, 'east' and 'west'. As external land available for attenuation or SuDS provisions are limited within the east catchment, attenuation capacity will be provided using an attenuation tank below the basement. Each network will attenuate for a maximum discharge rate of 5l/s, so that the total discharge rate does not exceed 10l/s as advised by United Utilities, and to mitigate against the risk of blockage at the flow controls as advised by the LLFA.
- 9.52 Therefore, the proposed maximum discharge rate of surface water from the whole development is proposed as 10l/s. Discharge rates will be controlled through the use of hydro-brake devices. Surface water will discharge into the existing 1400mm combined sewer, in line with the drainage hierarchy. Any new connection to existing sewer assets is subject to agreement with United Utilities.
- 9.53 Attenuation provisions to achieve the proposed discharge rate include attenuation tanks, permeable paving subbase and bioretention subbase.
- 9.54 Regarding foul water discharge, it is proposed that foul water from the entire site is discharged into the 1400mm sewer at an unrestricted rate, in line with advice received from United Utilities.
- 9.55 Overall, the Proposed Development is not considered to be at risk of flooding, or to increase the risk of flooding elsewhere. As such, the Proposed Development is concluded to meet the flood risk and drainage requirement of Core Strategy Policy EN14 (Flood Risk) and EN17 (Water Quality), Places for Everyone policy JP-S4 (flood Risk and Water Environment) as well as relevant NPPF guidance.

Ground Conditions

- 9.56 A Phase 1 Ground Conditions Report has been prepared by Civic Earth, to evaluate potential human health, environmental and geotechnical risks and constraints associated with the Proposed Development. This includes:
1. Information obtained from a review of available historical mapping, an environmental disclosure report for the site;
 2. A summary of the anticipated ground conditions and associated geotechnical and geoenvironmental constraints based on review of available published and unpublished sources;
 3. A preliminary qualitative contamination source-pathway-receptor risk assessment based on the available desk study information and the Proposed Development;
 4. recommendations for ground investigations and further assessment, if required.
- 9.57 The preliminary qualitative risk assessment indicated that there is a low to moderate risk to identified receptors from potential contaminants associated with the current and former uses of the site and surrounding area and potential Made Ground associated with the former development of the site and potential infilling of Marl Pit(s). In addition, the assessment has identified a number of potential geotechnical constraints. These constraints are associated with the potential for below ground obstructions, infilled marl pit(s) in the north (and potentially east) of the site, variable thickness of Made Ground associated with the development history of the site and potential variability of the underlying superficial deposits.
- 9.58 A remediation strategy and verification plan is included within the report and outlines the remediation requirements for the site. It is recommended that a watching brief is carried out by the Contractor during the enabling works, earthworks and construction works. Existing monitoring wells should be

decommissioned prior to commencement of significant earthworks and measures implemented to mitigate the potential impact to controlled waters during construction works. The Contractor should be responsible for the material management and waste classification at the site and the “waste hierarchy” should be used to rank waste management options.

- 9.59 In terms of geotechnical recommendations, it is likely that piled foundations are the suitable foundation solution for the Site due to the anticipated structural loads, proposed basements and existing ground conditions, with continuous flight auger (CFA) or rotary bored piles being the most suitable techniques. Foundations should not be constructed on the Made Ground due to its variable bearing capacity and potential for differential settlement. A specialist piling contractor should design and be responsible for the piles, determining the most appropriate and cost-effective pile type based on their interpretation of site data and experience. A planning condition is proposed which requires the piling methodology to be submitted and approved by the LPA prior to commencement of any construction works on site.
- 9.60 Pile testing is recommended for all structures, including one sacrificial test pile per structure and serviceability testing on more than 1% of constructed piles, with a piling specification being completed prior to starting works. Although obstructions were not encountered during the investigation, there is a high risk of encountering them due to historical site development, furthermore the risk of boulders within the Glacial Till also needs consideration if piles are anticipated to extend to this depth; this should be considered and may require proof digging.
- 9.61 A Construction Environmental Management Plan (CEMP) is also submitted with this application and details the methods for carrying out works on site; a planning condition is proposed requiring that a final detailed CEMP is submitted to the LPA prior to commencement of any construction works on site.
- 9.62 Considering the above recommendations, the Proposed Development is considered compliant with Core Strategy Policy EN18 (Contaminated Land Stability) and Places for Everyone Policy JP-S1 (Sustainable Development).

Landscape and Public Realm

- 9.63 As part of the Design and Access Statement (DAS), Randall Thorpe have prepared a Landscape Strategy which outlines the vision and design principles for the development's landscape and public realm proposals. The proposals present an integrated and holistic approach to the landscape design in response to the Site's conditions, architectural design, intended uses, along with Chorlton's rich and unique local context, and have been informed by a review of pre-application consultation and detailed review of the Chorlton Precinct Development Framework and alignment (via pre-application consultation) with the recently adopted Chorlton Local Infrastructure Framework (LIF).
- 9.64 The key landscape and public realm proposals include:
1. The creation of high quality flexible public realm spaces at ground level including biodiverse planting, and strengthened pedestrian connections along the surrounding roads, and through the site;
 2. The creation of a primary ground floor active frontage along Barlow Moor Road to Buildings A and B which supports inside/outside uses, including potential retail, food & beverage, and social activities. Secondary active retail frontage is proposed to Building E fronting Nicolas Road;
 3. A linear green space along Barlow Moor Road which includes informal spill out spaces for tables and chairs, pockets of naturalistic planting to help screen the road and new tree planting to supplement the existing retained mature trees;

4. To the southern end of the Barlow Moor Road linear green space, a quieter, community focused ‘Pocket Park’ space is proposed for local residents and passers-by, with shaded seating, and informal nature inspired play;
5. A publicly accessible pedestrianised ‘greenway’ route through the site is proposed along Manchester Road, including woodland inspired planting, rain gardens and natural ‘play on the way’ features;
6. To the northern end of Manchester Road a ‘Pocket Square’ will be created to encourage people to dwell and provide a focal public space for Chorlton residents;
7. An intimate Makers Market courtyard space is proposed to the side and rear of the existing Costa Coffee unit off Wilbraham Road to provide space for smaller independent businesses;
8. A biodiverse wildflower meadow green roof is located at first floor level overlooking the Makers Market courtyard;
9. A large communal courtyard garden is located at first floor podium level for the use of the residents of Buildings A, B and C.

- 9.65 The public realm improvements seek to ensure an inclusive, accessible environment for all that promotes non-exercise activity, improved health and wellbeing, and sustainable transport modes through walking, wheeling and cycling. The proposed public realm improvements take into account the needs of all users to include areas for resting and play, and facilitating community interaction. Safety and security is also taken into account through provision of active uses and surveillance at ground floor level and an appropriate lighting scheme, as discussed in the Crime Impact section. The Proposed Development is therefore in accordance with a range of policies relating to provision of a high-quality public realm for all including Places for everyone Policies JP-P1: Sustainable Places, JP-C5: Streets for All, and JP-C6: Walking and Cycling. The Proposed Development also complies with Core Strategy Policies DM1 – Development Management, and EN10 – Safeguarding Open Space, Sport and Recreation Facilities.
- 9.66 The Landscape Strategy also responds to other key technical areas including levels and drainage and has been developed through close coordination with the relevant technical consultants, including informing the levels and drainage, proposed lighting, and security and design, discussed in greater detail in their respective sections of this Planning Statement.
- 9.67 The Landscape Strategy is also accompanied by an Outline Landscape Maintenance Plan (LEMP) to ensure the successful establishment and long-term maintenance of the proposed landscaping which will help deliver the habitat and biodiversity value for the Site along with public realm improvements. The landscaping scheme will be maintenance by a private management company during the Site’s operational lifespan.
- 9.68 Through provision of new green spaces within the urban environment and the incorporation of urban greening, opportunities for biodiversity, and street trees, the Proposed Development is in accordance with the principles of good public realm and landscaping in Places for Everyone Policies JP-P1: Sustainable Places and Core Strategy Policy DM1 – Development Management, along landscape and biodiversity policies Places for Everyone Policies JP-G6: Urban Green Space, JP-G7: Trees and Woodland, JP-G8: A Net Enhancement of Biodiversity and Geodiversity, and Core Strategy Policies EN15 – Biodiversity and Geological Conservation and EN9 – Green Infrastructure.

Lighting

- 9.69 A Lighting Impact Assessment, prepared by BWB, identifies and assesses the receptors of light on and surrounding the Site and their sensitivity, identifies the required/anticipated lighting provisions for the Proposed Development, and includes an assessment of the potential effects created by a new lighting strategy with respect to the baseline condition.

- 9.70 The assessment found that potentially significant effects from the proposed lighting on sensitive receptors such as the neighbouring residential properties and potentially ecologically sensitive trees, can be appropriately managed to create a negligible night-time impact.
- 9.71 The proposed lighting installation can achieve the required minimum lighting levels and distribution to meet the requirements of the ILP Guidance notes while causing negligible light trespass to the adjoining land and negligible increase in local sky glow. Any future lighting detail will be required to accord with the parameters and criteria set out in the Lighting Impact Assessment.
- 9.72 Regarding the construction phase, a Construction Environmental Management Plan (CEMP) is provided as part of this application which will be secured through planning condition. The CEMP seeks to mitigate the impact of temporary lighting required during construction works and specific activities. No perimeter lighting will be required given the light available from existing streetlights. Where temporary lighting is required within the compound, this will be managed via timers, and task lighting will be used only on a need-by-need basis and switched off during non-working hours.
- 9.73 Overall, the Proposed Development will provide an adequate and safe level of lighting for its use, amenity and security, while maintaining an acceptable impact on the Site's surroundings, ecology, and neighbouring properties through both the construction and operational phases.
- 9.74 The proposed lighting scheme is therefore in accordance with Places for Everyone Policy JP-P1 and Core Strategy Policy DM 1 Development Management in providing an appropriate lighting scheme that offers a high level of amenity and improves safety and security, while minimising light pollution.

Noise and Vibration

- 9.75 A Noise Impact Assessment has been prepared by E3P. The Assessment considers the impact of the proposed construction activity and operation of the Site on sensitive receptors in the Site's surroundings, including neighbouring residential properties. The Assessment also considers the impact of road traffic on the proposed outdoor public realm and proposed residential uses, including balconies and internal living environment.
- 9.76 Regarding construction impacts, a Construction Environmental Management Plan (CEMP) has been prepared and submitted as part of this Planning Application, which incorporates a range of measures to mitigate the impact of construction noise and vibration. It is anticipated that a final detailed CEMP will be secured through planning condition.
- 9.77 Working hours will be restricted to 7:00am-6:00pm Monday to Friday, and 8:00am-5:30pm Saturday, with no working on Sundays. Measures to mitigate the impact of construction noise and vibration will be implemented in accordance with Best Practicable Means, such as ensuring all engines and plant are not left running unnecessarily and utilising local screens or barriers where necessary. The timing and routes of construction traffic including heavy goods vehicle and deliveries will be restricted to reduce impact on neighbouring uses.
- 9.78 The CEMP is considered to adequately mitigate the impact of construction phase noise and vibration and as such no adverse impacts on surrounding sensitive uses are anticipated.
- 9.79 Regarding noise during the operational phase, the Assessment considers the impact on the proposed outdoor residential amenity area, situated within the proposed envelope at first floor level. Most of this area is shielded from the impact of traffic noise, and with minimal areas of possible exceedance, the Noise Assessment considers that acceptable noise levels are achieved in the public realm area. Regarding private balconies to residential units, no adverse impact is predicted within balconies with the lowest practicable levels achieved and access to other quieter areas available to residents.

- 9.80 In terms of internal noise levels, the primary anticipated noise impact is considered to be from road traffic. A 3D noise modelling was undertaken to assess impact of road traffic noise on facades across the Site in relation to residential living environments. The assessment determined that certain facades require higher specification glazing to control internal noise levels, with necessary glazing specifications set out within the Noise Impact Assessment. Standard thermal double glazing is considered to be sufficient across the rest of the Site.
- 9.81 The proposed ground floor commercial uses have potential to generate noise impacts from plant or music uses. While the operators and specific requirements are not known at this stage, the Noise Impact Assessment incorporates limits on plant noise and operational noise emissions that future occupiers would be required to abide by. These limits have been determined to ensure an adequate daytime and nighttime noise level measured in relation to the closest residential dwellings. Operational and fixed plant noise emissions limits for the Proposed Development have been set based on measured background sound levels that currently exist at the surrounding noise sensitive receptors.
- 9.82 Regarding existing plant at a neighbouring restaurant kitchen, an assessment has been undertaken in relation to its impact on the proposed residential use. The assessment undertaken considers that existing fixed plant items were found to not cause any significant impact upon the Proposed Development.
- 9.83 With the implementation of and adherence to the CEMP, the Proposed Development is not anticipated to have adverse impacts on existing residential developments in terms of noise or vibration during the construction stage in accordance with Places for Everyone Policy JP-C5: Streets for All and Policy JP-C8: Transport Requirements of New Development relating to mitigating the impact of noise pollution from road transport including through construction logistics.
- 9.84 In terms of the operational phase, the proposed noise limits on future commercial units ensure compliance with Core Strategy Policy C10 relating to the impact of leisure and the evening economy on residential amenity, particularly in terms of noise and disturbance. Additional mitigation measures are also proposed in terms of enhanced glazing specification for identified units, party floor build-up and façade insulation/ventilation; these measures will be worked through the detailed (RIBA3) work stage. A servicing strategy is also proposed to be subject to a planning condition.
- 9.85 With mitigation measures in place as set out within the Noise impact Assessment, the Noise Impact Assessment shows that no adverse impact is predicted day or night from sound sources on the Proposed Development, in accordance with Places for Everyone Policy JP-P1: Sustainable Places, Core Strategy Policy DM 1 and Extant UDP Policy DC26 relating to the impact of noise and vibration both on existing and proposed development.

Townscape and Visual Impact

- 9.86 A Townscape and Visual Impact Assessment (TVIA) has been undertaken by Randal Thorp and considers the anticipated effects of the proposed development on the character and features of the townscape and landscape, and on people's views and visual amenity within the study area around the Site. This includes both during the construction and operation phases of the Proposed Development. The TVIA identifies and defines different Townscape Character Areas (TCAs) within the surrounding area which are separate to, but take account of, Conservation Areas in the surroundings.
- 9.87 The proposed development lies within the Chorlton District Centre TCA and adjacent to the Wilbraham Road/Edge Lane Conservation Area TCA. There are potential views towards the proposed development from the terraced and higher density residential TCA although neither this area, nor the conservation area, would be directly affected by the proposals. The identified TCAs that are considered to potentially be affected by the Proposed Development and considered within the TVIA are defined as:

- The Chorlton District Centre TCA (considered as being of Low-Medium value)
 - The Wilbraham Road/ Edge Lane Conservation Area TCA (considered as being of High value)
 - Terraced and Higher Density Housing TCA (considered as being of Medium value)
 - In addition, landscape features within the Site including existing trees and vegetation are considered as having Medium value.
- 9.88 During the construction period, it is anticipated that there would be some detrimental impacts on townscape and visual impact arising from the inherent nature of construction activities, however, these would be short-term and temporary, and confined to the local area. Effects will become less pronounced as distance from the Site increases.
- 9.89 A level of mitigation during the construction period will be achieved through measures contained within the Construction and Environmental Management Plan (CEMP) as part of this planning application, which will include visual screening of the site with hoardings here practical, siting of construction compounds away from sensitive receptors, and protection of trees to provide additional screening.
- 9.90 During the operational period of the Proposed Development, the TVIA considers there would be no significant residual effects upon the townscape or views as a result of the development. The maturity of proposed planting, particularly the trees, would further enhance the open spaces benefiting the townscape within the immediate context of the Site, complementing the built form and improving the biodiversity of the Site. The maturity of proposed planting, particularly the trees, would further enhance the open spaces benefiting the views within the immediate context of the site. The proposed landscaping would be managed in accordance with a Landscape and Ecology Management Plan (LEMP), secured by way of planning condition.
- 9.91 Townscape and visual effects have been concluded as beneficial, neutral or negligible in EIA terms.
- 9.92 Upon completion there would be moderate beneficial effects upon the Chorlton District Centre TCA (Low-Medium value) and upon the landscape features of the Site (Medium value) due to the introduction of high-quality buildings and public realm. There would be Minor Beneficial to Negligible effects on the Wilbraham Road/Edge Lane Conservation Area TCA and the Terraced and Higher Density Housing TCA.
- 9.93 It is considered that the proposed development would reflect the local character, create a strong sense of place and provide high-quality public realm. There would also be improved legibility and accessibility through the site with well-designed public open space.
- 9.94 Overall, it is concluded that the proposed development would result in an enhancement of the local townscape character and of the visual amenities of people in the surrounding area.
- 9.95 The Proposed Development is therefore considered to comply with PfE Policy JP-Strat9 – Southern Areas, Core Strategy Policies Policy SP 1 – Spatial Principles, Policy C6 – South Manchester District Centres, Policy EN1 – Design principles and Strategic Character Areas, and DM1 – Development Management relating to impact on appearance and character of surrounding areas and enhancing character.
- 9.96 The Proposed Development is also in compliance with policies relating to the impact on character and setting of Conservation Areas considered as sensitive receptors within the TVIA, including Core Strategy Policy EN3 – Heritage and PfE Policy JP-P2: Heritage.

Trees

- 9.97 An Arboricultural Impact Assessment (AIA), prepared by Tyler Grange. The AIA assess the direct and indirect impacts of the Proposed Development on trees on Site and provides mitigation measures to address impacts where necessary.
- 9.98 The proposed development (consisting of both the demolition and construction phases) requires the removal of 20no. trees (consisting of 1no. Category A, 6no. Category B, and 13no. Category C trees (comprising 14no. individual trees and 6no. situated in groups). These losses are considered unavoidable due to the existing site infrastructure and spatial constraints on site. An adequate number of replacement specimens are included in the submitted landscape plans.
- 9.99 These removals are expected to cause a minor, temporary impact on the quality of the treescape yet, these can be fully reinstated and improved, demonstrated by a net-gain in the tree population being attained which achieves compensation at a ratio greater than 2:1, in accordance with the relevant Places for Everyone Policy JP-G7: Trees and Woodland. Furthermore, owing to the large quantity of planting and species variety proposed, improvements in the site's green infrastructure function are expected to be further enhanced long-term as the new planting matures.

Traffic, Transport and Parking

- 9.100 A Transport Assessment (TA) has been prepared by Civic Engineers. The TA assess the net change in vehicle trips from the existing to the Proposed Development and the impact this will have on the Site and neighbouring area, along with considering the impact on active travel modes.
- 9.101 The Site is very well connected to the surrounding public transport network, with Chorlton Metrolink stop being approximately 320m east of the site and access to numerous, frequent bus services being available immediately outside of the site. Moreover, the existing cycling infrastructure around the site is generally high quality and to LTN 1/20 standards, with the CYCLOPs crossing at the Wilbraham Road/ Barlow Moor Road junction prioritising pedestrian and cyclist movement to and from the tram stop.
- 9.102 Pedestrian access into the site will take place from Manchester Road/ Barlow Moor Road and Nicolas Road from the north, where the closure of Manchester Road to vehicle traffic, and realignment to honour desire lines, allows for a car-free active travel corridor that transects the site and provides an attractive space for residents and the wider community.
- 9.103 Cycle parking provision is an average of 90% for the 262 homes within the Site. This is surplus to the anticipated demand for cycles at the site but is in line with national, regional and local targets to include higher rates of cycling and allows for the storage of larger and modified cycles. Moreover, designated cycle parking close to the entrance to the buildings allow for secure drop-offs for cycle couriers and cargo-bikes.
- 9.104 Given the Site's sustainable town centre location, the improvements to walking, wheeling and cycling accessibility and the public realm improvements and cycle parking provision that make these modes more attractive, the Proposed Development is considered to promote active and sustainable transport modes and reduce the demand for private vehicle usage. The Proposed Development will also support health and wellbeing for residents through active travel and recreation.
- 9.105 These benefits will be further supported through the Framework Travel Plan submitted alongside the Planning Application which will form the basis of occupier-specific Travel Plans. The Travel Plan incorporates measures such as provision of information for residents and occupiers on sustainable transport choices, provision of cycle maintenance stands, and appointment of Travel Plan Coordinator/s to manage the Travel Plan/s and monitor impacts.

- 9.106 The promotion of sustainable transport modes and additional health and wellbeing benefits is in accordance with Places for Everyone Policies JP-C8: Transport Requirements of New Development, JP-P1: Sustainable Places and Policy JP-S1 Sustainable Development, along with Policy JP-P6: Health and JP-P7 Sport and Recreation.
- 9.107 The net trips generated by the Proposed Development is negligible, with less than 24 additional trips being generated in the AM peak, and 13 additional trips in the PM peak. These trips will not have a significant impact on the surrounding highway network.
- 9.108 Trip generation at the site is negligible, with less than 24 additional trips being generated from the previous land use of the site in the AM peak, and 13 additional trips in the PM peak. These trips will not have a significant impact on the surrounding highway network.
- 9.109 A total of 182 car parking spaces are proposed within the site. 12 spaces within the car park are retained for public use, with the rest being residential parking. Parking surveys carried out indicate that the maximum demand for car parking in Chorlton can be accommodated within the new district centre car parking spaces, and other available capacity on street.
- 9.110 The Transport Assessment concludes that there are no traffic or transport-based matters which would preclude the application determined positively. As such, the Proposed Development is in accordance with relevant Places for Everyone Policies JP-C1: An Integrated Network, JP-C4: The Strategic Road Network, JP-C8: Transport Requirements of New Development and JP-P1: Sustainable Places, along with Core Strategy Policies EC9 – South Manchester, T1 – Sustainable Transport and T2 – Accessible Areas of Opportunity and Needs.

TV Reception

- 9.111 A Television and Radio Reception Impact Assessment has been prepared by Gtech Surveys Limited. A signal survey and reception impact assessment were undertaken to determine the potential effects on the local reception of television and radio broadcast services from the Proposed Development.
- 9.112 The report concludes that the Proposed Development will not cause any interference to local digital satellite television reception or the reception of VHF(FM) radio services.
- 9.113 Although the Proposed Development may cause disruption to the reception of Digital Terrestrial Television (DTT) Freeview services in areas to the immediate southwest of the Site, antenna betterment would restore the optimal reception of all DTT services should residents utilise DTT systems to receive TV broadcasts and interference occurs.
- 9.114 This is not considered to be a significant risk due to the limited impact area and high probability that the few people living there do not watch DTT in any case. If any mitigation is required, this would be arranged by the Applicant.
- 9.115 Taking the above into account, the Proposed Development is considered compliant with Core Strategy Policy DM1 (Development Management), Saved UDP Policy DC26 (Development and Noise) and Places for Everyone Policies JP-P1 (Sustainable Places) and JP-C2 (Digital Connectivity).

Utilities

- 9.116 A Utilities Statement has been prepared by BWB. The report identifies that the Electricity District Network Operator (DNO) (Electricity Northwest Ltd (ENWL)) has an existing substation on site which will need to be diverted as it is within the proposed building footprint. A diversion application with Electricity Northwest Limited (ENWL) will be required before any proposed work can begin on site, so that the

existing substation can be demolished, ahead of the Proposed Development. ENWL will then feed the existing domestic properties from the new diverted substation, so that they do not lose power.

- 9.117 The existing gas DNO, Cadent Gas, have existing infrastructure on site and will need to be isolated, disconnected and removed from Site before demolition works begin. United Utilities, who are the existing water DNO, have existing infrastructure within the Site boundary, and connected to existing buildings within the Site boundary, which will need to be isolated, disconnected and removed, or in some cases re-provided.
- 9.118 Regarding telecoms, BT have existing underground cables, joint boxes, poles and overhead lines which will need to be isolated, disconnected and removed from site before work on the Site is to be undertaken. Virgin Media also has joint boxes and ducts which feed existing buildings on site; and will need to be isolated, disconnected and pulled back to the main duct which is located within Wilbraham Road.
- 9.119 Taking the above into account, the Proposed Development can be considered compliant with Core Strategy Policy DM1 (Development Management), Saved UDP Policy DC26 (Development Management) and Places for Everyone Policy JP-P1 (Sustainable Places).

10 Planning Balance / Conclusions

- 10.1 Section 38(6) of the Planning and Compulsory Planning Act (2004) and Section 70(2) of the Town & Country Planning Act (1990) require applications to be determined in accordance with the statutory development plan, unless material considerations indicate otherwise.
- 10.2 Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (NPPF, para. 8):
- An economic objective – to help build a strong, responsive and competitive economy;
 - A social objective – to support strong, vibrant and healthy communities; and
 - An environmental objective – to protect and enhance our natural, built and historic environment.
- 10.3 Within this context, the Proposed Development has been assessed against the statutory development plan and relevant material considerations, including the NPPF and relevant SPDs and SPGs. The key conclusions are as follows:
- **Principle of Development**; there is a significant support for the proposal across a range of local and national policies and strategies in terms of:
 - **Delivering New Residential Uses** – the scheme will make a significant positive contribution towards the Council meeting its housing targets.
 - **Delivering Affordable Housing** – the provision of affordable housing (subject successful receipt of Homes England grant funding) beyond the policy compliant position of ‘nil’ (as demonstrated within the submitted Financial Viability Appraisal) would generate a significant public benefit that should be afforded substantial material weight in decision-making.
 - **Delivering an Appropriate Housing Mix** – the scheme offers a mix between affordable housing and market housing and a variety in unit sizes between which accord with Nationally Described Space Standards (NDSS) and relevant Building Regulation (Part M) requirements.
 - **Brownfield Regeneration** – securing the regeneration of a suitable/viable vacant brownfield site within a highly accessible district centre location to meet identified development needs. The scheme represents sustainable development and makes efficient use of brownfield land.
 - **Rejuvenating the District Centre** – the creation of a new residential community within the heart of the district centre generates significant opportunities in respect of increased available spending capacity to support existing shops and facilities.
 - **Deliver an Appropriate Density of Development** – the site represents a highly sustainable location well-served by public transport and is easily accessible by walking and cycling.
- 10.4 Put simply, a ‘*do nothing*’ approach is not realistic given the prominence and locational characteristics of the (currently vacant) Site. Failure to deliver appropriate (viable) regeneration of such an important highly accessible and sustainable brownfield land resource would run contrary to the main thrust of local and national planning policy which requires the efficient and effective re-use of land to assist in meeting housing needs and improving the vitality and viability of the existing district centre.

- 10.5 Given that the Proposed Development would give rise to less than substantial harm (lower end of the spectrum) to the significance of the Wilbraham Road/Edge Lane Conservation Area and the Grade II listed Lloyd and Platt Hotel, NPPF para. 215 is 'engaged' and it is necessary to undertake a 'harm-benefits' weighing exercise.
- 10.6 In relation to this 'harm-benefits' weighing exercise, this Planning Statement, informed by a range of technical reports (principally the Design and Access Statement, Economic and Health Impact Assessments), clearly identifies numerous significant and substantial economic, social and environmental benefits which the Applicant concludes demonstrably outweigh the identified level of harm.
- 10.7 With respect to technical/environmental matters, the Applicant considers that there are no adverse impacts which represent a clear reason for refusal, or which would significantly or demonstrably outweigh the identified benefits.
- 10.8 Appropriate mitigation to make the scheme acceptable in technical/environmental terms can be secured by imposition of an appropriate planning conditions regime.
- 10.9 The Applicant therefore invites MCC, as local planning authority, to consider the application positively and expeditiously so the undoubted benefits of the scheme can be realised.

Appendices



Appendix 1: Green and Blue Infrastructure Strategy Statement

Chorlton Precinct, Manchester

Response to the Manchester Green and Blue Infrastructure Strategy

April 2025

The table below outlines how the Proposed Development responds to the Manchester Green and Blue Infrastructure Strategy (adopted 2015, updated 2022) vision and objectives.

Vision	Response
By 2025, climate-resilient well-maintained green and blue spaces remains an integral part of all neighbourhoods. The city’s communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces, and safe green routes for walking, cycling and exercise throughout the city. Green and blue infrastructure will be supporting Manchester’s growth.	<p>The development proposals present an integrated and holistic approach to the landscape design in response to the site conditions, architectural design, intended uses, and Chorlton’s rich and unique local context.</p> <p>The proposed development incorporates a large amount of high quality flexible public realm spaces including biodiverse planting, and strengthened pedestrian connections along the surrounding roads, and through the site.</p>
Objectives established to enable the vision to be achieved	
1. Improve the quality and function of existing green and blue infrastructure	<ul style="list-style-type: none">• The development includes a significant amount of green landscaped areas and new public realm which will improve the quality of the green infrastructure in this urban town centre location. The provision of 20.3% biodiversity net gain will improve habitat on the site and its contribution to the wider green infrastructure network across Manchester.• While there is no existing or proposed blue infrastructure on the Site or surrounding area, the proposed Drainage Strategy will seek to ensure no detrimental impacts on the water environment from foul or surface water drainage, while the Construction and Environmental Management Plan will seek to mitigate risks to controlled waters during construction works to maintain the quality of existing blue infrastructure.

Vision	Response
<p>2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth</p>	<p>The development proposals include:</p> <ul style="list-style-type: none"> • The creation of high quality flexible public realm spaces at ground level including biodiverse planting; • AA linear green space along Barlow Moor Road which includes informal spill out spaces for tables and chairs, pockets of naturalistic planting to help screen the road and new tree planting to supplement the existing retained mature trees; • To the southern end of the Barlow Moor Road linear green space, a quieter, community focused 'Pocket Park' space is proposed for local residents and passers-by, with shaded seating, and informal nature inspired play; • A publicly accessible pedestrianised 'greenway' route through the site is proposed along Manchester Road, including woodland inspired planting, rain gardens and natural 'play on the way' features; • To the northern end of Manchester Road a 'Pocket Square' will be created to encourage people to dwell and provide a focal public space for Chorlton residents.
<p>3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond</p>	<p>The proposed developed will enhance connectivity and accessibility to green and blue infrastructure by creating an attractive public realm that promotes pedestrian movement and connect to nearby green and blue infrastructure. The development will achieve this by improving links and accessibility for walking, wheeling and cycling, and promoting sustainable modes of transport that link to the surrounding area.</p> <p>The scheme will bring new residents of the Site within walking, wheeling and cycling distance of nearby parks and green spaces that offer onward connections to the wider blue and green infrastructure networks.</p>
<p>4. 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</p>	<ul style="list-style-type: none"> • The provision of a significant amount of public realm on-site will promote a wider understanding and awareness of the benefits from such infrastructure. • The addition of the new public realm will be accessible to future and existing residents of Chorlton District Centre, nearby residential neighbourhoods and the wider city. The proposed development will provide additional green open space for local communities to come together, interact and play, thus improving community cohesion.

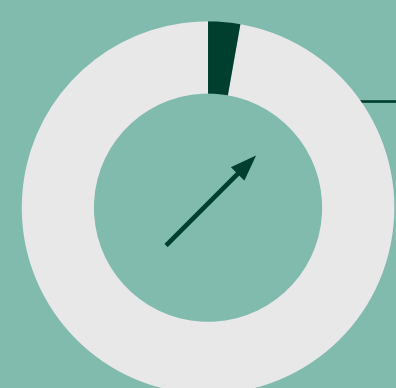
Appendix 2: Office Market Overview: South Manchester

Office Market Overview South Manchester



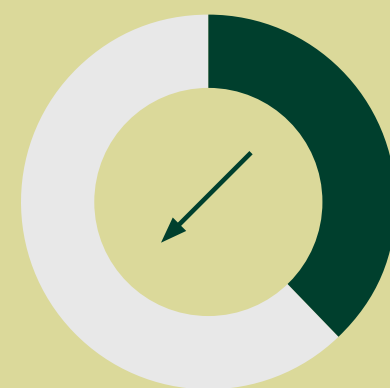
2024 Snapshot

There were
258 TRANSACTIONS
in 2024.



3%
increase on 2023

Take up reached
332,472 SQ FT
in 2024.



39%
decrease on 2023.

39%

of take-up by volume
was from deals in the
5,000 - 10,000 sq ft
size bracket

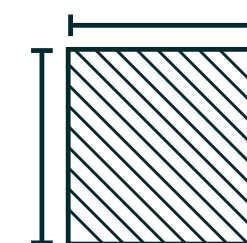


LARGEST
transaction of
2024 saw OFGL acquire
12,000 SQ FT
at Solutions House, Stockport

**Outcomes
First
Group.**

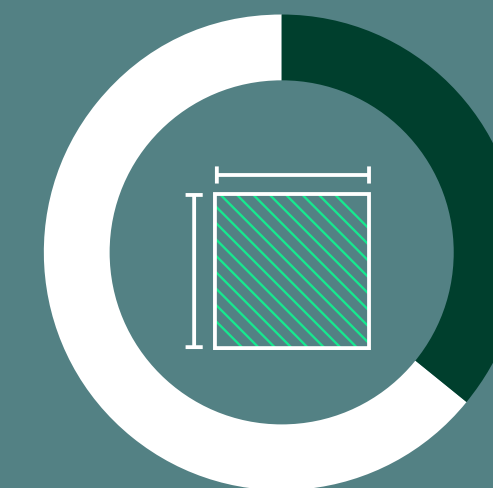


Nordex acquired
7,017 SQ FT
at Towers Business Park for
£27.00 PER SQ FT



93%

of take-up by quantity of
transactions were in deals
of 5,000 sq ft or below



What our occupiers select space on

Talent Attraction

Millennials and Generation Z want to work for a company that reflects their ESG needs



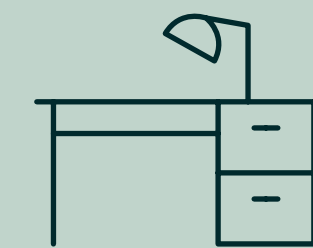
Retaining Talent

Keeping their existing workforce and acquiring an office which entices employees to use the office



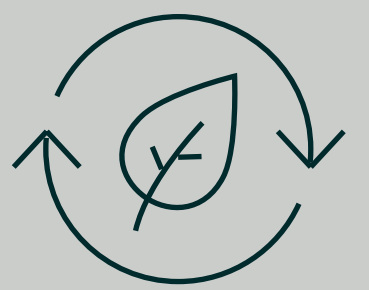
Amenity

Amenity led workspace to entice their workforce back into the office



Investors

There are now share price considerations and investor pressures towards ESG



South Manchester Take-up 2015 - 2024

Take-up:

Q4 2024

78,451 sq ft

2024

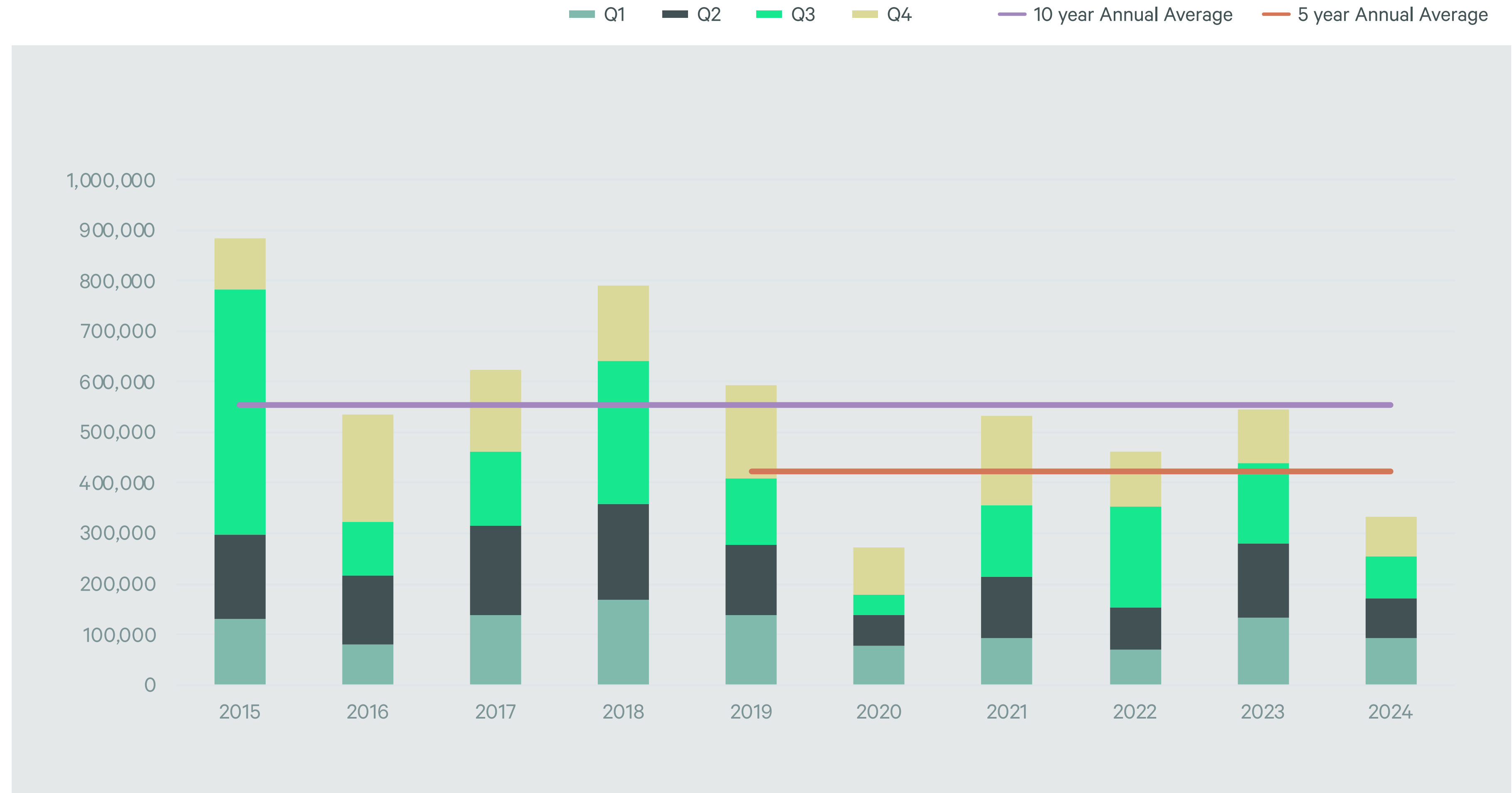
332,472 sq ft

5 Year Average

421,805 sq ft

10 Year Average

553,589 sq ft



2024 Completed Transactions

BUILDING	SIZE (SQ FT)	OCCUPIER	SPEC	RENT (PSF)	LEASE
Solutions House, Stockport	12,000	OFGL	Unrefurbished	£15.50	15 years
Egerton House	10,500	Blume Group	Unrefurbished	£21.00	10 year 5 year break
Century House	10,380	Hazel Grove	Grade B Refurb	£15.00	10 year
Elm House	10,000	Regus	Grade B Refurb	£15.00	10 year
One Dovecote	9,000	Spa Medica		£18.50	
Unit D Hercules Business Park	7,321	RSC New Homes Limited	Fitted	£11.50	10 year
Worthington House, Towers	7,017	Nordex	Grade B Refurb	Undisclosed	10 year break 5
Lakeside 5400	6,965	MSL	Grade B Refurb	£15.00	10 year 5 year break
249 Church Street, Altrincham	6,682	United Kapital	Grade B Refurb	£21.50	10 year 5 year break
The Courts, Stockport	6,700	Confidential	Unrefurbished	£15.00	10 year 5 year break

2024 Rental Analysis

HEADLINE RENT IN SOUTH MANCHESTER

£27.00
PSF



QUOTING RENTS FOR GRADE A

£25.00 -
£30.00



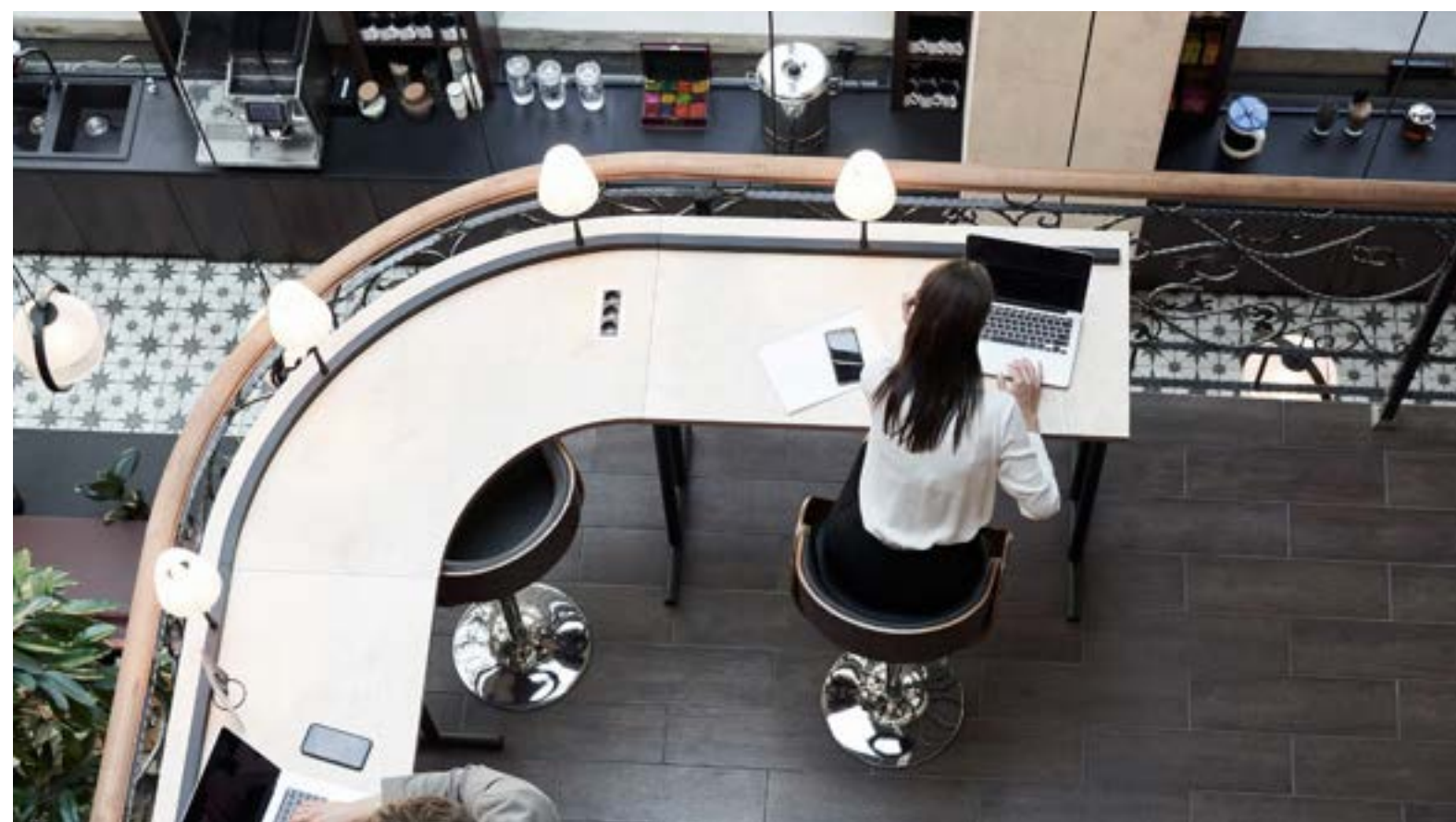
Rental growth is steady and consistent

2014 —→ £20.00 SQ FT

2024 —→ £27.00 SQ FT



25%
increase in
10-years



What size are people settling on?

Most active size band
**SUB 2,000
SQ FT =**
84%
of Transactions



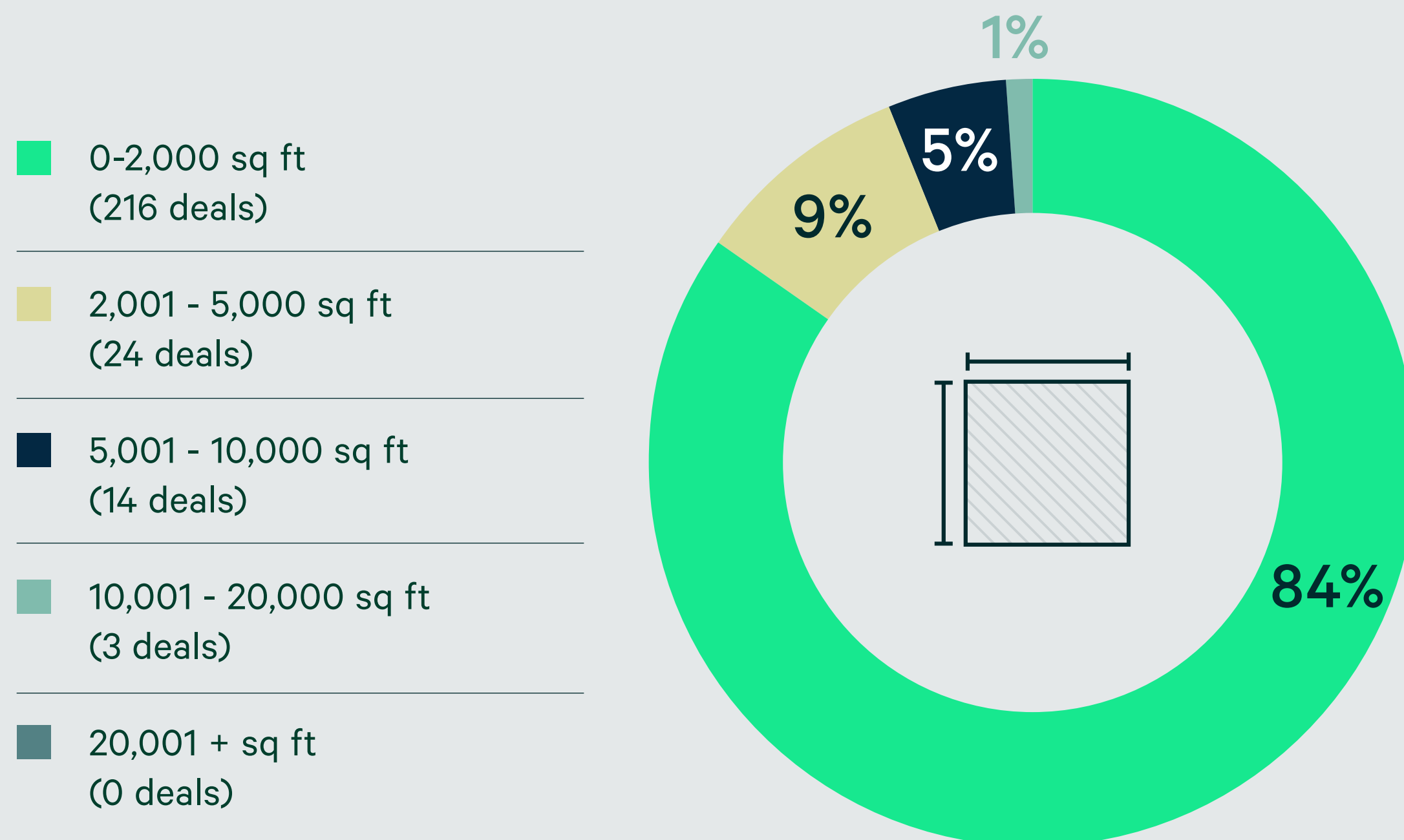
32,880 SQ FT
(10%) of 2024 take-up
were transactions of
10,000 SQ FT
or larger

**STABLE
DEMAND
ACROSS
THE BOARD**

What size are occupiers settling on?

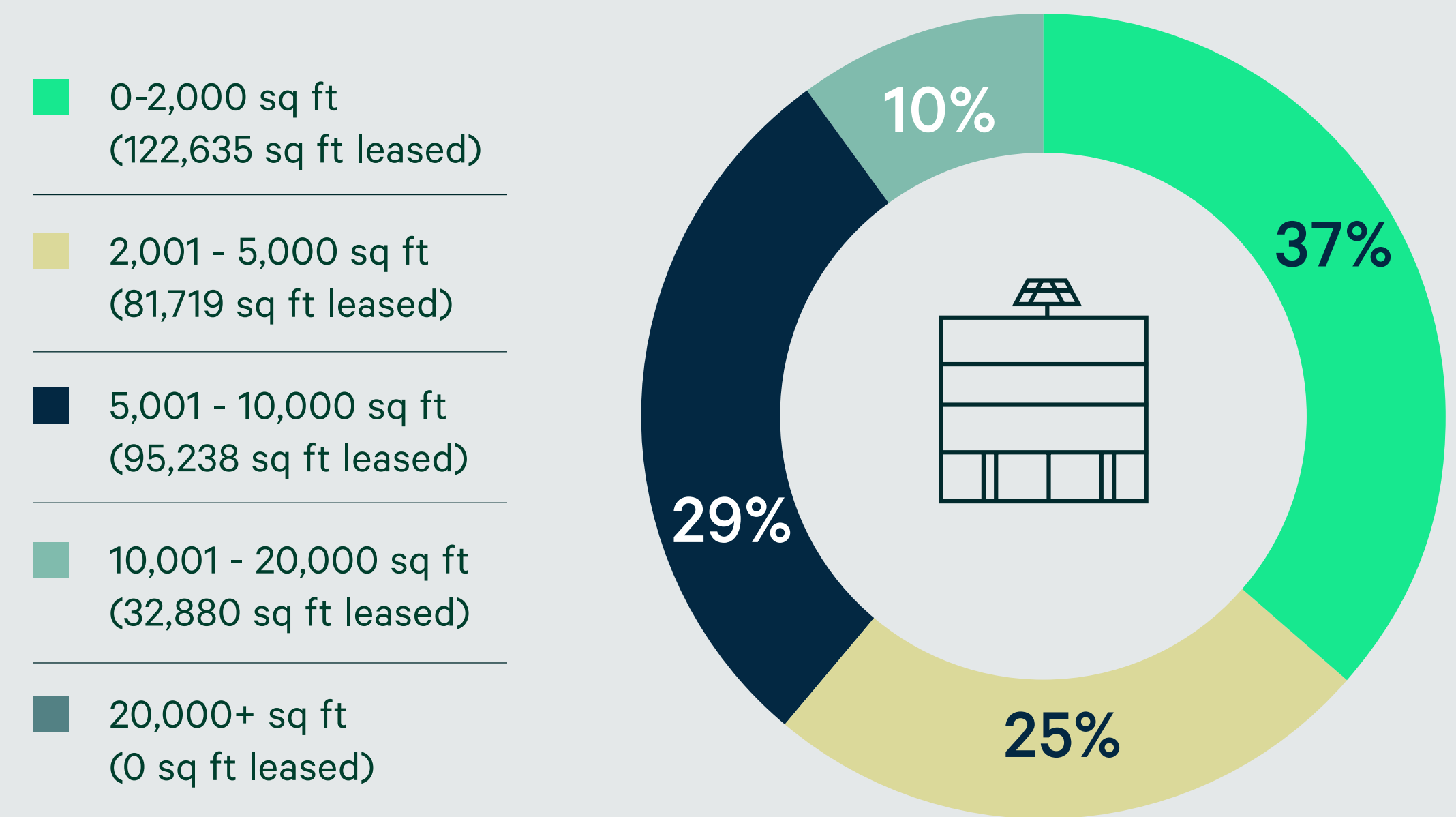
2024

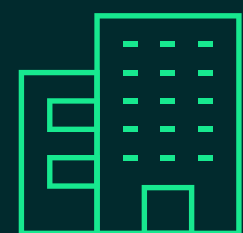
Take Up by No. of Transactions within Size Range



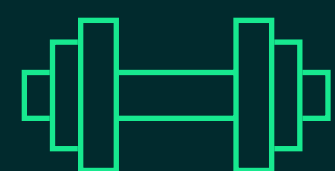
2024

Take Up by Volume within Size Range

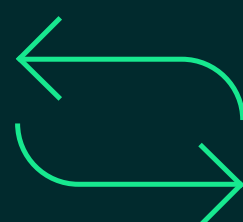




Clustering



Amenity



Flexibility

Occupier Sentiment

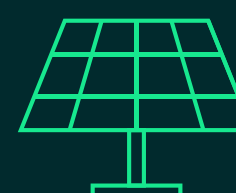
(CBRE retained clients)



Cost saving



Flight to Quality



ESG



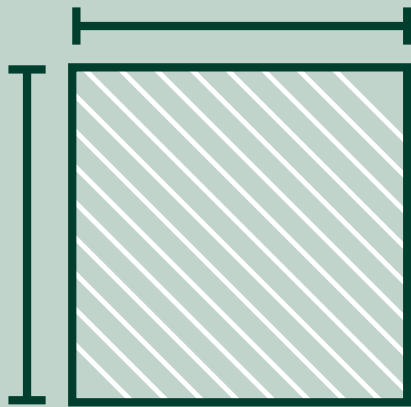
Fitted Space

Supply

Availability of Space

Total
Stock

12.8M
SQ FT



All Market
Vacancy

16%



Key Schemes Availability



Jackson House, Sale

SIZE	130,000 SQ FT
AVAILABLE	71,000 SQ FT
FLOORPLATE	30,000 SQ FT
QUOTING RENT	£24.50 PSF



Foundation, Altrincham

SIZE	55,000 SQ FT
AVAILABLE	16,820 SQ FT
FLOORPLATE	13,500 SQ FT
QUOTING RENT	£27.00 PSF



Scotscroft House, Towers Business Park, Didsbury

SIZE	56,453 SQ FT
AVAILABLE	56,453 SQ FT
FLOORPLATE	19,000 SQ FT
QUOTING RENT	£30.00 PSF

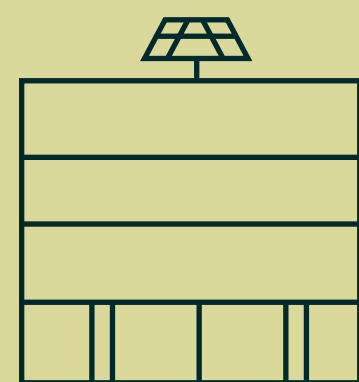


3 Stockport Exchange

SIZE	64,000 SQ FT
AVAILABLE	52,595 SQ FT
FLOORPLATE	11,300 SQ FT
QUOTING RENT	£27.00 PSF

3 Key Takeaways

01



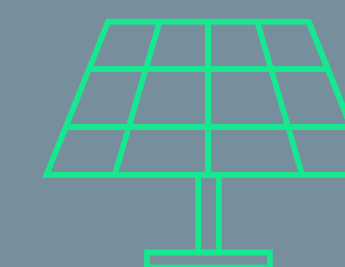
Grade A demand remains strong across South Manchester

02



Occupiers continue to choose offices with strong amenity and public transport connections.

03



Business Services sector accounted for **19%** of the yearly take-up

Thank you

CBRE

INVESTOR LEASING



Joe Rigby

+44 (0)7552 213 337
joseph.rigby@cbre.com



Mark Garner

+44 (0)7799 625 236
mark.garner@cbre.com



Luke Fairbank

+44 (0)7876 892 387
luke.fairbank@cbre.com



Ciara Dougray

+44 (0)7721 111909
ciara.dougray@cbre.com



Matt Shufflebottom

matt.shufflebottom@cbre.com

CAPITAL MARKETS



Will Kennon

+44 (0)7740 367 852
will.kennon@cbre.com

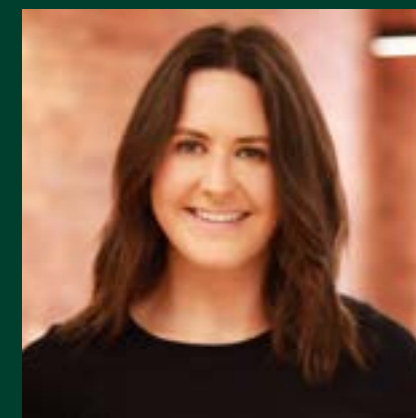
SCIENCE & TECH



Jonathan Lowe

+44 (0)7769 643 085
jonathan.lowe@cbre.com

OCCUPIER



Frankie Isherwood

+44 (0)7464 491 654
frankie.isherwood@cbre.com

FLEX



Jordan Saleh

jordan.saleh@cbre.com

DATA



John Ebadin

john.ebadin@cbre.com

Visit us online at [cbre.co.uk](https://www.cbre.co.uk)

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CBRE LIMITED
10TH Floor
One St Peter's Square
Manchester
M2 3DE

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