



Supporting Planning Statement

Proposed Residential Development
Ryebank, Chorlton

On behalf of Step Places, Southway Housing Trust and
Manchester Metropolitan University

February 2025

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Prepared By: PJG / RW

Asteer Planning LLP, 3rd Floor, Calico, 53-55 Mosley Street, Manchester, M2 3HQ

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1 INTRODUCTION

- 1.1 This Supporting Planning Statement has been prepared by Asteer Planning on behalf of Step Places, Southway Housing Trust and Manchester Metropolitan University ('the Applicants') to accompany an application for full planning permission ('the Planning Application') being submitted for a residential development with open spaces, landscaping, cycleways, footways and other associated works on land off Ryebank Road in Chorlton, Manchester ('the Application Site' / 'the Site').

Context to Planning Application

- 1.2 The Site was previously used as playing fields by Manchester Metropolitan University ('the University' / 'Man Met') until 1996, when it became surplus to requirements.
- 1.3 In 2008, an application to register the Site as a village green was refused. Man Met subsequently permitted limited public access to the Site for lawful sports and pastimes use, however it was closed to the public in 2020 following the discovery of hazardous materials on the surface of the land.
- 1.4 As part of a wider strategy of consolidating its estate into a single campus site in Manchester City Centre, Man Met decided several years ago to sell the Site. Having taken this decision and following discussions with Manchester City Council ('MCC'), the Site was identified as being suitable to meet the need for high quality and affordable housing as part of the Council's wider development plans for the Chorlton area.
- 1.5 Man Met was encouraged by MCC to prepare a Development Framework to define the broad parameters for the future development of the Site and work commenced on this exercise in 2015. After a period of public consultation on a draft version, the Ryebank Road Development Framework was finalised and approved by MCC in June 2019. The Development Framework will be an important material consideration in the determination of the Planning Application.
- 1.6 Following the approval of the Ryebank Road Development Framework, Man Met sought a suitable development partner to deliver the scheme. After careful consideration of a number of different proposals, it selected Step Places as preferred developer for the site in July 2022, alongside Southway Housing Trust.
- 1.7 Following their selection as preferred developers in July 2022, Step Places and Southway Housing Trust worked with Man Met to devise a detailed development proposal for the Site, in accordance with the parameters contained within the Ryebank Road Development

Framework. The development of the proposals has been informed by the extensive programme of consultation undertaken with MCC and TMBC, the local community and key stakeholders. The Planning Application being submitted represents the culmination of this process.

The Proposed Development

- 1.8 The proposed development aims to establish a new multigenerational and family-friendly community on the Site, through the delivery of a vibrant, inclusive and high quality residential development.
- 1.9 The scheme would create 120 new homes, comprising a broad mix of housing types including age-friendly affordable apartments, private sale houses, co-housing homes with communal facilities and supported living accommodation for autistic adults.
- 1.10 Areas of high quality open space and landscaping would be created throughout the proposed development, including a new pedestrian and cycle 'greenway' running through the Site (connecting Ryebank Road and Longford Road in Chorlton to the south with Rye Bank Road in Firwood to the north), an informal pathway network, children's play spaces and retained/new wildlife habitat areas. These areas would be provided for the benefit of the wider community and not just the residents of the proposed development.
- 1.11 The majority of these areas would be managed and maintained by a management company and would remain accessible to the public in perpetuity. In addition, two small areas in the northern and southern part of the Site would be made available for community uses such as growing areas or community gardens.
- 1.12 Although the Site is located predominantly within the boundary of MCC, a small area along the northern edge falls within the boundary of Trafford Metropolitan Borough Council ('TMBC'). This area connects the Site to the public highway of Rye Bank Road in Firwood and is currently occupied by the Rye Bank Community Gardens, a shared residential garden facility which was listed as an asset of community value in 2021. The Planning Application is therefore being submitted to both MCC and TMBC.

The National and Local Imperative to Boost the Supply of Housing

- 1.13 There is a national imperative to boost significantly the supply of housing and meet every local area's identified open market and affordable housing need, including with an appropriate mix of housing types for the local community, as set out at paragraph 61 of the National Planning Policy Framework ("NPPF").

- 1.14 The planning system has failed to deliver sufficient homes for a protracted period of time and the Labour Government is aiming to deliver decisive reform to housing as one of its key policy priorities. In the Ministerial Statement released on 30 July 2024, Angela Rayner, the Secretary of State for Housing, Communities and Local Government, explained how: *"we are in the middle of the most acute housing crisis in living memory...there are simply not enough homes...[we have] a mandate for change...we must all play our part"* and that now is the time to *"improve affordability, turbocharge growth and build the 1.5 million homes we have committed to deliver over the next five years"*.
- 1.15 At the local level, the Manchester Housing Strategy sets a target of delivering 36,000 new homes between 2022 and 2032, with the aim that just under a third of these (10,000) will be affordable, with as many social rented homes as possible.
- 1.16 The proposed development would make an important contribution towards addressing the chronic shortage of housing at the national level and meeting the local area's identified open market and affordable housing need, which is a significant benefit of the scheme.

Purpose of Supporting Planning Statement

- 1.17 The purpose of this Statement is to address all relevant planning considerations and explain the public benefits that would result from the proposed development. It provides a detailed assessment of the proposals in the context of the relevant planning and regeneration policies at the national and local level, and highlights the broad range of social, economic and environmental benefits that would be delivered by the development.
- 1.18 The Planning Application is accompanied by a suite of supporting documents and drawings, the scope and extent of which has been discussed and agreed with Senior Planning Officers at MCC as part of the extensive process of pre-application consultation that has taken place. Pre-application discussions have also been held with Senior Planning Officers at TMBC. A schedule of the plans, drawings and documents being submitted in support of the Application is provided at **Appendix 1**.

Environmental Impact Assessment

- 1.19 The Planning Application is supported by an Environmental Impact Assessment (EIA) in the form of an Environmental Statement (ES). An EIA is a process for identifying the *'likely significant environmental effect'* (beneficial or adverse) arising from a development project, by comparing the existing environmental conditions prior to development (i.e. the baseline environment) with the environmental conditions during/following the construction and operational phases of a development should it proceed. The EIA is

carried out prior to the submission of a planning application so that the determination of the application is informed by the environmental information contained within the ES.

1.20 The proposed development is Schedule 2 development, specifically falling under the category Schedule 2, Section 10 (b), *'Infrastructure Projects - Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas'* of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (amended 2018) ¹ (the 'EIA Regulations'). Accounting for the nature of the proposed development and the Site's location, it is considered that EIA is applicable in this instance and as agreed with Officers at MCC during pre-application engagement. As such, an ES has been prepared to support the application. As such, an ES has been prepared to support the Planning Application.

1.21 The submitted ES is structured as follows:

- **Environmental Statement Volume 1: Main Text and Figures** – comprises the main volume of the ES, including chapters and associated figures that describe the EIA context, the site, the proposed development and consideration of Alternatives. This is followed by the 'technical chapters' for each environmental discipline 'scoped-in' to the ES along with consideration of cumulative effects. The volume concludes with a summary on likely significant environmental effects and the measures proposed to mitigate, or to avoid the adverse effects.
- **Environmental Statement Volume 2: Technical Appendices** – comprises the associated technical appendices which support each environmental topic within Volume 1.
- **Environmental Statement: Non-Technical Summary (NTS)** – provides a concise summary of the ES identifying the likely significant environmental effects and the measures proposed to mitigate, or to avoid the adverse effects.

1.22 The proposed development is unlikely to give rise to any significant impacts in respect of landscape and visual impact, built heritage, transport and access, noise, air quality, flood risk and drainage, waste materials and assets, lighting, accidents and disasters, wind, and daylight and sunlight. These matters have therefore been 'scoped out' of the EIA and are

¹ The Town and Country Planning (Environmental Impact Assessment (EIA)) Regulations 2017 (amended 2018)

instead addressed where required within standalone technical reports that are also being submitted as part of the application.

1.23 The following technical topics and an assessment of the associated likely significant environmental effects have therefore been taken forward and assessed within the EIA and are reported in the ES (i.e. 'scoped-in'):

- Ecology and Arboriculture;
- Socio-economics and Health;
- Climate Change;
- Archaeology; and
- Ground Conditions.

1.24 The scope of the EIA was agreed with MCC through the issue of a Scoping Opinion.

1.25 As such, given that a precautionary approach has been taken, the approach to the EIA is considered by the Applicants to be robust. MCC subsequently agreed in the Scoping Opinion that Ground Conditions was not required to be 'scoped-in' to the EIA. However, further to this and in acknowledgement of comments received from Friends of Ryebank Fields and Trafford Neighbouring Residents, which highlighted concerns associated with potential ground contamination, 'Ground Conditions' is 'scoped-in' to the EIA. On the basis of this precautionary approach, the approach to the EIA is considered to be robust.

Pre-application Consultation

1.26 An extensive programme of pre-application consultation has been undertaken by the Applicants and their team over a period of several years, providing MCC and TMBC Officers and Members, statutory consultees, local residents, businesses and other key stakeholders with an opportunity to view and comment on the emerging development proposals.

1.27 A detailed review of this consultation exercise is provided within the Statement of Community Involvement report (SCI), which is being submitted in support of the Planning Application.

Structure of Statement

1.28 Following on from this introductory chapter, the Statement is structured as follows:

- Chapter 2: describes the background to the proposed development;
- Chapter 3: describes the Application Site and surrounding area;
- Chapter 4: summarises the development proposals;
- Chapter 5: outlines the planning policy framework that is relevant to the determination of the Planning Application;
- Chapter 6: provides an assessment of the proposals against the relevant policies of the Development Plan;
- Chapter 7: considers other material considerations, including the National Planning Policy Framework and the Ryebank Road Development Framework;
- Chapter 8: summarises the key technical and environmental matters associated with the proposed development;
- Chapter 9: provides a statement on the affordable housing proposed as part of the development;
- Chapter 10: addresses planning policy matters relating to the Site's status as former sports pitches and as an area of open space;
- Chapter 11: describes the sustainability credentials of the Site and the development proposals;
- Chapter 12: outlines the planning obligations proposed by the Applicants; and
- Chapter 13: sets out the summary and conclusions.

2 BACKGROUND TO THE PROPOSED DEVELOPMENT

- 2.1 This chapter describes the background to the proposed development, summarising the recent history of the Site and introducing the Applicants.

Background to the Application Site

- 2.2 Before the University owned the Site, the land off Ryebank Road was a clay pit for a nearby brickworks (the Jackson Brickworks Clay Pits). The clay pits were backfilled with a wide variety of materials, some of which are now known to have been hazardous.
- 2.3 Manchester Metropolitan University was established in 1970 as a Polytechnic, which was initially owned and controlled by MCC. The Site was one of the assets allocated to the Polytechnic and it was used as playing fields, particularly for inter-university matches.
- 2.4 After the passing of the Education Reform Act in 1988, Manchester Polytechnic became an independent statutory corporation and exempt charity known as Manchester Metropolitan University. At this stage it ceased to be owned and controlled by MCC. In 1989, ownership of all the Council's assets which had been used by Manchester Polytechnic, including the Site, were legally transferred from MCC to the Man Met.
- 2.5 The Site continued being used as playing fields by Man Met until 1996, when it became surplus to the University's requirements. In 2008 an application to register the land as a village green was refused. Man Met subsequently permitted limited public access to the Site for lawful sports and pastimes use, but it was closed to the public in 2020 following the discovery of hazardous materials at the surface of the land. It has been vacant and closed to the public since this time, apart from a small area in the north which is used as a shared residential garden facility (the Rye Bank Community Gardens).
- 2.6 As part of a wider estate strategy of consolidating the University into a single campus site in Manchester City Centre, the University decided to sell the Site. The University has charitable status and is required to achieve best consideration from the disposal of any of its assets. Its plan is to invest any proceeds from the sale of the Site into the University's core purpose of providing high quality teaching and research.
- 2.7 Following its decision to sell the Site, the University, working with MCC, identified it as being suitable to meet the need for high quality and affordable housing as part of the Council's wider development plans for the Chorlton area.

Ryebank Road Development Framework

- 2.8 Following engagement with MCC, the University was encouraged to prepare a Development Framework to define the broad parameters for the future development of the Site.
- 2.9 Work subsequently commenced on the preparation of the Development Framework in 2015 and a first draft version was consulted on with Members and Senior Officers of MCC in 2016.
- 2.10 At a meeting held on 26 July 2017, MCC's Executive Committee endorsed a draft version of Ryebank Road Development Framework, so that it could be used as a basis for further consultation with the local community and other key stakeholders.
- 2.11 A period of public consultation was held on the draft Development Framework from 16 October to 15 December 2017.
- 2.12 At a meeting held on 25 July 2018, MCC's Executive Committee delegated to the Council's Strategic Director of Development (in consultation with the Executive Member for Housing & Regeneration) the responsibility to approve the final version of the Ryebank Road Development Framework with the intention that it would become a material consideration in the Council's decision making as a Local Planning Authority.
- 2.13 The final version of the Ryebank Road Development Framework was subsequently finalised and approved by MCC in June 2019.
- 2.14 Following the approval of the Ryebank Road Development Framework, the University sought a suitable development partner to deliver the scheme and, after careful consideration of a number of different proposals, it selected Step Places as preferred developer for the Site in July 2022, alongside Southway Housing Trust.

The Applicants

- 2.15 The Planning Application is being submitted jointly by Step Places, Southway Housing Trust and Manchester Metropolitan University. An introduction to each of these development partners is provided below.

Step Places

- 2.16 Step Places is a privately owned residential developer that delivers design-led homes and creates sustainable neighbourhoods across the North West region.

- 2.17 Step Places has built a reputation as a residential and mixed-use developer with a clear focus on creating high quality and sustainable homes, centred on communities, place-making and diversity.
- 2.18 People are at the centre of their success, and they support their partners and supply chain to deliver on collective social value priorities and make maximum use of local employment resources and skills.
- 2.19 Step Places has won numerous awards, including the Housing Development of the Year and the Sustainability Award at the Insider Housing Property Awards 2021 and the Best Development for Market Sale at the Northern Housing Awards 2021.

Southway Housing Trust

- 2.20 Southway Housing Trust is a not-for-profit local housing company, established in 2007, which provides affordable homes for around 6,000 households around south Manchester. Most of these are in Burnage, Chorlton, Didsbury and Withington.
- 2.21 Southway has an experienced Development Team with a track record in delivering new social investment, including employment and training initiatives. The organisation also has a dedicated Age Friendly team to meet the diverse needs of local communities.
- 2.22 Southway is the affordable housing development partner to private developer Step Places and would be responsible for delivering the age-friendly affordable apartments and supported living accommodation for autistic adults that are proposed as part of the development.
- 2.23 Southway is a community-based housing association and would not profit from the development of any of the new housing proposed.

Manchester Metropolitan University

- 2.24 Over the last 25 years, Man Met has established itself as an academic institution which makes a significant contribution to the City's economy and seeks to work in a collaborative and partnership-based manner with the Council, local businesses and local communities.
- 2.25 Man Met is a leading, sustainable university, which has been ranked in the UK's top five sustainable institutions for more than a decade². Man Met is aligned with the Greater

² People & Planet's University League

Manchester Combined Authority (GMCA) in being committed to becoming carbon net zero by 2038.

- 2.26 Man Met is committed to supporting the development of the city of Manchester through its world-class estate. Over £400m has been invested in the last decade to develop a vibrant campus, with continued support committed through the University's upcoming Library Transformation Project.

The Planning Application

- 2.27 Following their selection as preferred developers in July 2022, Step Places and Southway Housing Trust have worked with Man Met to devise a detailed development proposal for the Site, in accordance with the parameters contained within the Ryebank Road Development Framework.
- 2.28 The development of the proposals has been informed by the extensive programme of consultation undertaken with MCC and TMBC, the local community and key stakeholders.
- 2.29 The Planning Application being submitted represents the culmination of this process.

3 THE SITE AND ITS SURROUNDINGS

3.1 This chapter describes the Application Site and its surroundings.

The Application Site

- 3.2 The Application Site comprises land in Chorlton, Manchester, bounded to the west by Longford Park, to the east by St John's RC Primary School and the rear of properties on Peveril Crescent and Copley Road, to the north by the rear of properties along Rye Bank Road, and to the south by Ryebank Road and Longford Road.
- 3.3 The Site consists predominantly of unmanaged grassland. There are a number of mature trees located along the boundary of the Site, including a small dense wooded area of aspen trees in the northern part, known locally as the Aspen Grove. There is also a small area of hardstanding in the southern part of the Site.
- 3.4 The topography of the Site is generally flat, however, there is a ditch (currently dry and completely overgrown with scrub, and with a crossing in the centre) located towards the centre, which runs east to west. It is purported locally that this ditch forms part of the Nico Ditch, a long, linear earthwork dug in medieval times as a defensive fortification or potentially a boundary marker, which stretches six miles across south Manchester.
- 3.5 Although the majority of the Site is located within the boundary of MCC, a small area along the northern edge falls within the boundary of Trafford Metropolitan Borough Council ('TMBC'). This small area, which is approximately 156.50 sqm in size, connects the Site to the public highway of Rye Bank Road in Firwood and is currently occupied by the Rye Bank Community Gardens, a shared residential garden facility which was listed as an asset of community value in 2021.
- 3.6 When the Site's former use as a clay pit for a nearby brickworks ceased, it was backfilled. The clay pits were backfilled with a wide variety of materials, some of which are now known to have been hazardous.
- 3.7 The Site is not within an Air Quality Management Area (AQMA), however at its closest point, the Trafford AQMA is approximately 100m north of the site. The Greater Manchester AQMA is approximately 200m south of the site on Great Stone Road.
- 3.8 The Site is located entirely within Flood Zone 1 in relation to the risk from river and sea flooding. It is predominantly also at no risk of surface water flooding, however there is a linear strip through the centre of the Site (associated with the Nico Ditch) which is an area at high risk of flooding.

- 3.9 There are 15 no. Grade II Listed Buildings located within approximately 1km of the Site, the closest being Chorlton Library, approximately 510m to the south east.
- 3.10 The Site is not in or within the vicinity of any statutory landscape designations such as Areas of Outstanding Natural Beauty.
- 3.11 There are no Tree Preservation Orders on the Site.
- 3.12 Whilst there is a small number of informal desire line paths crossing the Site, there are no formal designated Public Rights of Way (PRoW).
- 3.13 Existing vehicular access to the Site is from the junction of Longford Road with Ryebank Road to the south, with a further pedestrian access onto Rye Bank Road in Firwood to the north.

Surrounding Area

- 3.14 The Application Site adjoins existing areas of housing to the north along Rye Bank Road, to the east along Peveril Crescent and Copley Road and to the south by Ryebank Road and Longford Road. St John's RC Primary School is also located to the east.
- 3.15 Longford Park is located to the west of the Site, which is an established formal park with sports facilities, community uses and expansive green spaces which are well used by the wider community.
- 3.16 Longford Park is separated from the Site by an area of mature tree planting and a raised bank and is located within the Longford Park Conservation Area.
- 3.17 A short distance to the south of the Site are further green spaces, including Turn Moss, Chorlton Ees nature reserve, Sale Water Park and the River Mersey.
- 3.18 The Site is located in close proximity to Chorlton district centre (a 10-minute walk away) and Stretford district centre (a 15-minute walk away). Both of these centres offer a range of amenities and services, including local shops, medical services and public transport connections.

Accessibility by Non-Car Modes

Accessibility on Foot

- 3.19 The Application Site is well related to the footways provided on Longford Lane, Ryebank Road and Rye Bank Road.

- 3.20 The existing footways in the locality provide pedestrian connections throughout the area and offer direct linkages to the nearby day-to-day amenities and services in the vicinity of the Site, such as shops, schools, healthcare facilities and leisure amenities, including those located within Chorlton and Stretford district centres.

Accessibility by Cycle

- 3.21 The Application Site is accessible by bicycle.
- 3.22 The nearest Sustrans Regional Route 82 (Bridgewater Way) lies approximately 0.9km to the west of the Site. A National Sustrans Route (62) is situated approximately 1.2km to the south of the Site.

Accessibility by Public Transport

- 3.23 The nearest bus route corridors to the Site are located on Edge Lane, Manchester Road and Kings Road. The nearest bus stops have shelters and timetable information.
- 3.24 The closest tram stop to the site is Firwood (c. 750m away from the centre of the Site). Metrolink tram services connect Firwood to Manchester City Centre and other areas including Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.
- 3.25 The nearest mainline train station is the Manchester United Football Ground Station, which lies 1.5km to the north of the Site.

Site Usage

- 3.26 The Application Site is currently vacant save for the Rye Bank Community Gardens (located in the northern part of the Site) and the section of public footpath running along the northern side of Longford Road (located in the southern part of the Site).
- 3.27 Although Man Met previously permitted limited public use of the Site for lawful sports and pastimes, it was closed in 2020.

Planning History

- 3.28 An outline planning application for a residential development on the Site, including public open space and a children's play area, was refused by MCC on 6 June 1996 (application ref. 049013/OO/SOUTH2/95).
- 3.29 An appeal was subsequently lodged against this refusal, but this was dismissed by the Planning Inspectorate on 8 August 1997 (appeal ref. T/APP/B4215/A/96/274140/P5). In

determining the appeal, the Inspector accepted the principle of developing the Site for residential purposes, subject to justifying the loss of the former playing fields.

4 THE PROPOSED DEVELOPMENT

- 4.1 This chapter describes the proposed development. A more detailed description is provided within the submitted Design & Access Statement.

Description of Development

- 4.2 The proposed description of development, for which full planning permission is being sought, is as follows:

'Erection of a residential development comprising 120 dwellings (including a mix of housing types and tenures) together with open spaces, landscaping, sustainable drainage features, cycleways and pedestrian footways, vehicular accesses and highways, parking provision and other associated works.'

Mix of housing types and tenures proposed

- 4.3 The mix of housing proposed is as follows:
- 42 no. age-friendly, affordable apartments (comprising a mix of 1 and 2-beds);
 - 52 no. private sale, 3 and 4-bed houses;
 - 18 no. co-housing homes with communal facilities, including 12 apartments (1 and 2-bed) and 6 houses (2, 3 and 4-bed); and
 - 8 no. specialist supported 1-bed apartments for autistic adults.
- 4.4 Further details on each of these proposed housing types and tenures are provided below.

Age-Friendly Affordable Apartments

- 4.5 The age-friendly affordable apartments would be delivered by Southway Housing Trust.
- 4.6 40 no. 1-bed apartments and 2 no. 2-bed apartments would be provided for social rent for people aged 55 and over.
- 4.7 The age-friendly affordable apartments would be provided in two separate 3-storey buildings in the northern and southern parts of the Site.
- 4.8 It is intended that the age-friendly affordable apartments would be social rented. This is however dependent upon the grant levels achieved in negotiation with Homes England. If they are not social rented, then the apartments would be affordable rented (i.e. rent that

is 80% of market value for the local area), but capped at the 'Manchester Living Rent', which is rent set at or below the Local Housing Allowance level.

- 4.9 All of the age-friendly affordable apartments would comply with the requirements of M4(2) of Schedule 1 to the Building Regulations 2010 (Category 2: Accessible and adaptable dwellings) and the 2 no. 2-bed apartments would comply with the requirements of M4(3) (Category 3: Wheelchair user dwellings).
- 4.10 The proposed elevations of the age-friendly affordable apartment buildings would adopt a simple, modern aesthetic, incorporating a regular window pattern within an elevational treatment consisting of red brick on the building in the southern part of the Site and buff brick on the building in the northern part of the Site.

Private sale houses

- 4.11 The private sale houses would comprise 10 no. 3-bed townhouses in the southern part of the Site, 10 no. 4-bed semi-detached villas in the northern part of the Site ('Longford Park Villas') and 32 no. 4-bed townhouses in the northern part of the Site ('Communal Green Houses').
- 4.12 All the private sale houses would be M4(2) compliant internally (Category 2: Accessible and adaptable dwellings).
- 4.13 The proposed Longford Park Villas are 3 storeys tall would be clad in red brick, with terraces at the first floor. The top (third) storey of each villa would be contained in a red metal standing seam pitched roof with feature dormer windows to reduce the scale of the house and match the form of neighbouring housing.
- 4.14 The proposed Communal Green Houses would be 3 storeys tall and clad in a buff brick with a terracotta metal roof, extending to first floor level at each end to bookend the terrace.
- 4.15 The private sale houses in the southern part of the Site would be 2 storeys tall with dormer windows.

Co-housing homes

- 4.16 The co-housing homes, which would be located in the southern part of the Site, would comprise 12 no. apartments (1 and 2-bed) in a 3-storey L-shaped block and 6 no. townhouses (2, 3 and 4-bed) in a 2-storey terrace.

- 4.17 The external appearance of the co-housing apartments would comprise a buff brick with black composite timber cladding and a black standing seam metal roof.
- 4.18 All of the co-housing homes would be M4(2) compliant internally (Category 2: Accessible and adaptable dwellings).
- 4.19 The design of the proposed co-housing has been informed by a brief provided by Manchester Intergenerational Co-housing (MICO). MICO was established by a group of local residents and is aiming to create the first net carbon zero co-housing community in Manchester, centred around sustainability and living ecologically sensitive lifestyles.

Supported living accommodation for autistic adults

- 4.20 The supported living accommodation for autistic adults would comprise 8 no. 1-bed apartments provided within a 2-storey building in the south-western corner of the Site.
- 4.21 These apartments have been designed to meet the needs of young adults with autism and help them live independently.
- 4.22 The external appearance of the supported living accommodation for autistic adults would comprise red brick.
- 4.23 The supported living accommodation for autistic adults would be M4(2) compliant.

Energy Efficiency

- 4.24 All of the proposed new homes (houses and apartments) would be delivered to Passivhaus standard.
- 4.25 Passivhaus refers to buildings created to achieve high energy efficient design standards, so that they maintain an almost constant temperature.
- 4.26 Passivhaus buildings are so well constructed, insulated and ventilated that they retain heat from the sun and the activities of their occupants, requiring very little additional heating or cooling.

Layout

- 4.27 The overall layout of the proposed development seeks to knit together the new housing with the existing residential neighbourhoods located to the north and south of the Site. It aims to create a sense of arrival at the northern and southern access points to the development, whilst also addressing elsewhere within the scheme the presence of the Nico Ditch and Longford Park to the west.

- 4.28 The provision of a cycleway and footway running north-south through the Site (the greenway) would create a new active travel route, whilst also helping to establish a village character in the western part of the Site, where it borders Longford Park.
- 4.29 The layout seeks to retain the existing high quality green infrastructure on the Site, whilst also creating additional new green spaces.
- 4.30 The proposed buildings would create enclosure and a varied streetscape, sitting within the following character areas across the proposed development:

Masterplan North

- *The Central Community Green:* comprising two terraces of houses arranged around a shared private green space (with in-curtilage parking to the rear), enclosed to the north by one of the age-friendly affordable apartment buildings.
- *The Park Edge:* comprising the 10 no. Longford Park Villas, located in the western part of the Site, which adopt footprints that would allow daylight and sunlight to permeate through the development.
- *The Nico Ditch:* a key central space within the Site, comprising a drainage basin which would also serve as a wetland ecological feature, enclosed to the north by a short terrace of houses.

Masterplan South

- *Longford Road Entrance Buildings:* comprising the supported living for autistic adults building and one of the age-friendly affordable apartment buildings, which would act as a gateway to the development from the southern boundary of the Site.
- *The Adoptable Street:* a tree-lined street, constructed to adoptable standards, located to the east of the southern access road, containing a row of 10 terraced houses (arranged with generous front gardens) to the north and the age-friendly affordable apartment building to the south.
- *The Co-Housing Courtyard:* the co-housing homes would be arranged around a central courtyard, which would contain a mixture of private and shared amenity space, aimed at creating a focus for communal activities.

Open Spaces, Landscaping and Community Gardens

- 4.31 A detailed landscape strategy is provided within the submitted Design and Access Statement. A summary is presented below.
- 4.32 The proposed development aims to retain existing landscaping features on the Site wherever possible. New landscaping features are also proposed to help create an attractive setting to the new built development that would be delivered, strengthening the linkages with the surrounding context to the Site, including the established residential areas that adjoin it and Longford Park to the west.
- 4.33 Key elements of the landscaping strategy include the creation of the following:
- A new pedestrian and cycle greenway running through the Site, connecting Longford Road / Ryebank Road to the south with Rye Bank Road to the north.
 - An informal pathway network linking with the greenway and providing direct connections to the adjacent Longford Park.
 - A series of public play spaces throughout the development, predominantly along the greenway, which would create nodes of informal activity and provide incidental recreation opportunities for residents of the new development and the wider community.
 - A village green in the southern part of the Site, offering an open and inviting landscape with a strong community focus, which would include a community open space (Longford Community Garden) with grow zones, a lawn, seating and an informal play area.
 - An ecological basin in the vicinity of Nico Ditch, comprising an attenuation basin required for drainage purposes, surrounded by soft landscaping and focused on promoting biodiversity and attracting wildlife all year round.
 - A community garden (Ryebank Community Garden) in the northern part of the Site, including informal play areas, orchards and grow zones.
 - A communal garden for the age-friendly affordable apartment building in the southern part of the Site, providing a range of seating and gardening opportunities.
 - A community greenspace ('the Central Community Green') located between the two terraces of houses in the northern part of the Site, including paving, informal play areas

and seating, where residents could engage with neighbours and use the space for outdoor recreation and socialising.

- A street and pedestrian route running through the proposed development, containing tree-planting and rain gardens to give it a green character.
- The retention of the majority of the Aspen Grove, which would be enhanced and managed.
- The retention of other high value wildlife habitats and the enhancement of medium value habitats wherever possible.
- Ornamental and wildlife attractive planting throughout the development.

4.34 **Appendix 2** contains a plan showing the areas of the Site where the public open spaces, landscaping and community gardens are proposed.

Management of Areas of Open Space, Landscaping and Community Gardens

4.35 The majority of the areas of communal landscaping and open space that would be created by the proposed development would be managed and maintained by a management company approved by MCC and would remain accessible to the public in perpetuity. In addition, two small areas in the northern and southern part of the Site would be made available for community uses such as growing areas or community gardens. These growing areas or community gardens could be donated to community groups on a similar basis to the Council Community Asset Transfer Policy following similar guidelines and recommendations. A lease or license could be provided to the community group so they have security of the tenure for a specified period, with the option to extend this period, subject to agreement between the parties. The management company would have the ability to impose restrictions upon repairs and maintenance of the land to maintain good standards. Should the community group decide they no longer want to utilise the land, it could be returned to the management company.

4.36 Each of the owners/occupiers of the residential properties would be required under their purchase contract/lease to contribute to a service charge, which would be utilised to maintain public areas, carry out repairs, improvements, insurance and pay for the administration of the management company.

- 4.37 It was agreed with the Local Planning Authority during pre-application discussions that the arrangements for managing the areas of communal landscaping and open space could be secured via a Section 106 Agreement.
- 4.38 The Planning Application is supported by a Landscape Management Report, which provides guidance for the establishment, maintenance and future management of all public or communal external landscaped areas and planting around the Site.

Access and Parking

Vehicular Access

- 4.39 Two independent vehicular access points to the development are proposed, which would ensure that no through traffic is created.
- 4.40 One access would be to the south of the Site off Longford Road and the other would be from the north, off Rye Bank Road. There would be no vehicle through route between these two access points, other than for emergency vehicles.
- 4.41 This vehicular access strategy accords with the approved Ryebank Road Development Framework, which promotes a dual access arrangement to ensure that no rat running is created.
- 4.42 As demonstrated within the submitted Transport Assessment, suitable provision has been made to accommodate the movement of large vehicles (such as waste collection trucks) within the Site.

Parking

Car Parking

- 4.43 Resident car parking would be provided via a combination of in-curtilage and courtyard provision throughout the proposed development.
- 4.44 The level and distribution of resident car parking proposed was agreed in principle with the Local Planning Authority during the pre-application discussions that took place, having been informed by a parking assessment undertaken on behalf of the Applicants.
- 4.45 In addition to resident parking, a total of 19 no. spaces would be provided across the Site for use by visitors and other members of the community. Two of these spaces would be allocated to car club vehicles for use by residents and the surrounding community.

- 4.46 All of the private sale houses would be provided with an EV charger. EV charging facilities would also be made available within the parking courtyards serving the co-housing, the age-friendly affordable apartments and the supported living accommodation for autistic adults.
- 4.47 Further details on the parking provision proposed is presented within the submitted Transport Assessment.

Cycle Parking

- 4.48 All of the proposed houses would have sufficient space to accommodate cycle parking within curtilage.
- 4.49 29 no. cycle parking spaces would be provided within a dedicated store serving the co-housing homes, including three cargo bike spaces and four mobility scooter spaces.
- 4.50 Each of the age-friendly affordable apartments would be provided with cycle storage space.
- 4.51 The supported living accommodation for autistics adults would be provided with 8 no. cycle parking spaces in a covered location.
- 4.52 Sheffield stands accommodating 14 no. cycle parking spaces would be provided throughout the areas of communal landscaping and open space for use by visitors.

On-site circulation

- 4.53 The layout of the proposed development has been designed to make appropriate provision for active travel modes and to ensure the Site is fully permeable for pedestrians and cyclists.
- 4.54 Proposed vehicular routes within the development have been designed to encourage slow speeds to create a suitable environment for all active travel modes and people of all ages and mobility levels. Traffic calming measures would be incorporated across the Site, including raised tables on side road entries and on the main access roads to facilitate pedestrian crossings.
- 4.55 The proposed greenway running through the Site would provide a 3m wide traffic free / segregated active travel route is to allow a connection from north to south.

- 4.56 The whole Site would be pedestrian-friendly, with walking and cycling routes connecting all parts of the proposed development, allowing residents and the wider community to move around easily.
- 4.57 The vehicular access road into the proposed development off Longford Road to the south would be offered to the Local Highway Authority for adoption.
- 4.58 It is anticipated that the vehicular access road into the proposed development Rye Bank Road to the north would be constructed to highway adoption standard, which could be maintained by a private management company as required.

Off-site highway improvements

- 4.59 The Applicants are committed to delivering the following off-site highway improvements as part of the proposed development, which would be secured via a Section 278 Agreement:
- The formation of highway access points Longford Road;
 - Provision of a section of footway at the western end of Longford Road; and
 - The introduction of a traffic calming scheme on Longford Road.
- 4.60 The Applicants are also committed to making a financial contribution to cover the cost of a Traffic Regulation Order to introduce double yellow lines and short-stay parking controls to remove opportunities for street parking on the southern vehicular access road, which would be offered to the Local Highways Authority for adoption. It is anticipated that this contribution would be secured through a Section 106 Agreement.

Biodiversity Net Gain

- 4.61 The proposals would deliver a minimum 10% biodiversity net gain, which would be achieved in part through an off-site contribution. It was agreed with Planning Officers during the pre-application discussions that took place that this would be secured by planning condition.

Site remediation works

- 4.62 As stated previously, the Site was closed to the public in 2020 following the discovery of hazardous materials at the surface of the land. Site remediation works would therefore be undertaken to ensure the Site is made suitable for the development that is proposed. A

site remediation strategy has been prepared a specialist site investigation company (e3p) and is included within the Environmental Statement.

Phasing

4.63 The Planning Application is seeking permission for a comprehensive development of the Ryebank site. However, subject to securing approval, the development could potentially be delivered in the following two phases:

- South Phase: construction of the southern access road, the 87 no. new homes this would serve, together with the landscaping, open spaces and other associated works proposed in this part of the Site.
- North Phase: construction of the northern access road, the 33 no. new homes this would serve (namely 4 no. Longford Park Villas, 7 no. Communal Green Houses and the 22 no. apartments provided within the northern age-friendly affordable building), together with the landscaping, open spaces and other associated works proposed in this part of the Site.

4.64 An Indicative Phasing Plan is provided at **Appendix 3**, illustrating this potential phased approach to the delivery of the proposed development.

5 PLANNING POLICY CONTEXT

- 5.1 This chapter sets out the relevant planning policy framework at the local and national level, as well as other material considerations relevant to the determination of the Planning Application.

The Development Plan

- 5.2 For the purposes of the Planning Application, the Development Plan comprises the following relevant documents:

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

- 5.3 The following Development Plan documents are also relevant given that a small area of the Application Site falls within Trafford:

- Saved Policies of the Revised Trafford Unitary Development Plan (adopted June 2006); and
- Trafford Local Plan: Core Strategy (adopted January 2012).

Land Use Allocations

- 5.4 The Site is not allocated in the Development Plan for any specific land use or activity, but it falls within the South Manchester area, as defined by the Local Plan Proposals Map, which is subject to Core Strategy Policies EC 9 (South Manchester) and H 6 (South Manchester).
- 5.5 The Manchester City Council City Wide Open Spaces, Sport & Recreation Study (August 2009), which was prepared by PMP on the Council's behalf to inform the preparation of the Core Strategy, identifies the Site as an area of natural and semi natural open space, however this is not a statutory land use designation.
- 5.6 The very small area in the northern part of the Site that falls within TMBC's boundary is not allocated in the Development Plan for any specific land use or activity.

Saved Policies of the Unitary Development Plan for the City of Manchester

5.7 The Saved Manchester UDP policies which are relevant to the proposed development are:

- DC7 – New Housing Development;
- DC18 – Conservation Areas;
- DC20 – Archaeology; and
- DC26 – Development and Noise.

Manchester Core Strategy

5.8 The Manchester Core Strategy policies which are relevant to the proposed development are:

- SP 1 – Spatial Principles;
- H 1 – Overall Housing Provision;
- H 6 – South Manchester;
- H 8 – Affordable Housing;
- H 10 – Housing for people with additional support needs;
- T 1 – Sustainable Transport;
- T 2 – Accessible areas of opportunity and need;
- EN 1 – Design Principles and Strategic Character Areas;
- EN 3 – Heritage;
- EN 4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development;
- EN 6 – Target Framework for CO2 reductions from low or zero carbon energy supplies;
- EN 8 – Adaptation to Climate Change;
- EN 9 – Green Infrastructure;
- EN 10 – Safeguarding Open Space, Sport and Recreation Facilities;

- EN 11 – Quantity of Open Space, Sport and Recreation;
- EN 14 – Flood Risk;
- EN 15 – Biodiversity and Geological Conservation;
- EN 16 – Air Quality;
- EN 17 – Water Quality;
- EN 18 – Contaminated Land and Ground Stability;
- EN 19 – Waste; and
- DM 1 – Development Management.

5.9 Core Strategy Policy EC 9 (South Manchester) relates to employment development and is not relevant to the proposed development.

Places for Everyone Joint Development Plan Document

5.10 The Places for Everyone Joint Development Plan Document policies which are relevant to the proposed development are:

- JP-Strat 9: Southern Areas;
- JP-S1: Sustainable Development;
- JP-S2: Carbon and Energy;
- JP-S4: Flood Risk and the Water Environment;
- JP-S5: Clean Air;
- JP-S6: Resource Efficiency;
- JP-H1: Scale, Distribution and Phasing of New Housing Development;
- JP-H2: Affordability of New Housing;
- JP-H3: Type, Size and Design of New Housing;
- JP-H4: Density of New Housing;
- JP-G2: Green Infrastructure Network;

- JP-G6: Urban Green Space;
- JP-G7: Trees and Woodland;
- JP-G8: A Net Enhancement of Biodiversity and Geodiversity;
- JP-P1: Sustainable Places;
- JP-P2: Heritage;
- JP-P6: Health;
- JP-C1: An Integrated Network;
- JP-C5: Streets for All;
- JP-C6: Walking and Cycling; and
- JP-C8: Transport Requirements of New Development.

Saved Policies of the Revised Trafford Unitary Development Plan

5.11 The Saved Trafford UDP policies which are relevant to the proposed development are:

- ENV9 – Sites of Importance for Nature Conservation; and
- ENV10 – Wildlife Corridors.

Trafford Core Strategy

5.12 The Saved Trafford Core Strategy policies which are relevant to the proposed development are:

- L4 – Sustainable Transport and Accessibility;
- L5 – Climate Change;
- R1 – Historic Environment; and
- R2 – Natural Environment.

Other Material Considerations

5.13 There are a number of other planning policy and guidance documents at the national and local level which are relevant to the determination of the Planning Application including:

- National Planning Policy Framework ('NPPF') (2024);
- National Planning Practice Guidance ('NPPG') (2014 – as amended);
- Ryebank Road Development Framework (2019);
- One Manchester Strategy – Forward to 2025 (2020);
- Manchester Housing Strategy (2022);
- Manchester Residential Quality Design Guidance (2016);
- Guide to the Development in Manchester SPD and Planning Guidance;
- Manchester Green and Blue Infrastructure Strategy (2022 Refresh);
- Manchester City Council Playing Pitch & Outdoor Sport Assessment Report (2022);
and
- Manchester City Council Open Spaces, Sport & Recreation Study (2009).

National Planning Policy Framework ('NPPF') (2025)

- 5.14 The NPPF was updated on 12 December 2024 and sets out the Government's planning policies and guidance and how these are to be applied. The NPPF is a material consideration in the determination of the Planning Application.
- 5.15 The following paragraphs of the NPPF are of relevance to this Planning Application: 1, 2, 3, 7, 8, 9, 10, 11, 12, 39, 40, 41, 42, 48, 56, 57, 58, 61, 66, 71, 73, 96, 98, 103, 104, 110, 115, 116, 117, 118, 124, 125, 129, 131, 135, 136, 137, 139, 161, 163, 164, 166, 170, 181, 182, 187, 193, 196, 197, 198, 199, 207, 208, 210, 216 and 218.

National Planning Practice Guidance

- 5.16 The NPPG is a material consideration in the determination of the Planning Application.
- 5.17 Paragraph 001 Reference ID: 63-001-20190626 (Revision date: 26 June 2019) explains that the need to provide housing for older people is critical, given that people are living longer lives and the proportion of older people in the population is increasing. It goes on to state that:

'Offering older people a better choice of accommodation to suit their changing needs can help them live independently for longer, feel more connected to their communities and help reduce costs to the social care and health systems.'

- 5.18 Paragraph: 002 Reference ID: 63-002-20190626 (Revision date: 26 June 2019) states that the provision of appropriate housing for people with disabilities, including specialist and supported housing, is crucial in helping them to live safe and independent lives.

Ryebank Road Development Framework (2019)

- 5.19 The Ryebank Road Development Framework defines the broad parameters for the future development of the Site. It was approved by MCC in 2019 following a period of public consultation and will be an important material consideration in the determination of the Planning Application.
- 5.20 The Framework promotes a new residential development on the Site of the highest design quality, and requires development proposals to demonstrate, *inter alia*, the following:
- Full consideration and appreciation of the existing context and character (of the Site and surrounding area);
 - That they would encourage healthy and sustainable activities, providing an environment that promotes a sense of belonging but also, walking, social activity and being outdoors in communal spaces;
 - That the Site would be sustainably connected with its local neighbourhood, providing a range of opportunities for residents to meet and interact;
 - That an appropriate range of housing types and tenures would be delivered that anticipate and fulfil the needs of existing and future demographic groups;
 - That vehicular access to the development would be provided by two independent entrances to the site, one from Ryebank Road/Longford Road to the south, and one from Rye Bank Road to the north;
 - That the layout would promote increased levels of pedestrian and cycle permeability creating footpaths/cycle paths through the site linking Rye Bank Road to the North and Longford Road to the South and affording new, secure pedestrian and cycle access into Longford Park;

- That the design and construction of new homes achieves carbon reduction by addressing the energy hierarchy;
- That they integrate into the surrounding landscape and support biodiversity and natural ecosystems to create an attractive, sustainable environment and unique parkland setting for development; and
- That the selected development partner for the Site engages with local residents to bring forward a participatory based approach in the preparation of a planning application.

One Manchester Strategy – Forward to 2025 (2020)

5.21 The latest version of the Manchester Strategy, published in January 2020, sets out a long term vision for Manchester and how this will be achieved. The vision is for Manchester to be a world-class city by 2025, when the City will:

- Have a competitive, dynamic and sustainable and fair economy;
- Possess highly skilled, enterprising and industrious people;
- Be connected, internationally and within the UK;
- Play its full part in limiting the impacts of climate change;
- Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
- Be clean, attractive, culturally rich, outward looking and welcoming.

5.22 The Strategy outlines the priorities for delivering the vision, which include creating sustainable, safe, resilient and cohesive neighbourhoods, with more affordable housing and green spaces.

Manchester Housing Strategy (2022)

5.23 The Manchester Housing Strategy, which was published in 2022, explains how MCC will go about providing its residents with the homes they want and need, whilst also considering the role of housing in the context of its contribution to the economic recovery of the City, and the Council's ambitions towards zero-carbon.

5.24 The past two decades have seen Manchester undergo a period of huge growth, leading to more people choosing to live and work in the City, meaning the demand for homes is

greater than ever. To meet this demand, more new properties are being built than at any time since 2008, creating new and diverse neighbourhoods. However, even more are needed, and the Strategy therefore sets a target of delivering 36,000 new homes by 2032. The aim is that just under a third of these (10,000 over the next ten years) will be affordable, with as many social rented homes as possible.

5.25 The Strategy sets out the Council's long-term vision to deliver the homes that people want and need. It is built around the following four vision principles:

1. Increase affordable housing supply and build more new homes for all residents.
2. Work to end homelessness and ensure housing is affordable and accessible to all.
3. Address inequalities and create neighbourhoods where people want to live.
4. Address the sustainability and zero-carbon challenges in new and existing housing.

Manchester Residential Quality Design Guidance (2016)

5.26 The Manchester Residential Design Quality Guidance document provides guidance on the design of residential development. The document provides guidance across nine key areas, including:

- Accessibility;
- Design of Car Parking, Cycle Parking and Waste Storage;
- Future Proofing and Adaptability;
- Value Engineering;
- Space, Daylight and Entrances;
- Green and Blue Infrastructure;
- Crime and Safety; Active Frontages and Natural Surveillance;
- Heritage and Massing; and
- Creating a Sense of Community.

5.27 The document also requires developers to construct dwellings in compliance with the Nationally Described Space Standards as a minimum.

Guide to the Development in Manchester SPD and Planning Guidance

- 5.28 This Guide provides additional guidance on the design of new development within Manchester. It highlights the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. It provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene and aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines.
- 5.29 It explains that a high quality environment is created by buildings which reflect their purpose and respect the place in which they are located. Different parts of the City, its neighbourhoods and streets have distinct or individual characters which are a product of the design of their buildings, the nature of the streets, the quality of the landscape or the nature of their activities. Such positive characteristics should be recognised and enhanced by new development. Each new development should be designed having full regard to its context and the character of the area.
- 5.30 The rich urban heritage of Manchester and the distinctive qualities of its different neighbourhoods and buildings help to create a strong sense of place and this should be respected in new development, to promote high quality environments that combine good design with the best architectural traditions of the City.

Manchester Green and Blue Infrastructure Strategy (2022 Refresh)

- 5.31 The Manchester Green and Blue Infrastructure Strategy sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.
- 5.32 Building on the investment to date in the City's green infrastructure and understanding its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester is for high quality, well maintained green and blue spaces to be an integral part of all neighbourhoods, where the City's communities would be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the City.
- 5.33 Four objectives have been established within this Strategy to enable this vision to be achieved:
1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers;

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;
3. Improve connectivity and accessibility to green and blue infrastructure within the City and beyond; and
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.

Manchester City Council Playing Pitch & Outdoor Sport Assessment Report (June 2022)

- 5.34 This Report, which was prepared by Knight Kavanagh & Page on behalf of MCC, presents a supply and demand assessment of playing pitch and other outdoor sports facilities in Manchester.
- 5.35 The Report identifies disused playing field and outdoor sport sites in Manchester. The Application Site has not been used as a playing field since 1996 and it is not identified as a disused playing field and outdoor sport site by the Report.

Manchester City Council Open Spaces, Sport & Recreation Study (2009)

- 5.36 This Report, which was prepared by PMP on behalf of MCC, provides an assessment of open spaces, sport and recreation facilities within Manchester.
- 5.37 The Report identifies the Site as an area of natural and semi natural open space (aside from the small area falling within TMBC's boundary).

6 COMPLIANCE WITH THE DEVELOPMENT PLAN

Introduction

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
- 6.2 In the context of this position, this chapter of the Statement provides an assessment of the proposed development against all the relevant policies of the Development Plan.

The Development Plan

- 6.3 For the purposes of the Planning Application, the Development Plan comprises the following relevant documents:
- Saved Policies of the Unitary Development Plan (UDP) for the City of Manchester (adopted July 1995);
 - Manchester Core Strategy (adopted July 2012); and
 - Places for Everyone Joint Development Plan Document (adopted March 2024).
- 6.4 The following Development Plan documents are also relevant as a small area of the Application Site falls within the boundary of TMBC:
- Saved Policies of the Revised Trafford Unitary Development Plan (adopted June 2006); and
 - Trafford Local Plan: Core Strategy (adopted January 2012).
- 6.5 The policies from each of these documents which are most relevant to the determination of the application are assessed below.
- 6.6 A detailed appraisal of all the relevant policies from adopted Development Plan is presented in a tabular form within **Appendix 4**.

Accordance with the Development Plan

The principle of developing the Site for housing

- 6.7 The principle of developing the Site for housing derives support from Manchester Core Strategy Policy SP 1 (Spatial Principles), which promotes the provision of high quality and diverse housing around district centres, Manchester Core Strategy Policy H 6 (South

Manchester), which states that South Manchester will accommodate around 5% of new residential development over the plan period (which equates to 3,000 homes), and Places for Everyone Policy JP-H1 (Scale, Distribution and Phasing of New Housing Development), which states that a minimum of 60,061 net additional dwellings will be delivered in Manchester over the period 2022-2039, which will need to be of good quality and design, adaptable, supported by the necessary infrastructure and amenities.

- 6.8 Manchester Core Strategy Policy H 6 also highlights the need to prioritise new housing in South Manchester which meets identified shortfalls, including family housing and provision that meets the needs of elderly people and adds to the stock of affordable housing. This lends further to support to the proposed development, which will deliver a broad mix of housing types including family housing and age-friendly affordable apartments.

Housing mix and type

- 6.9 Manchester Core Strategy Policy H 1 (Overall Housing Provision) highlights the need to contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people and people with specific support requirements.
- 6.10 Places for Everyone Policy JP-H3 (Type, Size and Design of New Housing) states that residential developments should provide an appropriate mix of dwelling types and sizes and requires all new dwellings to 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.
- 6.11 The development would create 120 new homes, comprising a broad mix of housing types including age-friendly affordable apartments, private sale houses, co-housing homes with communal facilities and supported living accommodation for autistic adults. The new homes would be suitable for a range of occupants, in terms of both the number of rooms and their size. This proposed mix of housing has been discussed with MCC's housing strategy team and would help to meet local housing needs.
- 6.12 All of the private sale houses and co-housing houses would comply with the nationally described space standards and would be built to the 'accessible and adaptable' Part M4(2) standards in respect of internal arrangements, however it will not be possible to achieve the additional approach requirements of Part M4(2) due to levels and the remediation work required on the Site. All of the age-friendly affordable apartments and

co-housing apartments would meet the requirements of Part M4(2) in respect of approach and internal layout.

- 6.13 The need for the supported living accommodation for autistic adults that is proposed is highlighted in the 10-year housing needs assessment from the Housing LIN that was commissioned by the Manchester Local Care Organisation in 2023. This clearly showed that for the period up to 2033, there was a requirement of 375 no. additional supported living units for adults in Manchester with a learning disability and/or autism that meet the Care Act criteria.
- 6.14 In summary, it is considered that the proposed development accords with Manchester Core Strategy Policy H1 and Places for Everyone Policy JP-H3 in relation to their aim to ensure that new residential development comprises a suitable mix of housing.

Affordable housing

- 6.15 Manchester Core Strategy Policy H 8 (Affordable Housing) states that new development will contribute to the City-wide target for 20% of new housing provision to be affordable, adding that developers are expected to use the 20% target as a starting point for calculating affordable housing provision.
- 6.16 Places for Everyone Policy JP-H2 (Affordability of New Housing) sets out a range of measures that will be promoted to deliver substantial improvements in the ability of people to access housing at a price they can afford.
- 6.17 The proposed development would provide 42 no. age-friendly affordable homes. Within a residential development comprising a total of 120 dwellings, this would constitute an affordable housing contribution of 35%, which significantly exceeds the Development Plan requirement of 20%.
- 6.18 The age-friendly affordable apartments would comprise almost entirely of 1-bed units. The proposed provision of age-friendly accommodation is driven by a 'Right Sizing' approach, which seeks to unburden older people from under-occupied housing, at a time in their lives when many are struggling with a reducing household income. Southway has experienced lower demand for 2-bed properties in their age-friendly schemes elsewhere, which has often resulted in 2-bed properties standing empty. This is because in older age household earnings generally decline, making it more difficult to meet everyday household running costs. As Housing Benefit will not pay for additional bedroom space, older people frequently prefer 1-bed accommodation because of the cheaper rents, council tax, reduced maintenance and heating bills. 1-bed accommodation is in high demand among

this age group as it helps maintain economic and social inclusion as residents can still participate socially and economically because of reduced housing costs.

- 6.19 In summary, the proposed development would comply with Manchester Core Strategy Policy H 8 and Places for Everyone Policy JP-H2.

Design and Layout

- 6.20 Manchester Core Strategy Policy EN 1 (Design Principles and Strategic Character Areas) promotes a number of principles of urban design and requires new development to demonstrate how it addresses the design principles and reinforces and enhances the local character of the relevant part of the City.
- 6.21 Manchester Core Strategy DM1 (Development Management) requires new development to have regard to the character of the surrounding area and its impact in terms of its design, scale and appearance.
- 6.22 Places for Everyone Policy JP-H3 states that innovation in housing development will be supported where it is consistent with the principles of good design and contributes to local distinctiveness.
- 6.23 The submitted Design and Access Statement demonstrates that the design and layout of the proposed development is of an appropriate scale and character, and would create a series of high quality, beautiful and sustainable buildings, set within areas of open space and landscaping, in accordance with these Development Plan policies.

Highways, Accessibility and Parking

- 6.24 Manchester Core Strategy Policy T 1 (Sustainable Transport) seeks to deliver 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. The layout of the proposed development has been designed to meet these requirements and would prioritise movements by pedestrians and cyclists.
- 6.25 Manchester Core Strategy Policy T 2 (Accessible areas of opportunity and need) aims to ensure that new development is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities. In accordance with this Policy, the Site is well located in relation local amenities and public transport routes, which would provide connections to employment areas for residents of the new housing proposed.

- 6.26 Trafford Core Strategy Policy L4 (Sustainable Transport and Accessibility) states that the Council will not grant planning permission for new development that is likely to have a significant adverse impact on the safe and efficient operation of the Strategic Road Network, and the Primary and Local Highway Authority Network unless and until appropriate transport infrastructure improvements and/or traffic mitigation measures and the programme for the implementation are secured. The submitted Transport Assessment demonstrates that the proposed development would not have any unacceptable impact on the surrounding highway network and therefore accords with this policy.
- 6.27 Places for Everyone 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. In accordance with this policy, the Site is well located to encourage the use of active travel modes, and the proposed layout of the development is not dominated by cars.

Heritage

- 6.28 Manchester Core Strategy Policy EN 3 (Heritage) states that 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.
- 6.29 Trafford Core Strategy Policy R1 (Historic Environment) requires new development to complement and enhance the existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.
- 6.30 Places for Everyone Policy JP-P2 (Heritage) aims to positively conserve, sustain and enhance the area's historic environment and heritage assets and their settings.
- 6.31 The submitted Heritage Assessment demonstrates that the proposed development would result in a neutral change to the character, appearance and setting of the adjacent Longford Conservation Area. The Site is bounded by mature tree planting which are being retained as part of the proposed development, which would ensure the new housing remains largely out of view of the Conservation Area and its enclosed heritage assets.
- 6.32 It is therefore considered that the proposed development complies with the relevant Development Plan policies relating to heritage.

Noise and Vibration

- 6.33 Manchester Core Strategy Policy DM1 (Development Management), Saved Manchester UDP Policy DC26 (Development and Noise) and Trafford Core Strategy Policy L5 (Climate Change) all require new development to have regard to effects on amenity including noise and vibration.
- 6.34 The submitted Noise Impact Assessment demonstrates that there would be no unacceptable noise impacts associated with the proposed development, either during the construction or operational phase, subject to the use of appropriate mitigation measures.

Air Quality

- 6.35 Manchester Core Strategy Policy EN 16 (Air Quality), Manchester Core Strategy Policy DM1 (Development Management), Places for Everyone Policy JP-S5 (Clean Air) and Trafford Core Strategy Policy L5 (Climate Change) all aim to ensure that new development does not result in any unacceptable impacts on air quality.
- 6.36 The submitted Air Quality Assessment demonstrates that the Site would be suitable for the proposed development in terms of air quality and no mitigation measures are required.

Archaeology

- 6.37 Manchester Core Strategy Policy DM 1 (Development Management) states that new development should have regard to effects regarding archaeology.
- 6.38 Saved Manchester UDP Policy DC20 (Archaeology) aims to secure the preservation of sites of archaeological interest and their setting in place.
- 6.39 The submitted Environmental Statement includes an Archaeological Assessment. The baseline assessment indicates low archaeological potential for all periods before the industrial and 20th century period, with past clay extraction and infrastructure installation having removed most archaeological remains. The only identified sensitive receptors are a negative earthwork, potential early 20th century housing remains in the southeast, and possible unknown remains along the western edge.
- 6.40 The east-west aligned 'negative earthwork' (a ditch) through the Site is largely undisturbed but heavily silted with post-medieval deposits. Its connection to an ancient earthwork 'The Nico Ditch' is uncertain, as its dimensions and recorded changes differ from known Nico sections. It may instead be linked to the later Carr Ditch. Regardless, the ditch's poor preservation limits its current significance.

- 6.41 Other potential remains are limited to areas not affected by clay extraction. However, evidence of earlier activity before the site's 19th century enclosure is scarce, and any surviving remains are likely of negligible to low importance of local significance.
- 6.42 A proportionate intrusive field evaluation is recommended to determine the character, date, and significance of the earthwork, possibly linked to the Nico Ditch, which could be secured by planning condition (in the event that planning permission is granted) and undertaken prior to the commencement of development.
- 6.43 In summary, it is not considered that the proposed development would result in any significant archaeological impacts and it is therefore considered to be in accordance with the relevant local planning policies listed above.

Ecology and Biodiversity

- 6.44 Manchester Core Strategy Policy EN 15 (Biodiversity and Geological Conservation) seeks to maintain or enhance sites of biodiversity and geological value throughout the City. It also notes that particular consideration will be given to the Council's objective to protect and conserve the City's existing trees, woodlands and associated biodiversity and the aim for a net increase in trees across the City.
- 6.45 Manchester Core Strategy Policy DM 1 (Development Management) states that new development should have regard to effects regarding biodiversity.
- 6.46 Trafford Core Strategy Policy R2 (Natural Environment) states that developers will be required to demonstrate how their proposal will protect and enhance biodiversity.
- 6.47 Saved Trafford UDP Policy ENV9 (Sites of Importance for Nature Conservation) states that, in determining development proposals, the Council will, wherever appropriate, seek to safeguard the intrinsic features of nature conservation interest or value.
- 6.48 Saved Trafford UDP Policy ENV10 (Wildlife Corridors) states that the Council will seek to consolidate and strengthen the effectiveness of the wildlife corridors, including Longford Park which is located immediately to the west of the Site.
- 6.49 Places for Everyone Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) promotes a series of measures aimed at securing a net enhancement of biodiversity.
- 6.50 The submitted Environmental Statement includes an assessment of the likely significant effects of the proposed development on ecology and arboriculture.

- 6.51 The Applicants have taken the disciplines of ecology and arboriculture seriously, as evidenced by the early appointment of specialists in these fields, and the subsequent commissioning of surveys and technical reports to inform the assessment work required. The results and recommendations of these technical reports were used to inform the development of the design. Most notably, the Applicants have actively chosen to retain the vast majority of the largest and most valuable habitat on site (woodland parcels) as well as badger setts.
- 6.52 The proposals would deliver a minimum 10% biodiversity net gain, which would be achieved in part through an off-site contribution. It was agreed with Planning Officers during the pre-application discussions that took place that this would be secured by planning condition.
- 6.53 The assessment work demonstrates that the proposed development would not result in any significant effects on ecological and arboricultural features.
- 6.54 Overall, it is considered that the proposed development would accord with the relevant ecology and biodiversity policies.

Ground Conditions

- 6.55 Manchester Core Strategy Policy EN 18 (Contaminated Land and Ground Stability) states that that any proposal for development of contaminated land must be accompanied by a health risk assessment.
- 6.56 The submitted Environmental Statement includes an assessment of the proposed development on ground conditions, based on a desk-based assessment of historic records and a site investigation to identify risks associated with historic activities or ground conditions.
- 6.57 The Site has a complex historical background, transitioning from agricultural use to industrial activities, including a former brickworks and clay pits. The infilled pits contain materials from pre-regulated waste disposal practices, leading to contamination concerns. Intrusive ground investigations confirm the presence of Made Ground, extending to depths of 13.50m below ground level, with elevated levels of heavy metals, hydrocarbons, and asbestos. Hydrogeological conditions indicate the presence of a secondary A aquifer and a culverted watercourse, necessitating careful environmental management.

- 6.58 The assessment demonstrates that, following the implementation of comprehensive mitigation measures, the proposed development would not have any significant impact on geology, groundwater, and contamination risks. It also that the ground conditions on the Site would not pose any significant risks to future users of the proposed development or the surrounding environment. On the contrary, it is anticipated that the development would result in a moderate beneficial effect on a site-specific level, through the programme of remediation that would be undertaken.
- 6.59 It is therefore considered that the proposed development would be in accordance with Manchester Core Strategy Policy EN 18.

Flood Risk and Drainage

- 6.60 Manchester Core Strategy Policy EN 14 states that development should be directed away from sites at the greatest risk of flooding and all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure.
- 6.61 Manchester Core Strategy Policy DM 1 (Development Management) states that new development should have regard to effects regarding flood risk and drainage.
- 6.62 Trafford Core Strategy Policy L5 (Climate Change) states that the Council will seek to control development in areas at risk of flooding, and that development will be required to improve water efficiency and reduce surface water run-off through the use of appropriate measures such as rain water harvesting, water recycling and other Sustainable Drainage Systems (SUDS).
- 6.63 Places for Everyone Policy JP-S4 (Flood Risk and the Water Environment) expects developments to manage surface water run-off through sustainable drainage systems and as close to source as possible. It also states that development should achieve greenfield run-off rates unless it is demonstrated to be impracticable.
- 6.64 In accordance with the requirements of these policies, a Flood Risk Assessment is being submitted with the planning application, which assesses the risk of flooding from all possible water sources and identifies the mitigation measures required to mitigate risk.
- 6.65 A Drainage Strategy is also being submitted. The development would have a dedicated surface water network that serves to drain the highway, building plots and associated hard landscaping. This network would discharge into Longford Brook via Longford Park. In order to restrict the discharge rate, surface water attenuation is to be provided in the form

of various SUDS features including permeable paving / sub-base attenuation, rain gardens and the basin proposed in the vicinity of the Nico Ditch. This strategy accords with the relevant policies identified above.

Landscaping and Open Space

- 6.66 Manchester Core Strategy Policy H 1 (Overall Housing Provision) states that all proposals for new housing should make provision for appropriate useable amenity space.
- 6.67 Manchester Core Strategy Policy EN 9 (Green Infrastructure) states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function.
- 6.68 Manchester Core Strategy Policy EN10 (Safeguarding Open Space, Sports and Recreation Facilities) states that proposals will be supported that improve the quality and quantity of accessible open space.
- 6.69 Manchester Core Strategy Policy DM 1 (Development Management) states that new development should have regard to effects regarding green infrastructure including open space, both public and private.
- 6.70 Places for Everyone Policy JP-G6 (Urban Green Space) aims to ensure there is an appropriate scale, type, quality and distribution of accessible urban green space that can support a high quality of life.
- 6.71 Whilst the proposed development would result in the loss of an area of land identified as natural and semi-natural open space by the Council's City Wide Open Spaces, Sport & Recreation Study (August 2009), but not designated as such by the Development Plan, it would provide new areas of publicly accessible open space on the Site (which has been closed to the public since 2020), the majority of which would be managed and maintained by a management company approved by MCC in perpetuity. Furthermore, the Development would deliver a range of other benefits (as set out in chapter 11), which on balance would off-set the loss of an area of natural and semi natural open space. It is therefore considered that the proposed development is in compliance with the above policies. This matter is considered in further detail in Chapter 10.

Energy and Sustainability

- 6.72 Manchester Core Strategy Policies EN 4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development) and EN 6 (Target Framework for CO₂ reductions from low or zero carbon energy supplies) are aimed at reducing CO₂ emissions in new development.

- 6.73 Places for Everyone Policies JP-S1 (Sustainable Development) and JP-S2 (Carbon and Energy) are also aimed at reducing energy demand and carbon emissions.
- 6.74 The Environmental Standards Statement being submitted with the planning application outlines the measures that would be incorporated within the proposed development to minimise carbon emissions and reduce energy demand, in accordance with these policies. These measures include maximising the use of natural ventilation and the use of air source heat pumps and photovoltaics in order to help meet the energy demand of the proposed development. All of the proposed new homes would be delivered to Passivhaus standard.

Other Relevant Development Plan Policies

- 6.75 A detailed assessment of the proposed development against all other relevant policies of the Development Plan is provided in **Appendix 4** of this Statement. This demonstrates that the development has a high degree of compliance with the relevant policies of the Development Plan.

Summary of Accordance with the Development Plan

- 6.76 The proposed development derives support from Manchester Core Strategy Policies SP 1 (Manchester Core Strategy Policy SP 1 (Spatial Principles), which promotes the provision of high quality and diverse housing around district centres, Manchester Core Strategy Policy H 6 (South Manchester), which states that South Manchester will accommodate around 5% of new residential development over the plan period (which equates to 3,000 homes), and Places for Everyone Policy JP-H1 (Scale, Distribution and Phasing of New Housing Development), which states that a minimum of 60,061 net additional dwellings will be delivered in Manchester over the period 2022-2039.
- 6.77 Whilst the proposed development would result in the loss of an area of land identified as natural and semi-natural open space by the Council's City Wide Open Spaces, Sport & Recreation Study, but not designated as such by the Development Plan, it would create new areas of publicly accessible open space on the Site (which has been closed to the public since 2020), the majority of which would be managed and maintained by a management company approved by MCC in perpetuity. Furthermore, the development would deliver a range of other benefits, which the Appellants consider would on balance off-set the loss of an area of natural and semi natural open space.
- 6.78 The schedule provided in **Appendix 4** of this Statement demonstrates that there is a high degree of compliance between the proposed development and the relevant policies of the

Development Plan. In summary, it is considered that the application proposals accord with the provisions of the Development Plan when read as a whole and paragraph 11c of the NPPF (considered further below) is therefore engaged. Failing to accord with a policy or even a number of policies in the Plan does not necessarily mean there is a failure to accord with the Plan when considered as a whole.

7 OTHER MATERIAL CONSIDERATIONS

7.1 The previous chapter provided an assessment of the proposed development against all the relevant policies of the Development Plan and concluded that it is in accordance with the Development Plan when read as a whole.

7.2 This chapter provides a summary of the other material considerations which are relevant to the determination of the Planning Application, which include the following:

- The National Planning Policy Framework;
- The Ryebank Road Development Framework;
- Other relevant local strategies, policies and guidance; and
- The Rye Bank Road Asset of Community Value.

National Planning Policy Framework

7.3 The National Planning Policy Framework (NPPF) provides the overarching planning framework that underpins decision-making and the plan-making process in England and was recently updated in December 2024. It lends strong support to the Government's housing growth agenda, requiring local authorities to significantly boost their supply of housing, plan positively to meet housing needs and adopt a presumption in favour of sustainable development.

Achieving Sustainable Development

7.4 The NPPF defines the purpose of the planning system as being to contribute to the achievement of sustainable development. These are economic, social and environmental. Paragraph 10 states that at the heart of the NPPF is a presumption in favour of sustainable development.

7.5 Whilst the NPPF does not change Section 38(6) of the Planning and Compulsory Purchase Act 2004 (i.e. planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise), it places significant weight on the principle that development which is sustainable, and accords with the Development Plan, should be approved **without delay**. That is the circumstance which is applicable in this case.

- 7.6 Paragraph 11 sets out the presumption in favour of sustainable development and describes how this policy should be applied in the decision-making process:

'Plans and decisions should apply a presumption in favour of sustainable development...

For decision-taking this means:

- c) ***approving development proposals that accord with an up-to-date development plan without delay; or***
- d) *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:*
 - i. *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. *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.'* (emphasis added)

- 7.7 In relation to paragraph 11c, the Applicants consider that the Planning Application accords with the relevant policies of the Development Plan when read as a whole and should therefore be approved without delay. Failing to accord with a policy or even a number of policies in the Plan does not necessarily mean there is a failure to accord with the Plan when considered as a whole.

Pre-application engagement and frontloading

- 7.8 The NPPF highlights the importance of early engagement in the planning application process, which can enable better coordination between public and private resources and improved outcomes for the community.
- 7.9 Paragraph 41 encourages applicants to engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications.
- 7.10 The Ryebank Road Development Framework also requires that the selected development partner(s) for the Site engages with local residents to bring forward a participatory based approach in the preparation of a planning application.

- 7.11 In accordance with this guidance, the Applicants conducted extensive and comprehensive engagement before submitting this Planning Application. A detailed description of the consultation that has been undertaken is set out in the submitted Statement of Community Involvement.

Delivering a sufficient supply of housing

- 7.12 To support the Government's objective of significantly boosting the supply of homes, paragraph 61 explains that 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.
- 7.13 The proposed development would help to boost the supply of housing in Manchester through the delivery of a new residential scheme comprising a mix of housing types and tenures, in accordance with this key policy tenet of the NPPF.
- 7.14 Paragraph 66 states that where major development 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.
- 7.15 The proposed development would provide 42 no. age-friendly affordable homes. Within a residential development comprising a total of 120 dwellings, this would constitute an affordable housing contribution of 35%. It would also contribute positively to the objective of the Manchester Housing Strategy objective to deliver as many social rented homes as possible. This contribution towards affordable housing was discussed and agreed with MCC officers during the pre-application discussions that took place.
- 7.16 Paragraph 78 requires local planning authorities to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies. Annex 2 states that, to be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. As set out below, the Application Site is consistent with this and, subject to securing planning permission, could make an important contribution to the supply of housing in Manchester over the next five years.

Availability

- 7.17 The large majority of the Site falls within the control of the Applicants and is available immediately for a residential development.

Suitability

- 7.18 The Site is entirely suitable for residential development. It has good accessibility by non-car modes of transport and represents a highly sustainable location for new residential development in terms of accessibility to services and amenities.
- 7.19 Section 11 of this Statement shows that the development of the Site for new housing and the associated works proposed would demonstrably represent sustainable development, which would deliver a range of social, economic and environmental benefits.
- 7.20 As recognised by the Ryebank Road Development Framework, the Site is entirely suitable for the purposes of providing a more balanced housing offer for Manchester, with increased choice, affordability and equality.

Achievability

- 7.21 Step Places and Southway Housing Trust have a track record of delivering high quality homes, which underlines the achievability of the Site.
- 7.22 In the event that planning permission is granted, the development could be constructed and built out well within the next five years and so would contribute immediately and positively to local housing figures.
- 7.23 In summary, it is clear that the Site is 'deliverable' for new housing, in the context of the definition provided within the NPPF, which therefore lends significant support to the Planning Application.

Promoting healthy and safe communities

- 7.24 The NPPF attaches great importance to promoting healthy and safe communities. Paragraph 96 states that planning decisions should aim to achieve healthy, inclusive and safe places which, among other things, are safe and accessible (including through the provision of high quality public space) and enable and support healthy lifestyles (for instance, by using layouts that encourage walking and cycling).
- 7.25 Paragraph 98 explains that, to provide the social, recreational and cultural facilities and services that local communities need, planning decisions should ensure an integrated

approach to considering the location of housing, economic uses and community facilities and services.

- 7.26 The proposed development would deliver a high quality residential development, including new areas of open space and landscaping of public value, cycle and pedestrian linkages and childrens play areas, all of which would make a positive contribution to the health and well-being of the local community, in accordance with this aspect of the NPPF. The new housing would be well connected to the existing community services and amenities in Chorlton and Stretford, which would also benefit the health of residents of the new housing.

Open space and recreation

- 7.27 Paragraph 103 states that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change.
- 7.28 Although Man Met previously permitted limited public access to the Site for lawful sports and pastimes use, it was closed to the public in 2020 following the discovery of hazardous materials at the surface of the Site and it has not been publicly accessible since this time. The development would create new areas of high quality open spaces and landscaping, which would be managed and maintained by a management company approved by MCC and would remain accessible to the public in perpetuity.
- 7.29 In addition, two small areas in the northern and southern part of the Site would be made available for community uses such as growing areas or community gardens. These areas could be donated to community groups on a similar basis to the Council Community Asset Transfer Policy following similar guidelines and recommendations. A lease or license could be provided to the community group so they have security of the tenure for a specified period and the management company could impose restrictions upon repairs and maintenance of the land.
- 7.30 **Appendix 2** contains a plan showing the areas of the Site where the public open spaces, landscaping and community gardens are proposed.
- 7.31 Each of the owners/occupiers of the residential properties would be required under their purchase contract/lease to contribute to a service charge, which would be utilised to maintain public areas, carry out repairs, improvements, insurance and pay for the administration of the management company.

- 7.32 The Planning Application is supported by a Landscape Management Report, which provides guidance for the establishment, maintenance and future management of all public or communal external landscaped areas and planting around the Site.
- 7.33 In summary, it is considered that Paragraph 103 therefore lends support to the proposed development.
- 7.34 Paragraph 104 is addressed in Chapter 11 of this Statement (Open Space Assessment).

Promoting sustainable transport

- 7.35 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.
- 7.36 Paragraph 115 states that, in assessing applications for development, it should be ensured that appropriate opportunities to promote sustainable transport modes have been taken up; safe and suitable access to the site can be achieved for all users; the design of streets, parking areas and other transport elements reflect current national guidance; 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.
- 7.37 The Site has good public transport links and the proposed development therefore has the potential to promote the use of sustainable modes of transport. In addition, the proposals incorporate measures aimed at encouraging cycle and pedestrian movements to, from, within and through the Site. Further details are provided within the submitted Transport Assessment. On this basis, it is considered that the proposed development accords with paragraphs 110 and 116.
- 7.38 Paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The submitted Transport Assessment sets out the basis of the Applicants' case that there would be no such impacts.

Making effective use of land

- 7.39 Paragraph 124 states that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

- 7.40 The proposed development would deliver 120 new homes, comprising a broad mix of housing types, on a Site which is promoted for residential development by MCC within the Ryebank Fields Development Framework. Areas of high quality open space and landscaping of public value would also be created and the scheme would ensure safe and healthy living conditions for residents of the new housing.

Achieving well-designed places

- 7.41 The NPPF identifies good design is a key aspect of sustainable development, which creates better places in which to live and work and helps make development acceptable to communities.
- 7.42 Paragraph 131 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.
- 7.43 Paragraph 135 states that planning decisions should ensure that developments will function well and add to the overall quality of the area; are sympathetic to local character and history, including the surrounding built environment and landscape setting; establish or maintain a strong sense of place, creating attractive, welcoming and distinctive places to live; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space); and create places that are safe, inclusive and accessible.
- 7.44 The submitted Design and Access Statement demonstrates that the design and layout of the proposed development is of an appropriate scale and character, and would create a series of high quality, beautiful and sustainable buildings in a landscaped setting, in accordance with this guidance.

Meeting the challenge of climate change, flooding and coastal change

- 7.45 The NPPF aims to steer new development to the areas with the lowest risk of flooding. Paragraph 161 explains that, when determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Paragraph 164 promotes the use of sustainable drainage systems.
- 7.46 The submitted Flood Risk Assessment and Drainage Strategy demonstrate compliance with these policies.
- 7.47 The Flood Risk Assessment assesses the risk of flooding from all possible water sources and identifies the mitigation measures required to mitigate risk.

- 7.48 The Drainage Strategy explains that various SUDS features would be used to restrict the surface water discharge rate, including permeable paving / sub-base attenuation, rain gardens and the basin proposed in the vicinity of the Nico Ditch.

Conserving and enhancing the natural environment

- 7.49 Paragraph 187 states that planning decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.
- 7.50 The proposed development would not give rise to any unacceptable impacts in relation to conservation of the natural environment and pollution, as demonstrated in detail in the submitted Environmental Statement and the suite of other supporting technical and environmental reports. Biodiversity and related matters are fully considered in the submitted Ecological Impact Assessment, which forms part of the Environmental Statement.

Conserving and enhancing the historic environment

- 7.51 The NPPF identifies heritage assets as an irreplaceable resource, which should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.
- 7.52 The guidance requires applicants to describe the significance of any heritage assets affected by a proposed development, provide a level of detail proportionate to the assets' importance, and provide a justification for any harm to, or loss of, the significance of an identified heritage asset.
- 7.53 Paragraphs 207 – 216 states that, in determining planning applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting.
- 7.54 The Planning Application is supported by a Heritage Assessment and an Archaeological Assessment (which forms part of the Environmental Statement), which demonstrate that the proposed development would not result in any unacceptable impacts on any heritage assets on or in the vicinity of the site.
- 7.55 The Heritage Assessment demonstrates that the proposed development would result in a neutral change to the character, appearance and setting of the adjacent Longford Conservation Area. The Site is bounded by mature tree planting which are being retained

as part of the proposed development, which would ensure the new low-rise housing remains largely out of view of the Conservation Area and its enclosed heritage assets.

- 7.56 The Archaeological Assessment indicates that the proposed development is unlikely to result in any significant archaeological impacts. The Site contains low archaeological potential for all periods before the industrial and 20th century period, with past clay extraction and infrastructure installation having removed most archaeological remains. The only identified sensitive receptors are a negative earthwork, potential early 20th century housing remains in the southeast, and possible unknown remains along the western edge. The east-west aligned 'negative earthwork' (a ditch) through the Site is largely undisturbed but heavily silted with post-medieval deposits. Its connection to an ancient earthwork 'The Nico Ditch' is uncertain, as its dimensions and recorded changes differ from known Nico sections. It may instead be linked to the later Carr Ditch. Regardless, the ditch's poor preservation limits its current significance.

Ryebank Road Development Framework (2019)

- 7.57 As stated previously, the Ryebank Road Development Framework will be an important material consideration in the determination of the Planning Application.
- 7.58 Table 1 below provides an assessment of the proposed development against the key development and design parameters of the Development Framework.

Key Development / Design Parameter	Assessment of Compliance
Placemaking	
A new residential development of the highest design quality is expected.	The plans, drawings and documents submitted in support of the Planning Application demonstrate that a vibrant, inclusive and high quality residential development is proposed.
Development should anticipate and encourage healthy and sustainable activities.	The proposed development would create new areas of amenity / natural green space, children's play spaces and cycle and pedestrian linkages, all of which would make a positive contribution to the health and well-being of the local community.
Dwelling heights should predominantly be 2 storey, however a maximum height of 3 storeys may be justified.	The proposed houses and apartment buildings range from 2 – 3 storeys in height.
Site layout and individual dwellings will promote activity and natural surveillance.	As set out in the submitted Crime Impact Statement, the development has been assessed against the principles of 'Crime Prevention Through Environmental Design'

Key Development / Design Parameter	Assessment of Compliance
	(CPTED) and found to be satisfactory from a crime prevention perspective.
Usable back gardens and an area of defensible space should be provided to the front of each property.	Communal, semi-private and private gardens and greenspaces would be provided throughout the development.
The site should be sustainably connected with its local neighbourhood.	The proposed development will create a fully accessible residential extension that is both linked with its surroundings and additionally offers increased permeability through the new development.
Proposals must seek to exceed the Nationally Described Space Standards.	All of the houses and apartments have been designed to achieve the Nationally Described Space Standards.
Mix & Type	
Proposals must deliver an appropriate range of housing types and tenures.	The development would comprise a broad mix of housing types including age-friendly affordable apartments, private sale houses, co-housing homes with communal facilities and supported living accommodation for autistic adults.
A mix of properties will be provided.	A broad mix of properties would be provided, including 1 and 2-bed apartments and 2, 3 and 4-bed houses.
On-site affordable housing will be provided.	The proposed development would provide 42 no. age-friendly affordable homes.
The development should be adaptable for the future.	The submitted Design and Access Statement demonstrates that the development has been designed so as to be adaptable for the future.
Density & Quantum	
The development should address the existing site constraints and parameters set out within section 2.16 of the Framework.	The development proposals have been designed based on a detailed understanding of the site constraints and parameters identified.
The southern part of the Site will achieve a density of around 20 units per hectare and the northern plot around 26 units per hectare.	The overall density of the development is around 26 units per hectare.
The site will have the capacity to accommodate up to 120 new homes.	The proposal is for 120 new homes.
Access & Car Parking	
Vehicular access will be provided by two independent accesses to the site.	Two independent accesses are proposed: one from Ryebank Road / Longford Road to the south and one from Rye Bank Road to the north.

Key Development / Design Parameter	Assessment of Compliance
The site layout will promote increased pedestrian and cycle permeability.	The proposal will increase permeability, including through the creation of the pedestrian and cycle 'greenway' running through the site.
Inclusive streets should be provided that prioritise pedestrians and cyclists over cars, and a resident parking zone should be provided across the site.	It was agreed with MCC during the pre-application discussions that no resident parking zone will be introduced. Resident parking will be focused on the private streets and private courtyards. Appropriate signage and markings will be used in the spaces to make clear whether these can be used by residents or as community short-stay spaces. A private management company will be engaged by the Applicants to enforce the parking controls on the private streets.
The proposals must meet existing car parking policy and standards.	The level and distribution of car parking proposed was agreed in principle with MCC during the pre-application discussions that took place, having been informed by a parking assessment undertaken on behalf of the Applicants.
The proposals should minimise or negate the need for on-street parking.	Resident parking will be focused on the private streets and private courtyards.
The development should be well connected with the existing public transport network.	The site is well located in relation to public transport routes and would encourage the use of active travel modes. The proposed layout of the development would ensure it is not dominated by cars.
The development should help to promote cycling	All of the proposed houses have sufficient space to accommodate cycle parking within curtilage. The layout of the proposed development has been designed to ensure the site is fully permeable for cyclists.
The development should aim to integrate with the Bee Network.	The supporting Transport Assessment demonstrates, at Figure 4.2, that the Bee Network is close to the site and would be easily accessible for residents of the development.
A construction management plan should be put in place during the construction phase.	The Planning Application is supported by a Framework Construction Environmental Management Plan.
Opportunities to improve traffic flow along Longford Road should be explored.	The Applicants are committed to introducing a traffic calming scheme on Longford Road, which would be secured via a Section 278 Agreement.
Environmental Sustainability	

Key Development / Design Parameter	Assessment of Compliance
The design and construction of new homes will be expected to achieve carbon reduction.	The submitted Environmental Standards Statement outlines the measures that would be incorporated within the development to minimise carbon emissions.
Heat gains and losses should be limited through thermal elements and other parts of building fabric.	All of the proposed new homes would be delivered to Passivhaus standard, requiring very little heating or cooling.
The use of sustainable types and methods of construction should be considered.	The submitted Environmental Standards Statement identifies the sustainable types and methods of construction that could be used.
All materials should be carefully considered and selected based on their embodied energy/carbon as well as recycled content.	The proposed materials have been selected based on their embodied energy/carbon and recycled content. The submitted Environmental Standards Statement contains an embodied carbon assessment.
MCC's requirements for local labour, training and apprenticeships should be adopted as minimum targets during the construction process.	The Planning Application is supported by a Local Labour Agreement, which is aimed at ensuring that the employment opportunities resulting from the proposed development are made available to local residents.
Sunlight and daylight should be optimised for all residential units.	The layout and scale of the proposed development has been designed to allow sunlight and daylight to permeate through the scheme.
Sustainable urban drainage solutions should be used, integrating the Nico Ditch into the drainage strategy where possible.	The Drainage Strategy proposes to provide surface water attenuation in the form of various sustainable urban drainage features, including a basin proposed in the vicinity of the Nico Ditch.
The latest technology should be embraced throughout the design and construction processes.	The latest technology has been used wherever possible and appropriate during the design process to date.
Proposals should mitigate for a higher risk of extreme weather events.	The submitted Environmental Standards Statement outlines a series of mitigation measures aimed at responding to the likelihood of extreme weather events occurring on a more regular basis in the future.
Biodiversity & Landscape	
Proposals should integrate into the surrounding landscape and support biodiversity.	The proposed development aims to retain existing landscaping features on the Site wherever possible. New landscaping features are also proposed to help create an attractive setting to the new built development that would be delivered, strengthening the linkages with the surrounding context to the

Key Development / Design Parameter	Assessment of Compliance
	Site. The submitted Environmental Statement demonstrates that the proposed development would not result in any significant effects on ecological and arboricultural features.
Proposals shall seek to deliver a biodiversity net gain.	The proposals would deliver a minimum 10% biodiversity net gain, which will be achieved in part through an off-site contribution. It was agreed with MCC Officers during the pre-application discussions that took place that this would be secured by planning condition.
A woodland buffer should be retained between the site and Longford Park.	The woodland buffer would be retained along the western boundary of the Site.
Nico Ditch shall be retained and include the enhancement or ecological and landscape features.	Nico Ditch is to be retained and would become a key central space within the proposed development, comprising a drainage basin which would also serve as a wetland ecological feature, enclosed to the north by a short terrace.
Existing and established trees on the site shall be protected and enhanced.	Existing and established trees on the Site would be protected and enhanced wherever possible. Some trees and sections of woodland would need to be removed, however this would be mitigated by replacement tree planting within the development and the delivery of a robust soft landscaping scheme.
Bin storage shall be carefully considered and should accord with MCC's standards.	The supporting Design & Access Statement contains a Waste Management Strategy demonstrating compliance with MCC's standards.
Participation	
Applicants will engage with properly constituted local resident groups in a participatory based approach to the preparation of any planning application on site.	The supporting Statement of Community Involvement provides a detailed review of the extensive programme of pre-application consultation has been undertaken by the Applicants and their team over a period of several years.
Delivery	
Proposals for development must be included in a single detailed masterplan for the whole site, even if it is to be implemented in different phases.	The Planning Application is seeking full planning permission for the comprehensive development of the Ryebank site, however as set out in Chapter 4, it could potentially be implemented in phases.
Piecemeal and disparate development will be guarded against.	The Planning Application is seeking full planning permission for the comprehensive development of the Ryebank site.

Table 1: Assessment Against the Ryebank Road Development Framework

- 7.59 The above assessment demonstrates that the proposed development aligns very closely with the key development and design parameters of the Ryebank Road Development Framework.

Other relevant local strategies, policies and guidance

- 7.60 The proposed development complies with, and derives support from, a number of other local strategies, policies and guidance, as outlined below.

Our Manchester Strategy – Forward to 2025

- 7.61 The proposed development would create a new, high quality, safe and sustainable neighbourhood, providing more affordable housing and green spaces for the City.
- 7.62 This aligns with one of this Strategy's key priorities for delivering its vision for Manchester to become a world class city.

Manchester Housing Strategy (2022)

- 7.63 The proposed development would contribute positively to the objectives of this Strategy, by delivering 120 new homes including 42 no. age friendly affordable apartments that would be provided for people aged 55. It is intended that the affordable apartments would be social rented, which would contribute positively towards the Strategy's objective to deliver as many social rented homes as possible.

Manchester Residential Quality Design Guidance (2016)

- 7.64 The design of the proposed development addresses the guidance set out in this document across the key themes of accessibility, design of car parking, cycle parking, waste storage, green and blue Infrastructure, crime and safety, heritage and creating a sense of community.

Guide to the Development in Manchester SPD and Planning Guidance

- 7.65 In accordance with the guidance set out in this document, the proposed development has been designed having full regard to the context of the site and the character of the area.
- 7.66 The development will respect the existing strong sense of place in the area, creating a new high quality environment in Chorlton that combines good design with high quality architecture.

Manchester Green and Blue Infrastructure Strategy (2022 Refresh)

- 7.67 The development would contribute positively to the objectives of this strategy, be creating high quality, well maintained green and blue spaces, enhancing access to greenspaces and providing new safe green routes for walking, cycling and exercise.
- 7.68 Further information is provided within the Blue & Green Infrastructure Statement being submitted in support of the Planning Application.

Rye Bank Road Asset of Community Value

- 7.69 As stated previously within Chapter 3, the small area of land located along the northern boundary of the Site where it connects with the public highway on Rye Bank Road is currently occupied by the Rye Bank Community Gardens, a shared residential garden facility.
- 7.70 This was listed by Trafford Council as an Asset of Community Value on 20/05/2021, having been nominated by Trafford Ryebank Residents Association. This listing is due to expire on 19/05/2026.
- 7.71 An Asset of Community Value is not a statutory planning designation however the listing of a site may affect planning decisions relating to it. It is open to the Local Planning Authority to decide whether a site listed as an Asset of Community Value is a material consideration in the determination of any planning application which may affect it.
- 7.72 The Planning Application seeks approval to use the area of land in question to provide a vehicular connection between the proposed development and the public highway on Rye Bank Road in Trafford. Construction works would be undertaken to create a carriageway and footways up to full highway adoption specification. These proposals would result in the loss of the Rye Bank Community Gardens.
- 7.73 As described in Chapter 4, a community garden (Ryebank Community Garden) is proposed in the northern part of the Site as part of the landscaping strategy, including informal play areas, orchards and grow zones. A village green is proposed in the southern part of the Site, which would include another community garden (Longford Community Garden) with grow zones, a lawn, seating and an informal play area.
- 7.74 The Applicants consider that the two community gardens that are proposed within the Site as part of the development would more than offset the loss of the existing Rye Bank Community Gardens, such that its loss should be afforded very little weight in the determination of the Planning Application.

8 TECHNICAL AND ENVIRONMENTAL CONSIDERATIONS

- 8.1 This chapter provides a summary of the key technical and environmental considerations associated with the proposed development.

Air Quality

- 8.2 The Planning Application is supported by an Air Quality Assessment, which assesses the potential impacts associated with dust emissions that may arise during the construction phase of the proposed development, the potential impacts associated with road transport emissions during the operational phase of the proposed development and the risk of exposure of future residents to any existing air quality issues. It also seeks to identify any requirement for relevant mitigation measures.
- 8.3 During the construction phase, it is considered that the use of the identified site-specific control measures would provide suitable mitigation and reduce potential impacts to an acceptable level.
- 8.4 Potential impacts during the operational phase of the development may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the development. Additionally, future residents may be exposed to any existing air quality issues at the Site. Dispersion modelling was therefore undertaken to predict pollutant concentrations at sensitive locations as a result of emissions from the highway network both with and without the proposed development in place. Results were subsequently verified using local monitoring data. A review of the dispersion modelling results indicated that air quality impacts arising as a result of traffic generated by the development would not be significant at any sensitive location in the vicinity of the Site.
- 8.5 The results of the assessment also demonstrated that predicted air pollution levels would be below the relevant criteria across the development. As such, the Site is considered suitable for the proposed development from an air quality perspective and mitigation is not required, aside from that required during the construction phase.

Archaeology

- 8.6 The submitted Environmental Statement includes an Archaeological Assessment. The baseline assessment indicates low archaeological potential for all periods before the industrial and 20th century period, with past clay extraction and infrastructure installation having removed most archaeological remains. The only identified sensitive receptors are

a negative earthwork, potential early 20th century housing remains in the southeast, and possible unknown remains along the western edge.

- 8.7 The east-west aligned 'negative earthwork' (a ditch) through the Site is largely undisturbed but heavily silted with post-medieval deposits. Its connection to an ancient earthwork 'The Nico Ditch' is uncertain, as its dimensions and recorded changes differ from known Nico sections. It may instead be linked to the later Carr Ditch. Regardless, the ditch's poor preservation limits its current significance.
- 8.8 Other potential remains are limited to areas not affected by clay extraction. However, evidence of earlier activity before the site's 19th century enclosure is scarce, and any surviving remains are likely of negligible to low importance of local significance.
- 8.9 A proportionate intrusive field evaluation is recommended to determine the character, date, and significance of the earthwork, possibly linked to the Nico Ditch, which could be secured by planning condition (in the event that planning permission is granted) and undertaken prior to the commencement of development.
- 8.10 In summary, it is not considered that the proposed development would result in any significant archaeological impacts.

Broadband Connectivity

- 8.11 The proposed strategy for broadband connectivity is to provide a high-speed fibre optic network to all new homes within the proposed development with the capability to provide speeds of up to 1GB/sec.
- 8.12 The fibre optic network would be installed within dedicated underground ducts, running throughout the Site and terminating directly in a secure and agreed location (typically within the utility cupboards) within each dwelling.
- 8.13 Telecoms equipment would provide Wi-Fi coverage to all areas of each property, and hard-wired outlets may be installed in agreed locations, if required.
- 8.14 Residents of the proposed development would be provided with an option of Internet Services Providers (ISPs).
- 8.15 Further details are provided within the submitted Broadband Connectivity Assessment.

Construction Management

- 8.16 The Planning Application is supported by a Framework Construction Environmental Management Plan (CEMP), which outlines the measures that would be employed in order to minimise the potential for adverse environmental effects during the construction process.
- 8.17 The Framework CEMP covers matters including arrangements for construction traffic, measures that would be put in place to limit surface water runoff during the construction phase, dust control measures, noise and vibration control measures, arrangements for site clearance works (including measures to protect trees and wildlife), lighting mitigation measures and the health and safety plan.

Crime Impact

- 8.18 The Planning Application is supported by a Crime Impact Statement prepared by the Greater Manchester Police.
- 8.19 This explains that the proposed development has been assessed against the principles of 'Crime Prevention Through Environmental Design' (CPTED) in order to reduce the opportunities for crime and the fear of crime.
- 8.20 The Greater Manchester Policies states within the report that they consider the proposed residential, public realm and community uses of the Site are appropriate and express support for the development.
- 8.21 From a crime prevention perspective, the Statement identifies the following as positive features of the proposed development:
- An appropriate number of dwellings on the Site;
 - The orientation of the houses and apartments, which would focus activity in appropriate areas whilst also facilitating passive surveillance of the public realm;
 - The incorporation of ecological, educational and community uses within the public realm and the aim to establish strong residential communities through the design and orientation of the development.
 - The provision of off-street parking within the scheme.

- 8.22 The Statement notes that the Greater Manchester Police will recommend to the Local Planning Authority that a planning condition is attached to any permission granted requiring the development to achieve Secured by Design accreditation.

Ecology & Trees

- 8.23 The submitted Environmental Statement includes an assessment of the likely significant effects of the proposed development on ecology and arboriculture.
- 8.24 The Applicants have taken the disciplines of ecology and arboriculture seriously, as evidenced by the early appointment of specialists in these fields, and the subsequent commissioning of surveys and technical reports to inform the assessment work required. The results and recommendations of these technical reports were used to inform the development of the design. Most notably, the Applicants have actively chosen to retain the vast majority of the largest and most valuable habitat on site (woodland parcels) as well as badger setts.
- 8.25 The proposals would deliver a minimum 10% biodiversity net gain, which would be achieved in part through an off-site contribution. It was agreed with Planning Officers during the pre-application discussions that took place that this would be secured by planning condition.
- 8.26 The assessment work demonstrates that the proposed development would not result in any significant effects on ecological and arboricultural features.

Energy & Sustainability

- 8.27 The Planning Application is supported by an Environmental Standards Statement, which summarises the energy and sustainability strategy associated with the proposed development.
- 8.28 A low carbon and sustainable strategy has been adopted for the scheme, which would be carried through to the detailed design, construction, and operational phases of the development.
- 8.29 A number of measures have been applied to reduce the energy demand associated with the development. These include the use of air source heat pumps and photovoltaic panels, which would help to meet the energy demand of the proposed development via low carbon, renewable sources.

- 8.30 All of the proposed new homes would be delivered to Passivhaus standard. Passivhaus refers to buildings created to rigorous energy efficient design standards so that they maintain an almost constant temperature. Passivhaus buildings are so well constructed, insulated and ventilated that they retain heat from the sun and the activities of their occupants, requiring very little additional heating or cooling.

External Lighting

- 8.31 The submitted Design and Access Statement contains an external lighting strategy.
- 8.32 This confirms that external lighting would place an important role in the place-making contribution of the proposed development and would enable the scheme to feel safe and secure in the hours of darkness.
- 8.33 The strategy also identifies the measures that would be used to ensure that the external lighting installed would not result in any unacceptable ecological impacts.

Flood Risk and Drainage

- 8.34 The Planning Application is supported by a Flood Risk Assessment and Drainage Strategy.
- 8.35 The site is located entirely within Flood Zone 1 and is therefore at a low risk of flooding. A small section within the centre of the site is at high risk from surface water flooding however the majority of the site is classified as low risk.
- 8.36 The Site is located in an existing urban area and the proposed development would not significantly increase the amount of impermeable area and therefore would not increase flood risk at the site or for the surrounding area.
- 8.37 The development would have a dedicated surface water network that serves to drain the highway, building plots and associated hard landscaping. This network would discharge into Longford Brook via Longford Park. In order to restrict the discharge rate, surface water attenuation is to be provided in the form of various SUDS features including permeable paving / sub-base attenuation, rain gardens and the basin proposed in the vicinity of the Nico Ditch.

Ground Conditions

- 8.38 The submitted Environmental Statement includes an assessment of the proposed development on ground conditions, based on a desk-based assessment of historic records and a site investigation to identify risks associated with historic activities or ground conditions.

- 8.39 The Site has a complex historical background, transitioning from agricultural use to industrial activities, including a former brickworks and clay pits. The infilled pits contain materials from pre-regulated waste disposal practices, leading to contamination concerns. Intrusive ground investigations confirm the presence of Made Ground, extending to depths of 13.50m below ground level, with elevated levels of heavy metals, hydrocarbons, and asbestos. Hydrogeological conditions indicate the presence of a secondary A aquifer and a culverted watercourse, necessitating careful environmental management.
- 8.40 The assessment demonstrates that, following the implementation of comprehensive mitigation measures, the proposed development would not have any significant impact on geology, groundwater, and contamination risks. It also that the ground conditions on the Site would not pose any significant risks to future users of the proposed development or the surrounding environment. On the contrary, it is anticipated that the development would result in a moderate beneficial effect on a site-specific level, through the programme of remediation that would be undertaken.

Heritage

- 8.41 There are 15 Grade II Listed Buildings located within approximately 1km of the Site, the closest being Chorlton Library, approximately 510m to the south east of the site.
- 8.42 Longford Park, which is located immediately to the west of the site, is located within the Longford Park Conservation Area.
- 8.43 The Planning Application is supported by a Heritage Assessment, which demonstrates that the proposed development would result in a neutral change to the character, appearance and setting of the adjacent Longford Conservation Area.
- 8.44 The Site is bounded by mature tree planting which would be retained, thus allowing the proposed low-rise housing development to remain largely out of view of the Conservation Area and its enclosed heritage assets.

Noise

- 8.45 The Planning Application is supported by a Noise Impact Assessment, which demonstrates that baseline noise levels on the Site are generally low (consisting of distant road traffic and occasional aircraft), indicating that it is appropriate for the residential development proposed.

- 8.46 The Assessment proposes a series of mitigation measures, in the form of glazing treatments and appropriate ventilation methods, which would ensure that the internal noise levels within the habitable areas of the proposed housing are suitable for resting and sleeping.
- 8.47 Due to the distance between the proposed development and the existing residential properties surrounding the Site, noise impact during the construction phase is likely to be relatively low without the need for significant mitigation. Impacts would be minimised by limiting the duration and times of noisier activities to the least sensitive times during the day.

Transport

- 8.48 The application is accompanied by a Transport Assessment, which has been prepared in line with standard appraisal methods. The scope of the assessment was agreed with MCC, TMBC and Transport for Greater Manchester.
- 8.49 A baseline assessment has been undertaken and this shows that there are no road safety hotspots or clusters in the local area and that the junctions in the local area are operating within capacity thresholds.
- 8.50 The layout of the proposed development has been designed based on people-first principles, with appropriate provision for active travel modes to ensure the Site is fully permeable. Vehicular routes have been designed to encourage slow speeds to create a suitable environment for all active travel modes and people of all ages and mobility levels. Traffic calming measures would be incorporated across the Site, including raised table treatments to reduce vehicle speeds and assist pedestrian crossings.
- 8.51 A 3m wide traffic free/segregated active travel route, the greenway, is proposed on the western edge of the Site to allow a north-south connection for pedestrians and cyclists. Connections between the proposed residential areas within the Site would also be provided at regular intervals to allow residents and the wider community to move around.
- 8.52 Two vehicular access points are proposed to the development from Longford Road in Chorlton (to the south) and Rye Bank Road in Firwood (to the north), with no vehicular through-route across the Site.
- 8.53 Suitable provision would be made within the proposed development for large vehicle movements.

- 8.54 The level of parking has been derived through reference to local policy and research, and includes provision for EV charging, disabled users, cycles and car club vehicles.
- 8.55 The Applicants are committed to delivering the following off-site highway improvements, which would be delivered via a Section 278 Agreement:
- The formation of highway access points to Longford Road;
 - Provision of section of footway at the western end of Longford Road; and
 - The introduction of a traffic calming scheme on Longford Road.
- 8.56 The Applicants are also committed to making a financial contribution to cover the cost of a Traffic Regulation Order to introduce double yellow lines and short-stay parking controls to remove opportunities for street parking on the two vehicular access roads which would be offered to the Local Highways Authority for adoption. It is anticipated that this contribution would be secured through a Section 106 Agreement.
- 8.57 A full accessibility assessment has been undertaken and this shows that opportunities exist for access to and from the Site by active and sustainable modes of travel using existing routes. It is also shown that the Site relates well to local amenities and public transport nodes. Measures are provided in the proposal to support access by active and sustainable modes, including a Framework Travel Plan.
- 8.58 The study area junctions have been modelled with the development traffic and this shows that there will not be significant change from baseline conditions.
- 8.59 In summary, it is considered that the proposed development is acceptable from a transport and highways perspective.

Waste Management

- 8.60 The proposed development includes suitable provision for waste storage and collections.
- 8.61 Dedicated waste storage collection points are integrated within the non-adopted streets where maximum travel distances to individual property storage is exceeded.
- 8.62 The submitted Design and Access Statement includes a strategy for waste management and a completed MCC waste management proforma.

9 AFFORDABLE HOUSING STATEMENT

Introduction

9.1 Two age-friendly affordable apartment buildings would be delivered as part of the development, creating 42 no. apartments for people aged 55 and over, comprising the following mix:

- 40 no. 1-bed apartments; and
- 2 no. 2-bed apartments.

9.2 The age-friendly affordable apartments would be delivered by Southway Housing Trust.

Southway Housing Trust

9.3 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.

9.4 Southway owns and manages almost 6,000 homes. Most of these are located within Manchester (in Burnage, Chorlton, Didsbury and Withington), but it also has properties in Tameside and East Cheshire. Southway provides services for tenants, residents, the environment and wider community of south Manchester and beyond.

9.5 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.

Type of Affordable Housing Proposed

9.6 It is intended that the age-friendly affordable apartments would be social rented. This is however dependent upon the grant levels achieved in negotiation with Homes England. If they are not social rented, then the apartments would be affordable rented (i.e. rent that is 80% of market value for the local area), but capped at the 'Manchester Living Rent', which is rent set at or below the Local Housing Allowance level.

- 9.7 The age-friendly affordable apartments would comprise almost entirely of 1-bed units. The proposed provision of age-friendly accommodation is driven by a 'Right Sizing' approach, which seeks to unburden older people from under-occupied housing, at a time in their lives when many are struggling with a reducing household income. Southway has experienced lower demand for 2-bed properties in their age-friendly schemes elsewhere, which has often resulted in 2-bed properties standing empty. This is because in older age household earnings generally decline, making it more difficult to meet everyday household running costs.
- 9.8 As Housing Benefit will not pay for additional bedroom space, older people frequently prefer 1-bed accommodation because of the cheaper rents, council tax, reduced maintenance and heating bills. 1-bed accommodation is in high demand among this age group as it helps maintain economic and social inclusion as residents can still participate socially and economically because of reduced housing costs.
- 9.9 It is anticipated that a condition would be attached to any planning permission granted, requiring the final scheme for the provision of affordable housing to be submitted to the Local Planning Authority for approval.

Local Affordable Housing Planning Policy Requirement

- 9.10 The proposed development would provide 42 no. age-friendly affordable homes. Within a residential development comprising a total of 120 dwellings, this would constitute an affordable housing contribution of 35%.
- 9.11 This contribution significantly exceeds the City-wide target for 20% of housing provision in new development to be affordable. It would also contribute positively to the objective of the Manchester Housing Strategy objective to deliver as many social rented homes as possible. This therefore represents a significant benefit of the proposed development.

10 OPEN SPACE ASSESSMENT

- 10.1 The Application Site was used by Manchester Met as playing fields (particularly for inter-university matches) until 1996, when it became surplus to the University's requirements.
- 10.2 Man Met subsequently permitted limited public access to the Site for lawful sports and pastimes use, however it was closed to the public in 2020 following the discovery of hazardous materials at the surface of the land. It has been vacant and closed to the public since this time.
- 10.3 The Site is not allocated in the Local Plan for any specific land use or activity, but the Manchester City Council City Wide Open Spaces, Sport & Recreation Study (August 2009), which was prepared by PMP on the Council's behalf to inform the preparation of the Core Strategy, identifies it as an area of natural and semi natural open space.
- 10.4 This chapter assesses the proposed development in the context of the Site's historic use as playing fields and its identification as an area of natural and semi natural open space in the Open Spaces, Sport & Recreation Study.

Playing field / playing pitch status

- 10.5 The Town and Country Planning (Development Management Procedure) (England) Order 2015 defines a 'playing field' as the whole of a site which encompasses at least one playing pitch.
- 10.6 The same Order also defines a 'playing pitch' as a delineated area which, together with any run-off area, is of 0.2 hectares or more, and which is used for associated football, American football, rugby, cricket, hockey, lacrosse, rounders, baseball, softball, Australian football, Gaelic football, shinty, hurling, polo or cycle polo.
- 10.7 The Application Site has not been used as a playing field, as defined by the Order, since 1996, and it is not identified as a disused playing field and outdoor sport site by the most recent version of the Manchester City Council Playing Pitch & Outdoor Sport Assessment Report, which was published in June 2022.
- 10.8 On this basis, the Site plainly has no function or status as a 'playing field' or 'playing pitch'.

Natural and semi natural open space status

- 10.9 Although the Application Site is not designated for any open space or recreation purposes by the Local Plan Proposals Map, the Manchester City Council City Wide Open Spaces, Sport & Recreation Study (August 2009), which was prepared by PMP on the Council's

behalf to inform the preparation of the Core Strategy, identifies it as an area of natural and semi natural open space.

10.10 The most relevant planning policies dealing with development on open space are as follows:

- Core Strategy Policy EN 10 (Safeguarding Open Space, Sport and Recreation Facilities); and
- Paragraph 104 of the National Planning Policy Framework.

10.11 The Proposed Development is assessed against both of these policies in turn below.

Core Strategy Policy EN 10 (Safeguarding Open Space, Sport and Recreation Facilities)

10.12 Core Strategy Policy EN 10 (Safeguarding Open Space, Sport and Recreation Facilities) states that proposals on existing open spaces and sport and recreation facilities will only be permitted where:

- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area;

or

- The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards *[as set out Table 12.4 of the Core Strategy]* above are maintained, and
 - it could not fulfil other unsatisfied open space, sport or recreation needs, and
 - a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area;

or

- The development will be ancillary to the open space, sport or recreation facility and complement the use or character.

10.13 Whilst the Proposed Development would result in the loss of an area of land identified as natural and semi-natural open space by the Council's City Wide Open Spaces, Sport & Recreation Study (August 2009), but not designated as such by the Development Plan, it

would create new areas of high quality public open space and landscaping on the Site (which is closed to the public at present) including the new pedestrian and cycle greenway, the informal pathway network (including connections to the adjacent Longford Park), children's play spaces and retained/new wildlife habitat areas. The location of these areas are identified on the plan contained within **Appendix 2**.

- 10.14 The majority of these areas would be managed and maintained in perpetuity by a management company approved by MCC. Furthermore, the proposed development would deliver a range of other benefits (including those presented in Chapter 11), which the Applicants consider on balance would off-set the loss of an area of natural and semi natural open space.

Paragraph 104 of the National Planning Policy Framework

- 10.15 Paragraph 104 of the National Planning Policy Framework states:

“Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.”*

- 10.16 The Development would comply with criteria (b) of NPPF paragraph 104.

- 10.17 The creation of new, publicly accessible areas, on land which is not accessible at present, together with the other benefits that would be delivered by the proposed development, would in the Applicants' view off-set the loss of the land of identified designated natural and semi natural open space, such that criterion (b) would be met.

- 10.18 The NPPF definition of 'open space', as presented in Annex 2, is land of public value which includes land which offers opportunities for sport and recreation and land which can act as a visual amenity.

- 10.19 Although Man Met previously permitted limited access to the Site by the public for lawful sports and pastimes use, it was closed in 2020 and at the present time, there is no access

available to the local community for sport and recreation purposes. The existing public value of the open space is therefore limited.

10.20 This then needs to be compared with the public value of the open space if permission is granted. Then it would contribute in the following improved ways as set out below:

- Increasing the quantity of accessible open space – whilst the area of the existing open space would reduce, the quantity of publicly accessible open space would significantly increase; and
- Increasing the quality of open space – the proposed development would significantly improve the quality of the open space through the creation of large areas of useable and natural open space and recreational facilities and by securing lawful public access in perpetuity for sports and recreation.

10.21 In summary, it is considered that on balance the proposed development would accord with paragraph 104 (b) of the NPPF because the Development would provide an 'equivalent or better provision' in terms of the quantity and quality of public open space provision on the Site.

11 SUSTAINABILITY CREDENTIALS

- 11.1 In the context of the presumption in favour of sustainable development, it is important to evaluate the Site and the proposed development against the sustainability principles of the Development Plan, and the three dimensions of sustainable development that are highlighted in the NPPF, which are **economic**, **social** and **environmental**. This appraisal is set out below.

Economic Benefits

- 11.2 The economic benefits would include:

Construction impacts

Direct and indirect construction-related employment

- 11.3 The proposed development could support around 220 temporary jobs per annum on-site and in the wider economy over the expected three-year build programme.
- 11.4 The proposed development would contribute to economic output through the generation of c. £50 million of gross value added (GVA) during the three-year construction period.
- 11.5 The Applicants are committed to agreeing a local labour agreement with the Local Planning Authority covering the construction element, in order to capture the local employment opportunities for the proposed development. A proposed Local Labour Agreement is being submitted with the Planning Application.

Operational impacts

Increased Supply of Labour

- 11.6 It is estimated that the scheme will provide homes for 145 economically active and employed residents.

Household spend

- 11.7 Once fully built and occupied, the households are estimated to generate additional spend of £3.1million per annum on convenience, comparison and leisure goods that will be retained within Manchester

First occupation expenditure

- 11.8 Once fully built and occupied, the proposed new dwellings would generate approximately £720,000 in first occupation expenditure within 18-months.

Increased Council Tax income

- 11.9 The construction of the new homes could generate around £248,160 per annum in additional Council Tax revenue.

Social Benefits**Enabling public access to areas of open space**

- 11.10 The proposed development would create new areas of communal landscaping and open space (including areas of biodiversity enhancements), including the new pedestrian and cycle greenway, the informal pathway network, children's play spaces and retained/new wildlife habitat areas.
- 11.11 The majority of these areas would be managed and maintained by a management company approved by MCC and would remain accessible to the public in perpetuity. In addition, two small areas in the northern and southern part of the Site would be made available for community uses such as growing areas or community gardens.

Housing delivery

- 11.12 The proposed development would deliver 120 new homes in a range of types and styles to cater for different local housing needs in Manchester, bringing forward a site that is deliverable in the short term and can assist in boosting the supply of homes in Manchester.

Provision of affordable housing

- 11.13 The proposed development would provide 42 no. age-friendly affordable homes. Within a residential development comprising a total of 120 dwellings, this would constitute an affordable housing contribution of 35%.
- 11.14 This contribution significantly exceeds the City-wide target for 20% of housing provision in new development to be affordable. It would also contribute positively to the objective of the Manchester Housing Strategy objective to deliver as many social rented homes as possible. This therefore represents a significant benefit of the proposed development.

Providing a choice and mix of housing

- 11.15 The development would provide a broad mix of housing types including age-friendly affordable apartments, private sale houses, co-housing homes with communal facilities and supported living accommodation for autistic adults. The new homes would be suitable for a range of occupants, in terms of both the number of rooms and their size. It

is considered that this would represent an appropriate mix, which would meet local housing needs.

Delivery of housing development on a site which is suitably accessible by public transport

- 11.16 The Planning Application proposals would deliver a housing development in a sustainable location within the urban area of Manchester, which is suitably accessible by public transport.
- 11.17 The development would also enhance the accessibility of the Site through the delivery of a series of off-site accessibility improvements, which would be secured via a Section 278 Agreement.

Environmental Benefits

- 11.18 In relation to the environmental role, the land at Ryebank is a predominantly greenfield site (largely comprising grassland), however a substantial package of landscaping and ecological enhancements are proposed.
- 11.19 Furthermore, the proposed development would secure the remediation of the Site, which was closed to the public in 2020 due to the discovery of hazardous materials at the surface of the land.
- 11.20 A number of measures have been applied to reduce the energy demand associated with the development. These include the use of air source heat pumps and photovoltaic panels, which will help to meet the energy demand of the proposed development via low carbon, renewable sources.
- 11.21 All of the proposed new homes would be delivered to Passivhaus standard. Passivhaus, refers to buildings created to rigorous energy efficient design standards so that they maintain an almost constant temperature. Passivhaus buildings are so well constructed, insulated and ventilated that they retain heat from the sun and the activities of their occupants, requiring very little additional heating or cooling.
- 11.22 The development would locate new housing on a site with good accessibility to existing local services and amenities and good connections to public transport.

Summary

- 11.23 In locational terms, the site is considered entirely appropriate for the residential development that is proposed.

- 11.24 It is in an accessible location, in close proximity to public transport connections and a range of existing services and amenities.
- 11.25 The proposed development would play a positive role in terms of each of the three dimensions which shape sustainable development, as defined by the NPPF. As such, the Planning Application proposals would demonstrably create a sustainable development and should therefore benefit from a presumption in favour of approval.

12 PLANNING OBLIGATIONS

- 12.1 This chapter sets out the Applicants' suggested draft Heads of Terms for the Section 106 Agreement, which would be appropriate to impose if MCC and TMBC are minded to grant permission.

Section 106 Heads of Terms

- 12.2 The draft Section 106 Heads of Terms relate to the provision (and future management and maintenance) of areas of open space and the introduction of a Traffic Regulation Order.

Public Open Space

- 12.3 The proposed development would create new areas of communal landscaping and open space, including the new pedestrian and cycle greenway through the Site, the informal pathway network, children's play spaces and retained/new wildlife habitat areas.
- 12.4 The majority of the areas of communal landscaping and open space that would be created by the proposed development would be managed and maintained by a management company approved by MCC, and would remain accessible to the public in perpetuity. In addition, two small areas in the northern and southern part of the Site would be made available for community uses such as growing areas or community gardens. These areas could be donated to community groups on a similar basis to the Council Community Asset Transfer Policy following similar guidelines and recommendations. A lease or license could be provided to the community group so they have security of the tenure for a specified period and the management company could impose restrictions upon repairs and maintenance of the land.
- 12.5 Each of the owners/occupiers of the residential properties would be required under their purchase contract/lease to contribute to a service charge, which would be utilised to maintain public areas, carry out repairs, improvements, insurance and pay for the administration of the management company.
- 12.6 The Planning Application is supported by a Landscape Management Report, which provides guidance for the establishment, maintenance and future management of all public or communal external landscaped areas and planting around the site.
- 12.7 It was agreed with the Local Planning Authority during pre-application discussions that the arrangements for managing the areas of communal landscaping and open space could be secured via a Section 106 Agreement.

Traffic Regulation Orders

- 12.8 A financial contribution would be made to cover the cost of a Traffic Regulation Order to introduce double yellow lines and short-stay parking controls to remove opportunities for street parking on the southern vehicular access road, which would be offered to the Local Highways Authority for adoption.

13 SUMMARY AND CONCLUSIONS

- 13.1 This Supporting Planning Statement has been prepared by Asteer Planning on behalf of Step Places, Southway Housing Trust and Manchester Metropolitan University to accompany an application for full planning permission being submitted for a residential development with open spaces, landscaping, cycleways, footways and associated works on land off Ryebank Road in Chorlton, Manchester.
- 13.2 The Site was previously used as playing fields by Man Met until 1996, when it became surplus to requirements. Man Met subsequently permitted limited public access to the Site for lawful sports and pastimes use, however it was closed to the public in 2020 following the discovery of hazardous materials on the surface of the land.
- 13.3 Working with Manchester City Council, Man Met identified the Site as being suitable to meet the need for high quality and affordable housing as part of the Council's wider development plans for the Chorlton area. Following engagement with the Council, Man Met was encouraged to prepare a Development Framework to define the broad parameters for the future development of the Site. After a period of public consultation on a draft version, the Ryebank Road Development Framework was finalised and approved by the Council in June 2019.
- 13.4 Following the approval of the Ryebank Road Development Framework, Man Met sought a suitable development partner to deliver the scheme and, after careful consideration of a number of different proposals, it selected Step Places as preferred developer for the site in July 2022, alongside Southway Housing Trust.
- 13.5 Following their selection as preferred developers in July 2022, Step Places and Southway Housing Trust worked with Man Met to devise a detailed development proposal for the Site, in accordance with the parameters contained within the Ryebank Road Development Framework. The development of the proposals has been informed by the extensive programme of consultation undertaken with MCC and TMBC, the local community and key stakeholders. The Planning Application being submitted represents the culmination of this process.
- 13.6 The proposed development aims to establish a new multigenerational and family-friendly community on the Site, through the delivery of a vibrant, inclusive and high quality residential development.

- 13.7 The scheme would create 120 new homes, comprising a broad mix of housing types including age-friendly affordable apartments, private sale houses, co-housing homes with communal facilities and supported living accommodation for autistic adults.
- 13.8 Areas of high quality open spaces and landscaping would be created, including a new pedestrian and cycle 'greenway' running through the Site (connecting Ryebank Road and Longford Road in Chorlton to the south with Rye Bank Road in Firwood to the north), an informal pathway network (including improved connections with Longford Park), children's play spaces and retained/new wildlife habitat areas.
- 13.9 The majority of these areas would be managed and maintained by a management company approved by MCC and would remain accessible to the public in perpetuity. In addition, two small areas in the northern and southern part of the Site would be made available for community uses such as growing areas or community gardens.
- 13.10 In locational terms, the Site is considered entirely appropriate for the residential development that is proposed. It is in an accessible location, which is in close proximity to public transport connections and a range of existing services and amenities.
- 13.11 Chapter 6 of this Statement (together with the detailed appraisal presented in **Appendix 4**) demonstrates that there is a high degree of compliance between the proposed development and the relevant policies of the Development Plan. In summary, it is considered that the Application proposals accord with the provisions of the Development Plan when considered as a whole and paragraph 11c of the NPPF is therefore engaged. Failing to accord with a policy or even a number of policies in the Plan does not necessarily mean there is a failure to accord with the Plan when considered as a whole.
- 13.12 The Planning Application derives support from the approved Ryebank Road Development Framework, which promotes a high quality residential development on the Site. The assessment provided within Chapter 7 of the Statement demonstrates that the proposals align very closely with the key development and design parameters of this Development Framework.
- 13.13 Chapter 10 assesses the proposed development in the context of the Site's historic use as playing fields and its identification as an area of natural and semi natural open space in the Open Spaces, Sport & Recreation Study. This demonstrates that the proposed development would provide an 'equivalent or better provision' in terms of the quantity and quality of public open space provision on the Site.

13.14 Chapter 12 demonstrates that the proposed development would play a positive role in terms of each of the three dimensions which shape sustainable development, as defined by the NPPF (economic, social and environmental). The key benefits include the following:

- The proposed development would support around 220 new jobs per annum during the expected three-year build programme. In order to capture the local employment opportunities created during the construction phase, the Applicants are committed to entering into a local labour agreement with the Local Planning Authority.
- The proposed development would involve the creation of new areas of communal landscaping and open space, including the new pedestrian and cycle greenway, the informal pathway network, children's play spaces and retained/new wildlife habitat areas.
- The proposed development would deliver 120 new homes in a range of types and styles to cater for different local housing needs in Manchester, bringing forward a Site that is deliverable in the short term and can assist in boosting the supply of homes in Manchester.
- The proposed development would provide 42 no. age-friendly affordable homes. Within a residential development comprising a total of 120 dwellings, this would constitute an affordable housing contribution of 35%. This contribution significantly exceeds the City-wide target for 20% of housing provision in new development to be affordable. It would also contribute positively to the objective of the Manchester Housing Strategy objective to deliver as many social rented homes as possible.
- The Planning Application proposals would deliver a housing development in a sustainable location within the urban area of Manchester, which is suitably accessible by public transport. The development would also enhance the accessibility of the Site through the delivery of a series of off-site accessibility improvements, which would be secured via a Section 278 Agreement.
- The proposed development would secure the remediation of the Site, which was closed to the public in 2020 due to the discovery of hazardous materials at the surface of the land.
- A number of measures have been applied to reduce the energy demand associated with the proposed development. These include the use of air source heat pumps and photovoltaic panels, which will help to meet the energy demand of the proposed

development via low carbon, renewable sources. All of the proposed new homes would be delivered to Passivhaus standard.

- 13.15 Taking account of these benefits, the application proposals would demonstrably create a sustainable development and should therefore benefit from a presumption in favour of sustainable development.
- 13.16 There would not be any adverse impacts associated with the proposed development that would significantly and demonstrably outweigh the anticipated benefits. All impacts can be adequately and appropriately mitigated, as demonstrated in the Environmental Statement and technical reports which support this application. Such mitigation measures can be the subject of appropriate planning conditions.
- 13.17 There is a national imperative to boost significantly the supply of housing and meet every local area's identified open market and affordable housing need, including with an appropriate mix of housing types for the local community, as set out at paragraph 61 of the National Planning Policy Framework ("NPPF").
- 13.18 The planning system has failed to deliver sufficient homes for a protracted period of time. The new Labour Government is aiming to deliver decisive reform to housing as one of its key policy priorities. In the Ministerial Statement released on 30 July 2024, Angela Rayner, the Secretary of State for Housing, Communities and Local Government, explained how: *"we are in the middle of the most acute housing crisis in living memory...there are simply not enough homes...[we have] a mandate for change...we must all play our part"* and that now is the time to *"improve affordability, turbocharge growth and build the 1.5 million homes we have committed to deliver over the next five years."*
- 13.19 At the local level, the Manchester Housing Strategy sets a target of delivering 36,000 new homes between 2022 and 2032, with the aim that just under a third of these (10,000) will be affordable, with as many social rented homes as possible.
- 13.20 The proposed development will make an important contribution towards addressing the chronic shortage of housing at the national level and meeting the local area's identified open market and affordable housing need, which is a significant benefit of the scheme.
- 13.21 Accordingly, we invite Manchester City Council and Trafford Metropolitan Borough Council to support this important application so that the development proposed on the Site can proceed.

APPENDIX 1 – SCHEDULE OF SUPPORTING PLANS, DRAWINGS AND DOCUMENTS

RYEBANK, CHORLTON PLANNING APPLICATION: LIST OF SUBMITTED PLANS, DRAWINGS AND DOCUMENTS

Item	Responsibility
Covering Letter	Asteer Planning
Application Forms	Asteer Planning
Application Fee	Step Places / Southway Housing Trust / Manchester Metropolitan University
Red-edged Site Location Plan	5Plus Architects
Architectural Plans and Drawings (please refer to separate Drawing Schedule for full details)	5Plus Architects
Design and Access Statement (including Landscape Strategy, External Lighting Strategy, Waste Management Strategy and completed MCC Waste Management Proforma)	5Plus Architects (with input from TPM Landscape)
Landscape Layout	TPM Landscape
Landscape Management Report	TPM Landscape
Supporting Planning Statement (including Affordable Housing Statement, Open Space Assessment and Draft Section 106 Heads of Terms)	Asteer Planning
Environmental Impact Assessment (EIA) covering:	Coordinated by Asteer Planning
• Ecology & Trees (informed by Preliminary Ecological Assessment, Ecology Surveys and Arboricultural Impact Assessment)	Urban Green
• Climate Change	Ridge
• Ground conditions	e3p
• Human Health / Socio-Economic Impacts	Pegasus
• Archaeology Assessment	Wardell Armstrong
Air Quality Assessment	Redmore Environmental Limited

Item	Responsibility
Biodiversity Net Gain Assessment and completed Statutory BNG Metric	Urban Green
Blue & Green Infrastructure Statement	Asteer Planning
Broadband Connectivity Assessment	Ridge
Crime Impact Assessment	Greater Manchester Police
Drainage Strategy	Renaissance
Environmental Standards Statement (including Energy Strategy)	Ridge
Flood Risk Assessment	Renaissance
Framework Construction Environmental Management Plan	AEDI
Heritage Statement	Heritage Architecture
Local Labour Agreement	AEDI
Noise Impact Assessment	PDA Acoustics
Statement of Community Involvement	Lexington Communications
Transport Assessment (including Framework Travel Plan)	SK Transport Planning

Ryebank Drawing Schedule (Sheet 1 of 2)

00-Series Drawings

Document No.		Document Title	Scale
05476-5PA-MP-XX-DR-A-000001	E	Existing Site Location Plan, Application Boundary	1:1000@A1
05476-5PA-MP-XX-DR-A-000002	B	Existing Site Plan, Topographical Information	1:500@A1
05476-5PA-MP-XX-DR-A-000003	-	Existing Site Plan, Site Location & Manchester/Trafford Boundary Plan	1:1000@A1
05476-5PA-MP-XX-DR-A-000200	H	Proposed Masterplan	1:500@A1
05476-5PA-MP-XX-DR-A-000201	B	Proposed Site Plan - Tenure Plan	1:500@A1
05476-5PA-MP-XX-DR-A-000202	D	Proposed Site Plan - House Type Plan	1:500@A1
05476-5PA-Z01-00-DR-A-002200	E	Zone 1, Proposed General Arrangement Plan, Ground Floor	1:200@A1
05476-5PA-Z02-00-DR-A-002200	E	Zone 2, Proposed General Arrangement Plan, Ground Floor	1:200@A1
05476-5PA-B3-00-DR-A-002200	B	Co-housing Apartment & Houses - Ground Floor	1:100 @ A1
05476-5PA-B3-01-DR-A-002200	B	Co-housing Apartment & Houses - First Floor	1:100 @ A1
05476-5PA-B3-02-DR-A-002200	B	Co-housing Apartment & Houses - Second Floor	1:100 @ A1
05476-5PA-B3-RF-DR-A-002200	B	Co-housing Apartment & Houses - Roof	1:100 @ A1

02-Series Drawings

Document No.		Document Title	Scale
05476-5PA-B1-00-DR-A-022200	C	Affordable - Building 1 (South) Ground Floor	1:50 @ A1
05476-5PA-B1-01-DR-A-022200	C	Affordable - Building 1 (South) First Floor	1:50 @ A1
05476-5PA-B1-02-DR-A-022200	C	Affordable - Building 1 (South) Second Floor	1:50 @ A1
05476-5PA-B1-RF-DR-A-022200	C	Affordable - Building 1 (South) Roof	1:50 @ A1
05476-5PA-B2-00-DR-A-022200	C	Affordable - Building 2 (North) Ground Floor	1:50 @ A1
05476-5PA-B2-01-DR-A-022200	C	Affordable - Building 2 (North) First Floor	1:50 @ A1
05476-5PA-B2-02-DR-A-022200	C	Affordable - Building 2 (North) Second Floor	1:50 @ A1
05476-5PA-B2-RF-DR-A-022200	C	Affordable - Building 2 (North) Roof	1:50 @ A1
05476-5PA-B4A-ZZ-DR-A-022200	C	Private Sale Houses - End of Terrace HT 1A Plans	1:50 @ A1
05476-5PA-B4B-ZZ-DR-A-022200	C	Private Sale Houses - Mid Terrace HT 1B Plans	1:50 @ A1
05476-5PA-B5A-ZZ-DR-A-022200	C	Private Sale Houses - End of Terrace HT 7A Plans	1:50 @ A1
05476-5PA-B5B-ZZ-DR-A-022200	D	Private Sale Houses - Mid Terrace HT 5 Plans	1:50 @ A1
05476-5PA-B5C-ZZ-DR-A-022200	D	Private Sale Houses - Mid Terrace HT 6B Plans	1:50 @ A1
05476-5PA-B5D-ZZ-DR-A-022200	D	Private Sale Houses - End of Terrace HT 6A Plans	1:50 @ A1
05476-5PA-B6A-ZZ-DR-A-022200	B	Private Sale Houses - HT 02A & 02B Plans	1:50 @ A1
05476-5PA-B6A-ZZ-DR-A-022201	B	Private Sale Houses - HT 02A & 02B Plans	1:50 @ A1
05476-5PA-B7A-ZZ-DR-A-022200	C	Private Sale Houses - End of Terrace HT 4A Plans	1:50 @ A1
05476-5PA-B7B-ZZ-DR-A-022200	C	Private Sale Houses - Mid Terrace HT 4B Plans	1:50 @ A1
05476-5PA-B8A-ZZ-DR-A-022200	D	Private Sale Houses - End of Terrace HT 4C Plans	1:50 @ A1
05476-5PA-B8B-ZZ-DR-A-022200	D	Private Sale Houses - End of Terrace HT 4D Plans	1:50 @ A1
05476-5PA-B9A-ZZ-DR-A-022200	B	Private Sale Houses - End of Terrace HT 4A Plans	1:50 @ A1
05476-5PA-B9B-ZZ-DR-A-022200	B	Private Sale Houses - Mid Terrace HT 4B Plans	1:50 @ A1
05476-5PA-B10-00-DR-A-022200	C	Supported Living- Ground Floor	1:50 @ A1
05476-5PA-B10-01-DR-A-022200	C	Supported Licing- First Floor	1:50 @ A1
05476-5PA-B10-RF-DR-A-022200	C	Supported Living- Roof Plan	1:50 @ A1

Ryebank Drawing Schedule (Sheet 2 of 2)

04-Series Drawings

Document No.		Document Title	Scale
05476-5PA-B1-ZZ-DR-A-042200	C	Affordable - Building 1 (South) Elevations- Sheet 1 of 2	1:50 @ A1
05476-5PA-B1-ZZ-DR-A-042201	C	Affordable - Building 1 (South) Elevations- Sheet 2 of 2	1:50 @ A1
05476-5PA-B2-ZZ-DR-A-042200	C	Affordable - Building 2 (North) Elevations- Sheet 1 of 2	1:50 @ A1
05476-5PA-B2-ZZ-DR-A-042201	D	Affordable - Building 2 (North) Elevations- Sheet 2 of 2	1:50 @ A1
05476-5PA-B3-ZZ-DR-A-042200	A	Co-housing Apartments North Elevation	1:50 @ A1
05476-5PA-B3-ZZ-DR-A-042201	A	Co-housing Apartments East Elevation	1:50 @ A1
05476-5PA-B3-ZZ-DR-A-042202	A	Co-housing Apartments South Elevation	1:50 @ A1
05476-5PA-B3-ZZ-DR-A-042203	A	Co-housing Apartments West Elevation	1:50 @ A1
05476-5PA-B4A-ZZ-DR-A-042200	B	Private Sale Houses - End of Terrace HT 1A Elevation & Section	1:50 @ A1
05476-5PA-B4B-ZZ-DR-A-042200	B	Private Sale Houses - Mid Terrace HT 1B Elevation & Section	1:50 @ A1
05476-5PA-B5A-ZZ-DR-A-042200	D	Private Sale Houses - End of Terrace HT 7A Elevations & Sections	1:50 @ A1
05476-5PA-B5B-ZZ-DR-A-042200	D	Private Sale Houses - Mid Terrace HT 5 Plans Elevations & Sections	1:50 @ A1
05476-5PA-B5C-ZZ-DR-A-042200	D	Private Sale Houses - Mid Terrace HT 6B Plans Elevations & Sections	1:50 @ A1
05476-5PA-B5D-ZZ-DR-A-042200	D	Private Sale Houses - End of Terrace HT 6A PlansElevations & Sections	1:50 @ A1
05476-5PA-B6A-ZZ-DR-A-042200	D	Private Sale Houses - HT 02A & 02B Elevations	1:50 @ A1
05476-5PA-B6A-ZZ-DR-A-042201	D	Private Sale Houses - HT 02A & 02B Elevations	1:50 @ A1
05476-5PA-B7A-ZZ-DR-A-042200	C	Private Sale Houses - End of Terrace HT 4A Elevation & Section	1:50 @ A1
05476-5PA-B7B-ZZ-DR-A-042200	C	Private Sale Houses - Mid Terrace HT 4B Elevation & Section	1:50 @ A1
05476-5PA-B8A-ZZ-DR-A-042200	D	Private Sale Houses - End of Terrace HT 4C Elevation & Section	1:50 @ A1
05476-5PA-B8B-ZZ-DR-A-042200	D	Private Sale Houses - Mid Terrace HT 4D Elevation & Section	1:50 @ A1
05476-5PA-B9A-ZZ-DR-A-042200	D	Private Sale Houses - End of Terrace HT 4A Elevation & Section	1:50 @ A1
05476-5PA-B9B-ZZ-DR-A-042200	D	Private Sale Houses - Mid Terrace HT 4B Elevation & Section	1:50 @ A1
05476-5PA-B10-ZZ-DR-A-042200	B	Supported Living- Elevations- Sheet 1 of 2	1:50 @ A1
05476-5PA-B10-ZZ-DR-A-042201	C	Supported Living- Elevations- Sheet 2 of 2	1:50 @ A1

05-SERIES DRAWINGS

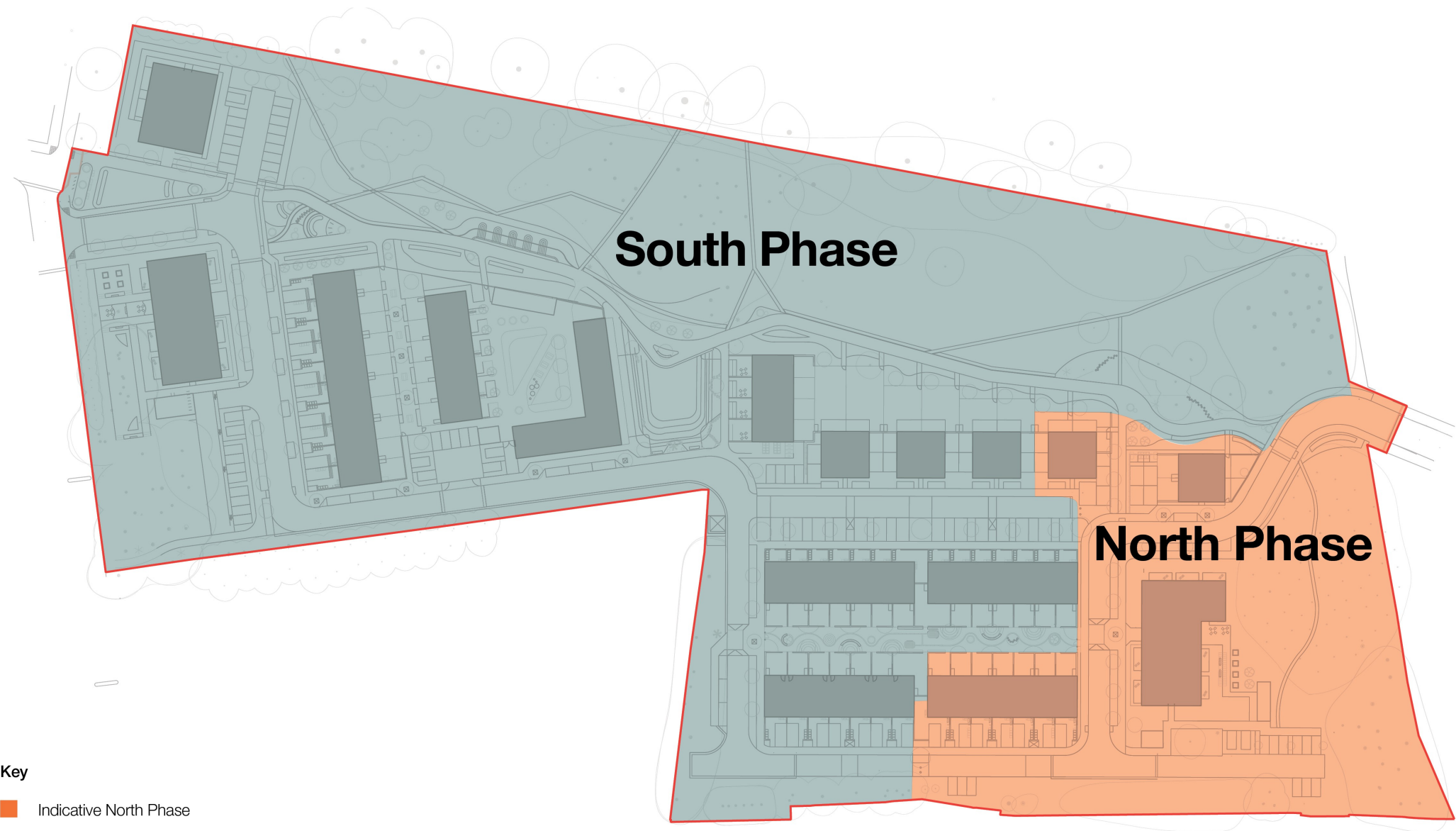
Document No.		Document Title	Scale
05476-5PA-MP-XX-DR-A-050001	B	Existing Site Section - Sheet 01	1:250@ A1
05476-5PA-MP-XX-DR-A-050002	B	Existing Site Section - Sheet 02	1:250@ A1
05476-5PA-MP-XX-DR-A-051001	C	Proposed Site Section - Sheet 01	1:250@ A1
05476-5PA-MP-XX-DR-A-051002	C	Proposed Site Section - Sheet 02	1:250@ A1
05476-5PA-B10-ZZ-DR-A-052200	B	Supported Living- Proposed Section	1:50 @ A1

APPENDIX 2 – PLAN SHOWING PROPOSED AREAS OF PUBLIC OPEN SPACE, LANDSCAPING AND COMMUNITY GARDENS



APPENDIX 3 – INDICATIVE PHASING PLAN

Indicative Phasing Plan



- Key**
- Indicative North Phase
 - Indicative South Phase

APPENDIX 4 – DEVELOPMENT PLAN POLICY APPRAISAL

Proposed Development at Ryebank, Chorlton: Development Plan Appraisal

Policy Reference	Relevant Sections of Policy	Policy Compliance	Comments
Manchester Core Strategy (2012) – as amended by the 2024 Addendum			
SP 1 – Spatial Principles	Sets out a number of key spatial principles, including the following which are particularly relevant to the proposed development: - Beyond the Regional Centre and Manchester Airport, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. - All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan. - The City's network of open spaces will provide all residents with good access to recreation opportunities. States that development in all parts of the City should: - Make a positive contribution to neighbourhoods of choice including: - creating well designed places that enhance or create character. - making a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income. - protect and enhance the built and natural environment. - Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.		The proposed development aims to establish a new multigenerational and family-friendly community on the Site, through the delivery of a vibrant, inclusive and high quality residential development in a location close to Chorlton district centre and Stretford district centre. It would create new areas of communal landscaping and open space, including the new pedestrian and cycle greenway through the Site, the informal pathway network, children's play spaces and retained/new wildlife habitat areas. The design and layout of the proposed development is of an appropriate scale and character, and would create a series of high quality, beautiful and sustainable buildings, set within areas of open space and landscaping. The Site is well located to encourage the use of active travel modes, with good public transport links. A range of services and amenities are located within easy access.
H 1 – Overall Housing Provision	States that proposals for new residential development should take account of the need to: - Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people, people with specific support requirements, BME communities, Gypsies and Travellers and Travelling Showpeople. - Reflect the spatial distribution which supports growth on previously developed sites in sustainable locations and which 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. All proposals should make provision for appropriate usable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). Schemes should make provision for parking cars and bicycles (in line with policy T2); and the need for appropriate levels of sound insulation. - Address any 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. - Prioritise sites which are in close proximity to centres or high frequency public transport routes. - Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations).		The development would create 120 new homes, comprising a broad mix of housing types including age-friendly affordable apartments, private sale houses, co-housing homes with communal facilities and supporting living accommodation for autistic adults. The new homes would be suitable for a range of occupants, in terms of both the number of rooms and their size. It is considered that this would represent an appropriate mix, which would meet local housing needs. The submitted Design & Access Statement describes the design credentials of the scheme. The development would create new areas of publicly accessible greenspaces. The submitted Transport Assessment demonstrates that the development would make suitable provision for parking and would be well located in relation to public transport links. The Flood Risk Assessment demonstrates that the proposed development would not be at any unacceptable risk of flooding and would not increase the risk of flooding elsewhere.

Policy Reference	Relevant Sections of Policy	Policy Compliance	Comments
	Be designed to give privacy to both its residents and neighbours.		The submitted Environmental Statement and suite of other supporting technical and environmental assessments demonstrate that there would be no unacceptable impacts on residents of the proposed development and neighbouring residents.
H 6 – South Manchester	States that South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.		The proposed development would make a positive contribution towards providing the new housing required in South Manchester over the lifetime of the Core Strategy and would include an element of affordable housing.
H 8 – Affordable Housing	Sets out the requirements for affordable housing, noting that the thresholds will be subject to amendment over the lifetime of the Core Strategy to reflect changing economic circumstances. States that: - 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. - 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 housing units will be inclusively designed to reflect the character of development on the 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.		The proposed development would provide 42 no. age-friendly affordable homes. Within a residential development comprising a total of 120 dwellings, this would constitute an affordable housing contribution of 35%. This contribution significantly exceeds the Development Plan requirement of 20% and therefore represents a significant benefit of the Development.
H 10 – Housing for people with additional support needs	States that proposals for accommodation for people with additional support needs will be supported where: - There is not a high concentration of similar uses in the area already. - Where it will contribute to the vitality and viability of the neighbourhood. - Where there would not be a disproportionate stress on local infrastructure such as health facilities.		The proposed development would create supported living accommodation for autistic adults comprising 8 no. 1-bed apartments provided within a 2-storey building in the south-western corner of the Site. These apartments have been designed to meet the needs of young adults with autism and help them live independently.
T 1 – Sustainable Transport	States that, to deliver 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, the Council will support proposals that: - Improve choice by developing alternatives to the car. - Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car. - Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.		The submitted Transport Assessment demonstrates that the Site has good public transport links and the proposed development therefore has the potential to promote the use of sustainable modes of transport. In addition, the proposals incorporate measures aimed at encouraging cycle and pedestrian movements to, from, within and through the Site.

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	• Improve pedestrian routes and the pedestrian environment. • Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail). • Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision. • Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods. • Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location. • Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.		
T 2 – Accessible areas of opportunity and need	Aims to ensure that new development is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites. It also requires new development to include proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.		In accordance with this Policy, the Site is well located in relation to access to local amenities and public transport routes, providing connections to employment areas. Further details are provided within the submitted Transport Assessment.
EN 1 – Design Principles and Strategic Character Areas	States that all development in Manchester will be expected to follow these seven principles of urban design: • Character: a place with its own identity • Continuity and enclosure: a place where public and private places are clearly distinguished • Quality of the public realm: a place with attractive, and successful outdoor areas • Ease of movement: a place that is easy to get to and move through • Legibility: a place that has a clear image and is easy to understand • Adaptability: a place that can change easily • Diversity: a place with variety and choice It also states that opportunities for good design to enhance the overall image of the City should be fully realised. Design and Access Statements submitted with proposals for new development must clearly detail how it addresses the design principles, reinforce and enhances the local character of the relevant part of the City and supports the achievement of the Core Strategy Strategic Objectives.		The submitted Design and Access demonstrates that the design and layout of the proposed development is of an appropriate quality, scale and character, in accordance with this Policy.
EN 3 – Heritage	States that, 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.		The submitted Heritage Statement demonstrates that the proposed development would result in a neutral change to the character, appearance and setting of the adjacent Longford Conservation Area. The Site is bounded by mature tree planting which are being retained which will allow the low-rise housing development to remain largely out of view of the Conservation Area and its enclosed heritage assets. It is therefore considered that the proposed development complies with this policy.
EN 4 – Reducing CO₂ Emissions by Enabling Low and	States that:		The submitted Environmental Standards Statement demonstrates that the proposed development would accord with the relevant requirements of this policy.

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Zero Carbon Development	• Wherever possible new development must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. • Where possible new development will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings. • Where appropriate new development will be required to 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. • The use of building materials with low embodied carbon in new development and refurbishment schemes.		
EN 6 – Target Framework for CO₂ reductions from low or zero carbon energy supplies	States that applications for residential development of 10 or more units will be expected to include an energy statement, setting out the projected regulated energy demand and associated CO ₂ emissions for all phases of the development.		The submitted Environmental Standards Statement demonstrates that the proposed development would accord with the relevant requirements of this policy.
EN 8 – Adaptation to Climate Change	States that all new 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. Notes that in achieving developments which are adaptable to climate change developers should have regard to the following: • Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways. • The need to control overheating of buildings through passive design. Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO₂ mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.		The submitted Environmental Standards Statement demonstrates that the proposed development would accord with the relevant requirements of this policy. Careful consideration has been given to ensuring that climate change mitigation and adaptation measures are embedded within the scheme.
EN 9 – Green Infrastructure	States that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management. Key features of Manchester's green infrastructure will include: • The continued development of a network of green spaces, water bodies, canals, paths and cycleways, with priority given to those parts of the City where there is an identified existing lack of open space. The Council will seek to protect existing street trees and promote new planting, particularly where this can enhance green links in the urban area. • The provision of new, and improvements to the quality and accessibility of existing green infrastructure assets, to mitigate for any loss of green infrastructure as a result of development. • The encouragement of green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaption to climate change in heavily urbanised areas.		Whilst the Proposed Development would result in the loss of an area of land identified as natural and semi-natural open space by the Council's City Wide Open Spaces, Sport & Recreation Study (August 2009), but not designated as such by the Development Plan, it would create new areas of high quality communal greenspace on the Site (which is closed to the public at present) including the new pedestrian and cycle greenway, the informal pathway network (including connections to the adjacent Longford Park), children's play spaces and retained/new wildlife habitat areas. The majority of these areas would be managed and maintained in perpetuity by a management company approved by MCC. Furthermore, the proposed development would deliver a range of other benefits (including those presented in Chapter 11 of the Supporting Planning Statement), which the Applicants consider on balance would off-set the loss of an area of natural and semi natural open space. It is therefore considered that the proposed development is in compliance with this Policy.

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	New green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management.		
EN 10 – Safeguarding Open Space, Sport and Recreation Facilities	States that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to a series of specified standards provide a network of diverse, multi-functional open spaces. Proposals will be supported that: - improve the quality and quantity of accessible open space, sport and recreation in the local area - provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity - improve access to open space for disabled people Proposals on existing open spaces and sport and recreation facilities will only be permitted where: - Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area; <u>or</u> - The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and - it could not fulfil other unsatisfied open space, sport or recreation needs, and - a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area; <u>or</u> - The development will be ancillary to the open space, sport or recreation facility and complement the use or character.		Whilst the Proposed Development would result in the loss of an area of land identified as natural and semi-natural open space by the Council's City Wide Open Spaces, Sport & Recreation Study (August 2009), but not designated as such by the Development Plan, it would create new areas of high quality communal greenspace on the Site (which is closed to the public at present) including the new pedestrian and cycle greenway, the informal pathway network (including connections to the adjacent Longford Park), children's play spaces and retained/new wildlife habitat areas. The majority of these areas would be managed and maintained in perpetuity by a management company approved by MCC. Furthermore, the proposed development would deliver a range of other benefits (including those presented in Chapter 11 of the Supporting Planning Statement), which the Applicants consider on balance would off-set the loss of an area of natural and semi natural open space. In summary, it is considered that on balance the proposed development would accord with this policy because it would provide an 'equivalent or better provision' in terms of the quantity and quality of public open space provision on the Site.
EN 11 – Quantity of Open Space, Sport and Recreation	States that, as opportunities arise, new open space, sport and recreation facilities will be created across Manchester. The Council will seek the provision of new open space, sport and recreation facilities, in particular where: - a quantitative shortage of a particular use per head of population, including any expected increase of population created by the new development, based on the findings of the Open Space, Sport and Recreation study and Playing Pitch Strategy, is identified in the local area; - where significant levels of development are proposed including within the Strategic Housing Location. New open spaces should also be interconnected, to allow for better links for disabled people, pedestrians and cyclists both across and between sites and to enhance the biodiversity of the City.		Whilst the Proposed Development would result in the loss of an area of land identified as natural and semi-natural open space by the Council's City Wide Open Spaces, Sport & Recreation Study (August 2009), but not designated as such by the Development Plan, it would create new areas of high quality communal greenspace on the Site (which is closed to the public at present) including the new pedestrian and cycle greenway, the informal pathway network (including connections to the adjacent Longford Park), children's play spaces and retained/new wildlife habitat areas. The majority of these areas would be managed and maintained in perpetuity by a management company approved by MCC. Furthermore, the proposed development would deliver a range of other benefits (including those presented in Chapter 11 of the Supporting Planning Statement), which the Applicants consider on balance would off-set the loss of an area of natural and semi natural open space. It is therefore considered that the proposed development is in compliance with this Policy.
EN 14 – Flood Risk	States that: - development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. - all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure.		In accordance with the requirements of this policy, a Flood Risk Assessment is being submitted with the planning application, which assesses the risk of flooding from all possible water sources and identifies the mitigation measures required to mitigate risk. A Drainage Strategy is also being submitted. The development would have a dedicated surface water network

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			that serves to drain the highway, building plots and associated hard landscaping. This network would discharge into Longford Brook via Longford Park. In order to restrict the discharge rate, surface water attenuation is to be provided in the form of various SUDS features including permeable paving / sub-base attenuation, rain gardens and the basin proposed in the vicinity of the Nico Ditch.
EN 15 – Biodiversity and Geological Conservation	Seeks to maintain or enhance sites of biodiversity and geological value throughout the City. Particular consideration will be given to (inter alia) the Council's objective to protect and conserve the City's existing trees, woodlands and associated biodiversity and the aim for a net increase in trees across the City. Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.		The submitted Environmental Statement includes an assessment of the likely significant effects of the proposed development on ecology and arboriculture. The Applicants have taken the disciplines of ecology and arboriculture seriously, as evidenced by the early appointment of specialists in these fields, and the subsequent commissioning of surveys and technical reports to inform the assessment work required. The results and recommendations of these technical reports were used to inform the development of the design. Most notably, the Applicants have actively chosen to retain the vast majority of the largest and most valuable habitat on site (woodland parcels) as well as badger setts. The majority of the small dense wooded area of aspen trees in the northern part of the Site, known locally as the Aspen Grove, would be retained and managed. The proposals would deliver a minimum 10% biodiversity net gain, which would be achieved in part through an off-site contribution. It was agreed with Planning Officers during the pre-application discussions that took place that this would be secured by planning condition. The assessment work demonstrates that the proposed development would not result in any significant effects on ecological and arboricultural features.
EN 16 – Air Quality	States that 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.		The submitted Air Quality Assessment demonstrates that the Site would be suitable for the proposed Development and no mitigation is required.
EN 18 – Contaminated Land and Ground Stability	States that any proposal for development of contaminated land must be accompanied by a health risk assessment.		The submitted Environmental Statement includes an assessment of the proposed development on ground conditions, based on a desk-based assessment of historic records and a site investigation to identify risks associated with historic activities or ground conditions. The assessment demonstrates that, following the implementation of comprehensive mitigation measures, the proposed development would not have any significant impact on geology, groundwater, and contamination risks. It also that the

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			ground conditions on the Site would not pose any significant risks to future users of the proposed development or the surrounding environment. On the contrary, it is anticipated that the development would result in a moderate beneficial effect on a site-specific level, through the programme of remediation that would be undertaken.
EN 19 - Waste	States that 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). - 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.		The submitted Design & Access Statement includes a Waste Management Strategy and completed MCC Waste Management Proforma demonstrating compliance with this Policy.
DM 1 – Development Management	States that all development should have regard to the following specific issues: - Appropriate siting, layout, scale, form, massing, materials and detail. - Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area. - 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.		In accordance with the guidance set out in this policy, the proposed development has been designed having full regard to the context of the site and the character of the area. The development will respect the existing strong sense of place in the area, creating a new high quality environment in Chorlton that combines good design with high quality architecture. The submitted Environmental Statement and suite of supported technical reports and assessments demonstrate that the proposed development would comply with all the relevant requirements of this policy.
Saved Policies of the Manchester Unitary Development Plan (1995)			
DC7 – New Housing Development	DC7.1 states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. 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.		All of the private sale houses and co-housing houses would comply with the nationally described space standards and would be built to the 'accessible and adaptable' Part M4(2) standards in respect of internal arrangements, however it will not be possible to achieve the additional approach requirements of Part M4(2) due to levels and the remediation work required on the Site. All of the age-friendly affordable apartments and co-housing apartments would meet the

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			requirements of Part M4(2) in respect of approach and internal layout.
DC18 – Conservation Areas	DC18.1 clause (e) states 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.		The submitted Heritage Statement demonstrates that the proposed development would result in a neutral change to the character, appearance and setting of the adjacent Longford Conservation Area. The Site is bounded by mature tree planting which are being retained which will allow the low-rise housing development to remain largely out of view of the Conservation Area and its enclosed heritage assets. It is therefore considered that the proposed development complies with this Policy.
DC20 – Archaeology	DC20.1 clause (b) states that the Council will have special regard to the desirability of securing the preservation of Ancient Monuments and other sites of archaeological interest and their setting in place. It will not permit development that, in its opinion, would adversely affect scheduled Ancient Monuments, or other sites of archaeological interests, and their settings, In exceptional cases where development is inevitable, the Council will look at the scope for combining preservation in place with limited investigation and recording.		The submitted Environmental Statement includes an Archaeological Assessment. In summary, it is not considered that the proposed development would result in any significant archaeological impacts.
DC26 – Development and Noise	DC26.2 states that new noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.		The submitted Noise Impact Assessment demonstrates that Site is appropriate for the proposed development in noise terms, subject to the use of suitable mitigation measures as necessary.
Trafford Local Plan – Core Strategy (2012)			
L4: Sustainable Transport and Accessibility	States that the Council will not grant planning permission for new development that is likely to have a significant adverse impact on the safe and efficient operation of the Strategic Road Network, and the Primary and Local Highway Authority Network unless and until appropriate transport infrastructure improvements and/or traffic mitigation measures and the programme for the implementation are secured.		The submitted Transport Assessment demonstrates that the proposed development would not have any unacceptable impact on the surrounding highway network.
L5: Climate Change	States that development that has potential to cause adverse pollution (of air, light, water, ground), noise or vibration will not be permitted unless it can be demonstrated that adequate mitigation measures can be put in place. Also states the Council will seek to control development in areas at risk of flooding, and that development will be required to improve water efficiency and reduce surface water run-off through the use of appropriate measures such as rain water harvesting, water recycling and other Sustainable Drainage Systems (SUDS) appropriate to the various parts of the Borough, as mapped in the Council's Strategic Flood Risk Assessment.		The submitted Environmental Statement contains an assessment of the impact of the proposed development on climate change (i.e. Greenhouse Gas emissions associated with the proposed development) and the effects of climate change on the proposed development itself (i.e., climate change resilience and adaptation). The assessment does not identify any significant effects in relation to climate change. It is therefore considered that the Planning Application is in accordance with this policy.
R1: Historic Environment	States that developers must demonstrate how the development will complement and enhance the existing features of historic significance including their wider settings, in particular in relation to conservation areas, listed buildings and other identified heritage assets.		The submitted Heritage Statement demonstrates that the proposed development would result in a neutral change to the character, appearance and setting of the adjacent Longford Conservation Area. The Site is bounded by mature tree planting which are being retained which will allow the low-rise

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			housing development to remain largely out of view of the Conservation Area and its enclosed heritage assets. It is therefore considered that the proposed development complies with this Policy.
R2: Natural Environment	States that developers will be required to demonstrate how their proposal will: - Protect and enhance the landscape character, biodiversity, geodiversity and conservation value of its natural urban and countryside assets having regard not only to its immediate location but its surroundings; and - Protect the natural environment throughout the construction process.		The proposed development aims to retain existing landscaping features on the Site wherever possible. New landscaping features are also proposed to help create an attractive setting to the new built development that would be delivered, strengthening the linkages with the surrounding context to the Site. The submitted Environmental Statement demonstrates that the proposed development would not result in any significant effects on ecological and arboricultural features. The planning application is supported by a Framework Construction Environmental Management Plan setting out the measures that would be used during the construction phase to ensure the natural environment would be protected.
Saved Policies of the Trafford Unitary Development Plan (2006)			
ENV9 – Sites of Importance for Nature Conservation	States that, in determining development proposals, the Council will, wherever appropriate, seek to safeguard the intrinsic features of nature conservation interest or value, having regard to: - The particular degree of significance and rarity value of the features on the individual site. - The detailed impact of the proposed development on the nature conservation interest of the site. - The extent of any proposed measures of mitigation or compensation aimed at enhancing or recreating habitats on or off the site.		The submitted Environmental Statement includes an assessment of the likely significant effects of the proposed development on ecology and arboriculture. The Applicants have taken the disciplines of ecology and arboriculture seriously, as evidenced by the early appointment of specialists in these fields, and the subsequent commissioning of surveys and technical reports to inform the assessment work required. The results and recommendations of these technical reports were used to inform the development of the design. Most notably, the Applicants have actively chosen to retain the vast majority of the largest and most valuable habitat on site (woodland parcels) as well as badger setts. The assessment work demonstrates that the proposed development would not result in any significant effects on ecological and arboricultural features.
ENV10 – Wildlife Corridors	States that the Council will seek to consolidate and strengthen the effectiveness of the wildlife corridors (including Longford Park) by: - Examining the impact of development proposals (including extensions to gardens) to ensure that the integrity of the corridors is not destroyed or impaired; and - Ensuring that new development within or adjacent to the corridors contributes to their effectiveness wherever possible through appropriate siting, design of buildings and landscaping measures.		The submitted Environmental Statement includes an assessment of the likely significant effects of the proposed development on ecology and arboriculture. The Applicants have taken the disciplines of ecology and arboriculture seriously, as evidenced by the early appointment of specialists in these fields, and the subsequent commissioning of surveys and technical reports to inform the assessment work required. The results and recommendations

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			of these technical reports were used to inform the development of the design. Most notably, the Applicants have actively chosen to retain the vast majority of the largest and most valuable habitat on site (woodland parcels) as well as badger setts. The assessment work demonstrates that the proposed development would not result in any significant effects on ecological and arboricultural features.
Places for Everyone Joint Development Plan Document (2024)			
JP-Strat9: Southern Areas	States that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas of Greater Manchester, within which the Application Site is located, will be protected and enhanced.		The plans, drawings and documents submitted in support of the Planning Application demonstrate that a vibrant, inclusive and high quality residential development is proposed, which would enhanced the character of the local area. The proposed development would create a fully accessible residential extension that is both linked with its surroundings and additionally offers increased permeability through the new development. It would also create new areas of amenity / natural green space, children's play spaces and cycle and pedestrian linkages, all of which would make a positive contribution to the health and well-being of the local community.
JP-S1: Sustainable Development	States 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. It also sets out best practice thresholds for reducing energy demand and onsite renewable energy generation within residential developments.		The submitted Environmental Standards Statement provides details of the measures that would be used to help tackle climate change, including the use of sustainable construction techniques. A number of measures have been applied to reduce the energy demand associated with the proposed development. These include the use of air source heat pumps and photovoltaic panels, which will help to meet the energy demand of the proposed development via low carbon, renewable sources. All of the proposed new homes would be delivered to Passivhaus standard.
JP-S2: Carbon and Energy	Highlights a range of measures that will be applied to new development proposals with the aim of delivering a carbon neutral Greater Manchester through a dramatic reduction in greenhouse gas emissions.		The submitted Environmental Standards Statement demonstrates that the proposed development would be in accordance with this policy.
JP-S4: Flood Risk and the Water Environment	Promotes an integrated catchment-based approach to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk. The Policy expects developments to manage surface water run-off through sustainable drainage systems and as close to source as possible. It also states that development should achieve greenfield run-off rates unless it is demonstrated to be impracticable.		The submitted Flood Risk Assessment and Drainage Strategy demonstrates compliance with this Policy.
JP-S5: Clean Air	Promotes a range of measures in new development proposals to support improvements in air quality.		The submitted Air Quality Assessment demonstrates that the Site would be suitable for the proposed Development and no mitigation is required.

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JP-S6: Resource Efficiency	Promotes a range of measures aimed at achieving a circular economy and a zero-waste economy, including 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.		The submitted Environmental Standards Statement demonstrates that the proposed development would accord with the relevant requirements of this policy.
JP-H1: Scale, Distribution and Phasing of New Housing Development	States that a minimum of 60,061 net additional dwellings will be delivered in Manchester over the period 2022-2039. The new homes will need to be of good quality and design, adaptable, supported by the necessary infrastructure and amenities. States that the new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets.		The proposed development would contribute positively to the objectives of this Policy, by delivering 120 no. new homes of good quality and design, which would be supported by the necessary infrastructure and amenities.
JP-H2: Affordability of New Housing	Sets out a range of measures that will be promoted to deliver substantial improvements in the ability of people to access housing at a price they can afford.		The proposed development would provide 42 no. age-friendly affordable homes. Within a residential development comprising a total of 120 dwellings, this would constitute an affordable housing contribution of 35%.
JP-H3: Type, Size and Design of New Housing	States that development should incorporate a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods including, where appropriate, specialist housing for older households and vulnerable people. States that residential developments should provide an appropriate mix of dwelling types and sizes. Requires all new dwellings to: 1. Comply with the nationally described space standards; and 2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations, unless specific site conditions make this impracticable. States that innovation in housing development will be supported where it is consistent with the principles of good design and contributes to local distinctiveness.		The development would create 120 new homes, comprising a broad mix of housing types including age-friendly affordable apartments, private sale houses, co-housing homes with communal facilities and supported living accommodation for autistic adults. The new homes would be suitable for a range of occupants, in terms of both the number of rooms and their size. This proposed mix of housing has been discussed with MCC's housing strategy team and would help to meet local housing needs. All of the private sale houses and co-housing houses would comply with the nationally described space standards and would be built to the 'accessible and adaptable' Part M4(2) standards in respect of internal arrangements, however it will not be possible to achieve the additional approach requirements of Part M4(2) due to levels and the remediation work required on the Site. All of the age-friendly affordable apartments and co-housing apartments would meet the requirements of Part M4(2) in respect of approach and internal layout.
JP-H4: Density of New Housing	States that new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design. Regard should be had to the minimum densities set out within the policy. This suggest that new housing development located within 800m of Metrolink stops (which would be the case with the proposed development, which is c. 750m away from Firwood Metrolink Stop) should achieve a minimum residential density of 70 dwellings per hectare.		The overall density of the development is around 26 units per hectare. Whilst this would fall short of the minimum residential density of 70 dwellings per hectare that is specified by this policy, it is considered appropriate and takes into account the guidance within the Ryebank Road Development Framework, which states that the southern part of the Site will achieve a density of around 20 units per hectare and the northern plot around 26 units per hectare. The density proposed also provides sufficient space on the Site to accommodate the new areas of amenity / natural green space, children's play spaces and cycle and pedestrian linkages that are proposed, all of

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			which would make a positive contribution to the health and well-being of the local community.
JP-G2: Green Infrastructure Network	States that development within and around the Green Infrastructure Network should be consistent with delivering major green infrastructure improvements within them and should contribute to improvements. States that, wherever practicable, opportunities to integrate new and existing green infrastructure into new development will be taken to protect, enhance and expand the green infrastructure network. Where new or improved green infrastructure is delivered as part of a development, the developer should make appropriate provision for its long-term management and maintenance.		The proposed development incorporates a significant number of green infrastructure elements, including a new pedestrian and cycle 'greenway' running through the Site (connecting Ryebank Road and Longford Road in Chorlton to the south with Rye Bank Road in Firwood to the north), an informal pathway network, children's play spaces and retained/new wildlife habitat areas. The majority of these areas would be managed and maintained by a management company and would remain accessible to the public in perpetuity. In addition, two small areas in the northern and southern part of the Site would be made available for community uses such as growing areas or community gardens.
JP-G6: Urban Green Space	States that, to ensure there is an appropriate scale, type, quality and distribution of accessible urban 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 in balance with other considerations; and - the Greater Manchester Combined Authority will work with developers and other stakeholders to deliver new high quality urban green spaces.		Whilst the proposed development would result in the loss of an area of land identified as natural and semi-natural open space by the Council's City Wide Open Spaces, Sport & Recreation Study (August 2009), but not designated as such by the Development Plan, it would provide new areas of publicly accessible open space on the Site (which has been closed to the public since 2020), the majority of which would be managed and maintained by a management company approved by MCC in perpetuity. Furthermore, the Development would deliver a range of other benefits, which on balance would off-set the loss of an area of natural and semi natural open space.
JP-G7: Trees and Woodland	Aims to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them, through measures including: - Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also 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; and - Protecting trees and woodland during the construction phase of development.		Existing and established trees on the Site would be protected and enhanced wherever possible. Some trees and sections of woodland would need to be removed, however this would be mitigated by replacement tree planting within the development and the delivery of a robust soft landscaping scheme. The majority of the small dense wooded area of aspen trees in the northern part of the Site, known locally as the Aspen Grove, would be retained and managed. The planning application is supported by a Framework Construction Environmental Management Plan setting out the measures that would be used during the construction phase to ensure trees and woodland would be protected.
JP-G8: A Net Enhancement of Biodiversity and Geodiversity	States that development will be expected to: - Follow the mitigation hierarchy of: - Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then		The submitted Environmental Statement includes an assessment of the likely significant effects of the proposed development on ecology.

Policy Reference	Relevant Sections of Policy	Policy Compliance	Comments
	ii. Adequately mitigating any harm to biodiversity, then iii. Adequately compensating for any remaining harm to biodiversity b. Avoid fragmenting or severing connectivity between habitats; c. Achieve a measurable net gain in biodiversity of no less than 10% d. Make appropriate provision for long-term management of habitats and geological features connected to the development; e. Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and f. Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.		The Applicants have taken the discipline of ecology seriously, as evidenced by the early appointment of specialists in these fields, and the subsequent commissioning of surveys and technical reports to inform the assessment work required. The results and recommendations of these technical reports were used to inform the development of the design. Most notably, the Applicants have actively chosen to retain the vast majority of the largest and most valuable habitat on site (woodland parcels) as well as badger setts. The proposals would deliver a minimum 10% biodiversity net gain, which would be achieved in part through an off-site contribution. It was agreed with Planning Officers during the pre-application discussions that took place that this would be secured by planning condition. The assessment work demonstrates that the proposed development would not result in any significant effects on ecological and arboricultural features.
JP-P1: Sustainable Places	Highlights the aim for Greater Manchester to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having a series of attributes that all development, wherever appropriate, should be consistent with.		The proposed development aims to establish a new multigenerational and family-friendly community on the Site, through the delivery of a vibrant, inclusive and high quality residential development, in accordance with the key thrust of this policy.
JP-P2: Heritage	Aims to positively conserve, sustain and enhance the area's historic environment and heritage assets and their settings.		The submitted Heritage Statement demonstrates that the proposed development would result in a neutral change to the character, appearance and setting of the adjacent Longford Conservation Area. The Site is bounded by mature tree planting which are being retained which will allow the low-rise housing development to remain largely out of view of the Conservation Area and its enclosed heritage assets. It is therefore considered that the proposed development complies with this policy.
JP-P6: Health	States that, to help tackle health inequality new development will be required, as far as practicable, to: a. Maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development; b. Support healthy lifestyles, including through the use of active design principles making physical activity an easy, practical and attractive choice; and c. Be supported by a Health Impact Assessment for all developments which require to be screened for an Environmental Impact Assessment, and other proposals which, due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing.		The submitted Environmental Statement contains an assessment of the effects of the proposed development on socio-economics and health. Overall, the proposed development is considered to provide beneficial effects during the construction phase in relation to employment and economic contribution. Once operational, significant beneficial effects are expected in relation to wider economic effects, housing, open space and health and wellbeing.
JP-C1: An Integrated Network	This Policy aims to help deliver an accessible, low carbon Greater Manchester with world class connectivity, through measures including:		The Site is well located in relation local amenities and public transport routes, which would provide connections to

Policy Reference	Relevant Sections of Policy	Policy Compliance	Comments
	- 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. - Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport. - 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.		employment areas for residents of the new housing proposed and the Planning Application derives support from this policy.
JP-C5: Streets for All	States 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.		As set out within the submitted Transport Assessment, the Site is well located to encourage the use of active travel modes, and the proposed layout of the development is not dominated by cars.
JP-C6: Walking and Cycling	Aims to help deliver a higher proportion of journeys made by walking and cycling, through a range of measures, including: - Creating safe, attractive and integrated walking and cycling infrastructure; and - 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.		As set out within the submitted Transport Assessment, the Site is well located to encourage the use of active travel modes, and the proposed layout of the development is not dominated by cars.
JP-C8: Transport Requirements of New Development	This Policy 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 delivered through a range of measures relating to connectivity and permeability, design, public transport, parking infrastructure, access and servicing, construction management and transport assessments.		In accordance with this policy, the Site is well located to encourage the use of active travel modes and the proposed layout of the development would ensure it is not dominated by cars.