

Land adjacent to Tamerton Drive,
Cheetham Hill, Manchester
M8 0TH

PLANNING STATEMENT

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Proposed residential development of
70 No. New Affordable Homes



REPORT CONTROL

Document:	Planning Statement
Project:	Land adjacent to Tamerton Drive, Cheetham Hill, Manchester
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Date:	August 2024

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1. INTRODUCTION

Bowker Sadler has been instructed by Mossclare St Vincent's to submit the full planning application for the proposed residential development of 70no. social rent units on the Land adjacent to Tamerton Drive, Cheetham Hill, Manchester

This planning application is made to Manchester City Council (MCC) (The Local Planning Authority) as a full planning application and relates to the red edge application site boundary as shown on the submitted Location Plan.

This planning statement, alongside a review of the site history and relevant policies at both a local and national level, provides a description of the proposed development together with an appraisal of the planning merits of the scheme as a whole and should be read in conjunction with the following suite of supporting documents to ensure a full understanding of the development proposals:

- Design & Access statement by Bowker Sadler
- Affordable Housing Statement by MSV
- Site investigation Ph1 & Ph2 by Sutcliffe
- Flood risk assessment and drainage appraisal by Sutcliffe
- Noise Assessment by Azymuth Acoustics UK
- Crime impact statement by Secured by Design (GMP)
- Waste management proforma
- Preliminary Ecological Assessment by e3p
- Biodiversity Net Gain Assessment by e3p
- Tree Survey, Arboricultural impact assessment and method statement
- Topographical survey
- Environmental Standards Statement by Energy Counsel
- Air Quality Assessment by Energy Counsel
- Utilities survey and capacity appraisal
- Soft landscaping plan by Saville Landscape Design
- Transport Assessment by Roberts Highway Consultants
- Broadband Connectivity report
- Framework Travel Plan by Roberts Highway Consultants

2. SITE DESCRIPTION

Location

The site is located within 300m of local shops and amenities on Cheetham Hill Road.

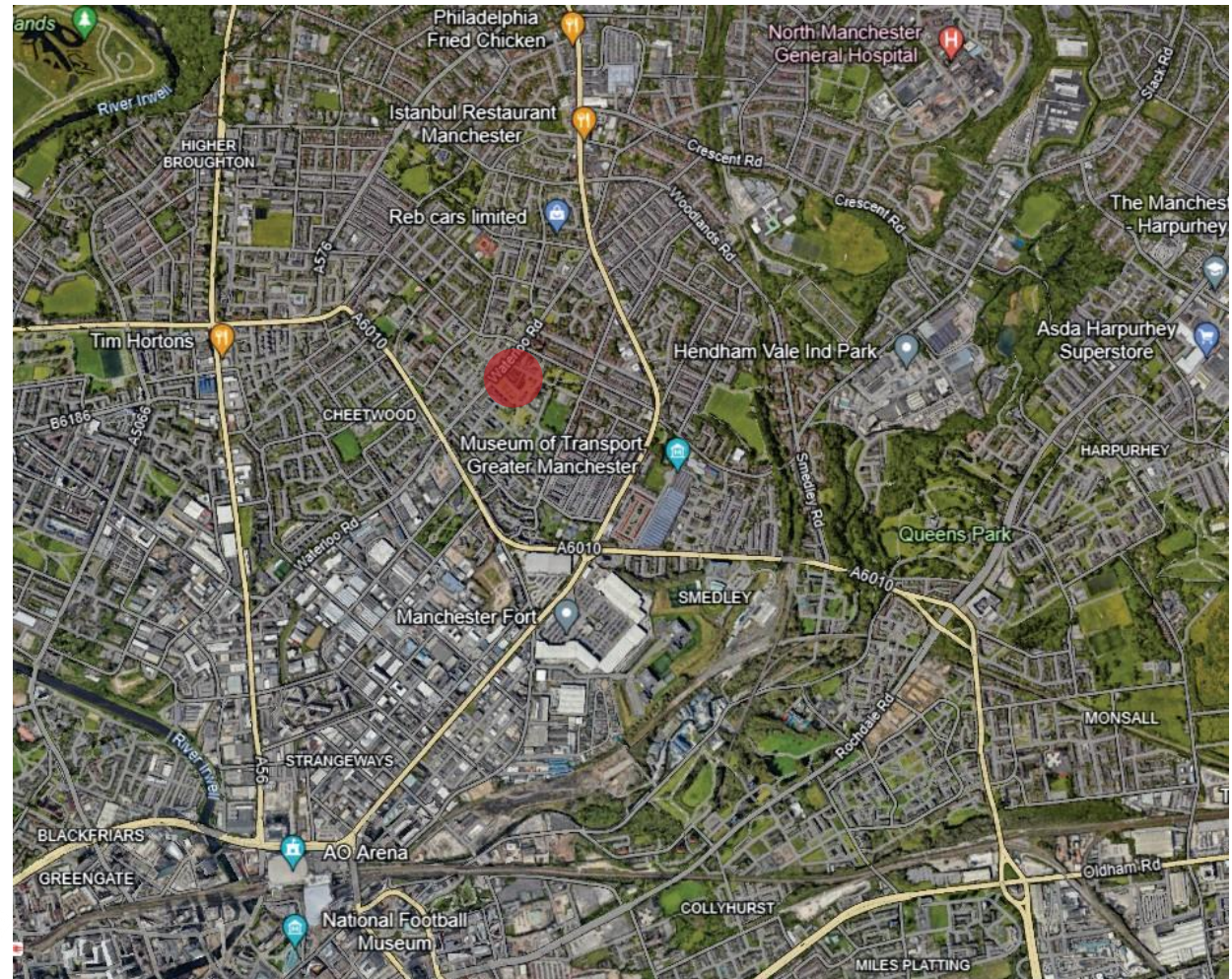
A new primary school on Haywood Street/ Tamerton Drive is due to be completed for the 2024/25 academic year.

Bus stops with links to Manchester town centre, which is approximately 2km to the south and Crumpsall, to the north are located along Waterloo Road.

Cheetham Park is located approximately 150m to the south of the site.

Cycle Routes run along Cheetham Hill Road, approximately 300m east of the site, linking to the city centre.

The Unity Community Primary School, St Chad's, St Thomas of Canterbury, and Marlborough Road Academy primary Schools are located approximately 500m from the site.



Aerial view of site in context

Image courtesy of Google Earth

3. PROPOSED DEVELOPMENT

It is proposed to construct 70 new homes comprising of the following types:

16no.	4bed/ 6-person house 3st houses –floor area 113m ²
1no.	4bed/ 7-person house 2st house –floor area 121m ²
5no.	3bed/ 5-person 3st houses –floor area 105m ²
2no.	3bed/ 5-person 2st houses –floor area 96m ²
9no.	3 bed / 4-person houses – floor area 88m ²
4no.	2bed/ 4-person houses – floor area 83m ²
7no.	2bed/ 3-person houses – floor area 71m ²
8no.	2bed/ 3-person “Cottage” apartments –floor area 63-64m ²
14no.	1bed/2-person “Cottage” apartments –floor area 51-57m ²
4no.	1bed/ 2-person M4 (3) “Cottage” apartments –floor area 63m ²

70no. TOTAL

All dwellings will be for Social Rent.

All the above floor areas are Gross Internal Areas and are to Manchester City Council Space Standards.

Car parking

Parking will be provided at a ratio of 1no. per property for the houses and a 1no. per property for the apartments.

Cycle Storage

100% Secure cycle storage will be provided across the development.

Waste and recycling

In line with MCC policy with 4No in-curtilage bins spaces provided for all dwellings except for Plots 59-68 which have communal bins.

Please refer to the Waste Management Proforma, for more details, which forms part of this application.

4. PRE-APPLICATION ADVICE AND PUBLIC CONSULTATION

As detailed within 1250_Design and Access Statement, multiple pre-application meetings were held with Manchester City Council to discuss the proposals. These were as follows:

- Presentation of proposals to MCC on 03.11.21 as an opportunity to provide feedback.
- Pre-App meeting with Sue Wills (the planning case officer) on 26.02.24 to discuss proposals.
- Issue of initial proposed site plans to Sue Wills on 20.06.24 with feedback received on 07.07.24.
- Pre-app feedback summary
 - Overall support for the principles of the masterplan, mix and types of accommodation and secured by design optimisation.
 - Specific attention to overlooking distances to existing properties, boundary treatments, adopted footpath positions and car parking configurations.
- A Public Consultation event to show proposals to local residents and give them an opportunity to provide feedback held on 01.08.24 at the New Testament Church of God on Tamerton Drive. Representatives from MCC (landowner), MSV (applicant/HA) and Bowker Sadler (Architect/Agent) were in attendance as well as local councillors.

Drop In Event

An opportunity to view proposals by MSV Housing for the development of 70 new affordable homes at Alderford Parade, Dinnington Drive and Tamerton Drive



When

Thursday 1st August 4pm-7pm

Where

New Testament Church of God, Tamerton Drive

*Location of Drop In Event

For those who can't attend the event please contact:
paul.humphries@msvhousing.co.uk

5. PLANNING POLICY CONTEXT & ASSESSMENT

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that:

“Where in making any determination under the Planning Acts, regard is to be had to the Development Plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.”

Development Plan

The statutory Development Plan for the application site comprises the Manchester Core Strategy (adopted 2012), the Manchester Proposals Map and saved policies of the Unitary Development Plan (adopted 1995).

The **Greater Manchester Spatial Framework**, which is currently being jointly prepared by the Greater Manchester Combined Authority (GMCA), will provide a strategic vision across Greater Manchester and will form part of the Development Plan once it is adopted. It will set out how much housing and employment land is needed in Manchester up to 2035, the importance of infrastructure and ways to protect and improve the natural environment.

Consideration should also be given to the **National Planning Policy Framework (NPPF, 2023)**, **National Planning Policy Guidance**, and any supplementary planning guidance documents considered relevant to the proposed development.

This Planning Statement also makes reference to the **“Places for Everyone Joint Development Plan – 2022-2039”**, (PFE) adopted March 2024, which:

- Sets out how the nine boroughs should develop up until 2039;
- Identifies the amount of new development that will come forward across the 9 districts, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;

- Supports the delivery of key infrastructure, such as transport and utilities;
- Protects the important environmental assets across the city region;
- Allocates sites for employment and housing outside of the existing urban area; and
- Defines a new Green Belt boundary for Greater Manchester

5. PLANNING POLICY CONTEXT & ASSESSMENT

PFE Policies:

PFE JP-S1 / Policy SP1 Spatial Principles:

Aims to create sustainable neighbourhoods, provide high quality and diverse housing which meets local needs, whilst at the same time safeguarding distinct environments.

PFE JP-H1 (part) Policy H1 Overall Housing Provision:

Sets out targets for approximately 60,000 new dwellings to be provided in Manchester between March 2009 and March 2027. These dwellings are expected to arise from a range of small, medium and large housing developments.

PFE JP-H4 40-50 dwellings 1st bullet 2nd para / Policy H2 Strategic Housing Location:

Identifies the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits. It is expected that developers take advantage of these strategic locations by creating a diversified housing mix, incorporating homes for a variety of social needs including affordable housing.

Policy H3 North Manchester:

Sets out the housing requirements of North Manchester, with priority given to family housing and other high value, high quality development where this can be sustained.

How the Development Addresses These Policies:

PFE JP-S1 / Policy SP1 Spatial Principles:

The proposals will create an extended neighbourhood of dwellings that are a mix of different types and sizes to suit local. The homes will be to modern design and technical standards that elevationally and spatially respect the local context.

PFE JP-H1 (part) Policy H1 Overall Housing Provision:

The development will provide 70 new affordable dwellings and is currently expected to be completed before March 2027.

PFE JP-H4 40-50 dwellings 1st bullet 2nd para / Policy H2 Strategic Housing Location:

The land has been identified by MCC as a key site for a residential development in the Cheetham Hill area that will contribute towards housing demands on underutilised open green area (. The development is will be a mix of family homes and 'cottage style' apartments. It will assist with regeneration of the area as new residents will help support local shops and other businesses.

Policy H3 North Manchester:

The proposed houses will accommodate for a mix of family sizes with sizes ranging from 2 bedroom 3 person dwellings to 4 bedroom 7 person dwellings

5. PLANNING POLICY CONTEXT & ASSESSMENT

Core Strategy Policies:

PFE JP-H2 Part / Policy H8 Affordable Housing:

New developments must contribute to the City-wide target for 20% of new housing provision to be affordable. This should represent a target, but never a limit. The policy further states that the proportion of affordable housing units will reflect the type and size of the development as a whole, and that the affordable housing units themselves will be inclusively designed to reflect the character of development on the site.

PFE JP-H2 / Policy T1:

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.
- 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.

How the Development Addresses These Policies:

PFE JP-H2 Part / Policy H8 Affordable Housing:

The tenure will be 100% social rent to respond to the housing needs of people in the area and properties will be managed by Mosscares St Vincent's (the applicant).

PFE JP-H2 / Policy T1:

The development is located in a central area will good access to buses and trams as well as having strong pedestrian and cycle routes around the site. The proposal maintains pedestrian/cycle permeability while strengthening existing routes ensuring that they are well lit, overlooked by residents, and easy to navigate. Defined boundaries prevent desire lines through private front gardens and create clear pathways.

Houses will be provided with 1 parking space per dwelling. Car parking is provided in curtilage or adjacent to properties to help prevent on street parking that harms pedestrian routes. All parking spaces will be provided with EV charging points.

5. PLANNING POLICY CONTEXT & ASSESSMENT

Core Strategy Policies:

- 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.
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:
 1. pedestrians and disabled people
 2. cyclists, public transport,
 3. commercial access,
 4. general off peak traffic,
 5. general peak time traffic.

Policy T2:

The Council will actively manage the pattern of development 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 including:- Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.

Policy EN1 Design Principles and Strategic Character Areas:

All development in Manchester will be expected to follow the seven principles of urban design. The Northern Character Area should be developed by responding to the varied townscape. There is a finer grained, predominantly residential mix of development, broken up by open spaces and significant tree cover also linked to the local topography.

How the Development Addresses These Policies:

Policy T2:

Residents will have good access to routes to Manchester City centre, Salford City centre, and Cheetham Hill high street via pedestrian and public transport options. There are a number of primary and secondary education schools within walking distance along clear and safe routes. In addition, a new school is currently being constructed to the North of the site which will have facilities available for the local community. There are a number of smaller open green spaces around the site as well as more formalised parks just north and south of the site.

Policy EN1 Design Principles and Strategic Character Areas:

The design of the dwellings took these seven principles as the basis for development of the masterplan and dwellings designs. It also responds to the immediate and wider context of the site by reflecting local character elements in a modern interpretation.

5. PLANNING POLICY CONTEXT & ASSESSMENT

Core Strategy Policies:

EN9 Green Infrastructure:

Aims for developments to limit the amount of green infrastructure lost on sites, as well as encouraging the introduction of new green infrastructure where possible.

Policy DC7.1:

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.

Development of the site contributes to the Council's 5 year housing land supply. The submission of this application therefore adheres to Policy H1 of the CS, as the site contributes to the target of 60,000 new dwellings in Manchester by 2027. North Manchester is expected to deliver approx. 11,840 dwellings, around 3,870 units p/a between 2021-2027.

Policy H3:

North Manchester, over the lifetime of the Core Strategy, will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained.

The **Housing Market Need Assessment 2023 (HNA)** highlights the need for Affordable Homes in Manchester, the associated Tenure Mix and type of accommodation for the period up to 2039. HNA states that "Development needs to focus on social/affordable rented with some affordable home ownership which would include First Homes."

How the Development Addresses These Policies:

EN9 Green Infrastructure:

The current site is low quality grassland with little biodiversity. While the proposed development requires the felling of a number of existing trees, the proposed landscaping will improve the bio-diversity through tree, hedge, shrub and wildflower meadow planting.

Policy DC7.1:

All houses will have level access to front doors. Out of the 70no. new dwellings 45no. will be to M4(2) standards and 4no. will be to M4(3) standards. Houses will have private lawned rear gardens and apartments will have shared green amenity space. These spaces will be protected from the street by garden walls and separated by garden fencing.

Policy H3:

The proposal will respond to local demand for affordable rented family housing by creating dwellings compliant with Nationally Described Space Standards and to a higher CO2 reduction than Building Regulations standards.

5. PLANNING POLICY CONTEXT & ASSESSMENT

Manchester Residential Quality Guidance 2017 (MRQG)

Key guidance that has been taken on board at Tamerton Drive include the following MRQG aspirations:

Make It Manchester

The proposal relates positively to its context while transforming the image of the neighbourhood using appropriate density and scale.

Make It Bring People Together

The mix of house types and the affordability of houses promote social inclusion.

Make It Animate Streets And Spaces

The site is considered the opportunity to create a strong urban streets: buildings step back from street line, creating private and communal spaces facing the public realm where future residents can interact with passers-by. Entrances have been oriented towards the street and there are windows provided on all floors to facilitate natural surveillance.

Make It Easy To Get Around

The transport planning advice by Roberts has demonstrated that the development would be highly accessible via non-car travel modes, such as walking, cycling and public transport. Secure cycle storage has been provided to the apartments and individual cycle stores to dwelling houses.

Make It Work With The Landscape

The residential scheme integrates a landscape proposal which enhances the street scenes with hedges, trees and shrubs. The proposed soft landscaping improves biodiversity, adds aesthetic value and improves air quality.

Make It Practical

Bin storage points for the apartments and houses have been carefully positioned to prevent the bins from dominating the street scene. The car park spaces have been proportionally located across the site.

Make It Future Proof

The thermal performance of the proposed development will be based on a fabric first approach, with low air permeability and U-values to satisfy the requirement of the current Building Regulations.

Each car parking space will be provided with an electric car charging point to promote the use of electric cars.

Make It A Home

Houses and flats offer a good level of natural lighting to the internal spaces. Windows positions have been given detailed consideration in regards to internal furniture layout.

All units comply with the Manchester' emerging space standards; the layout of the units provides a high level of privacy whilst creating generous living/dining rooms that can be used by residents for social interaction.

Make It Happen

Consideration of construction detail/buildability have been part of the design consideration since the beginning. The proposals have adopted a limited palette of materials, simple and elegant design and uncomplicated detailing to ensure the delivery of a technically successful project from inception to completion

5. PLANNING POLICY CONTEXT & ASSESSMENT

National Planning Policy Framework 2023

The NPPF sets out how residential sites can come forward to contribute towards housing supply, where Paragraph 68 (a) states that such sites should come forward in the development plan or via the Council's Brownfield Register. As the site falls within the small to medium category of size, it is therefore a site that provides an important mix to the Council's supply and complies with this provision in the NPPF.

The proposed development will provide 100% affordable family housing on a vacant brownfield site in an area of Manchester designated for new residential development, assisting in housing delivery in this area. The principle of the scheme is therefore considered acceptable.

In England, BNG is mandatory from 12 February 2024 under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Developers must deliver a BNG of 10% with guidance provided in the GMCA Biodiversity Net Gain Guidance for Planners & Applicants February 2024. The BNG Assessment, by e3p, which forms part of this development sets out how this site will deliver on this.

6. TECHNICAL CONSIDERATIONS

Affordable Housing

PFE JP-H1 (part) Policy H1
PFE JP-H4 40-50
Policy H3
PFE JP-H2 Part / Policy H8

An Affordable Housing Statement, as prepared by MSV, forms part of this application and supports the affordable housing aspirations as set out in the Policies listed above. Key points of the statement includes:

- Rent levels for the affordable rent units will be set using 1999 values exclusive of service charge.
- The ownership of the rented properties by Moss care St Vincent's Housing Group as an affordable housing provider, will ensure that those units remain affordable in perpetuity, unless disposed of under an affordable housing provider's statutory obligation of right to buy or acquire and subject to mortgagee exemptions.

Site investigations Ph1 and 2

Coal Mining

The site is within a coal mining area, however no further action is required to assess the risks associated with coal mining assets.

Geology

There are no faults on-site or within 500m of the site.

Contamination

Advice given on required remediation relative to each risk identified.

UXO

Site is medium risk therefore UXO's may be encountered.

Flood Risk Assessment (FRA) and Drainage Strategy (DA) by Sutcliffe

NPPF Para 163
PPG Paragraph 56, 80
Standards 2, 4, 7, 8 and 9 of the Non-Statutory Technical Standards for Sustainable Drainage (March 2015).

Key points from FRA and DA

- From the above assessment of flood risk, it has been established that the development site is entirely within Flood Zone 1 for river and sea flooding.
- Surface water flood risk can be mitigated through careful consideration of finished floor levels and implementation of a SuDS drainage scheme that helps to manage runoff from the development.
- Proposed surface water and foul water drainage will connect into existing public combined sewer running east to west with the site.
- The surface water drainage network will be designed taking climate change into consideration and to help ensure the development is safe for its lifetime.
- The site is not at risk of any form of flooding.

Noise Impact Assessment

Azymuth Acoustics UK have undertaken a Noise Impact Assessment (NIA) and concludes:

Dwellings situated directly adjacent to Waterloo Road possess a medium to high risk of adverse noise effect and overheating. All other areas of the proposed site (located away from Waterloo Road) generally possess a negligible to low risk of adverse noise effect and overheating as per the ProPG and AVO guidance documents. Azymuth provide recommendations in order to mitigate the effects of environmental noise on the internal areas of the development.

6. TECHNICAL CONSIDERATIONS

Noise Impact Assessment

ProPG: Professional Practice Guidance on Planning and Noise (New residential development), NPPF 2023, British Standard 8233:2014
World Health Organisation Guidelines on Community Noise,
British Standard 4142:2014+A1:2019, IOA Guide to Noise Requirements of Approved Document O 2022, Acoustics Ventilation and Overheating Residential Design Guide 2020.

Azymuth Acoustics UK have undertaken a Noise Impact Assessment (NIA) and concludes based on :

- Dwellings situated directly adjacent to Waterloo Road possess a medium to high risk of adverse noise effect and overheating.
- All other areas of the proposed site (located away from Waterloo Road) generally possess a negligible to low risk of adverse noise effect and overheating as per the ProPG and AVO guidance documents.
- Azymuth provide recommendations in order to mitigate the effects of environmental noise on the internal areas of the development.

Transport Assessment (TA) by Roberts Highway Consultants

PFE JP-H2 / Policy T1

Policy T2

Report concludes:

The proposed development would not be expected to have a severe impact on the operation of the local highway network. The proposals are therefore considered to be in accordance with the 'National Planning Policy Framework' which 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".

Travel plan (TP) by Roberts Highway Consultants

The document sets out a package of measures for the end user of the site, aiming to have a beneficial impact on the travel choice of residents. These measures have been designed to support the implementation of sustainable transport to help reduce dependency on single occupancy car journeys. A summary of these measures are as follows:

- Measure One (M1): Personalised Travel Planning Services.
- Measure Two (M2): Travel Information Pack
- Measure Three (M3): Working from Home
- Measure Four (M4): Promote Walking and Cycling
- Measure Five (M5): Promote Public Transport
- Measure Six (M6): Promote Car Clubs
- Measure Seven (M7): Promote Health and Wellbeing

6. TECHNICAL CONSIDERATIONS

Preliminary Ecological Assessment by e3p

The site comprised a large area of modified grassland and small areas of bare ground. The site was located on public open spaces on a housing estate within the urban area of Cheetham Hill.

There are no statutory or non-statutory designated sites located within 1 km of the site boundary.

The site was found to comprise large areas of modified grassland with smaller areas of developed land: sealed surface, bare ground and individual urban trees present within the site boundary.
The following mitigation is recommended:

- Precautionary Working Methods for badger.
- T1 should be soft felled under ecological supervision.
- Vegetation should be retained where possible.

Biodiversity Metric Report by e3p

The current landscape proposals show a loss of 2.50 habitat units (35.21%) and a gain of 0.43 hedgerow units (100%). Overall, there is a unit deficit of 3.20 habitat units.

Due to the limited area for landscaping, it is unlikely that a 10% net gain in habitat units can be achieved on-site. As such, off-site compensation or a conservation offset payment will be required for the development to proceed. Based on current plans, a deficit of 3.20 habitat units will need to be mitigated for achieve a 10% net gain and satisfy the trading rules. Of these 3.20 habitat units, 2.15 will need to be individual trees.
Additional species enhancements could be provided on-site, which could include bat and bird boxes, hedgehog houses and hibernacula.

Air Quality Assessment (AQA) by Energy Counsel

Policy EN 16 - Air Quality
Policy DM 1 - Development Management
Policy JP:S5: Clean Air
Policy JP-P1 Sustainable Places
NPPF Chapter 15
National Planning Practice Guidance

The AQA report concludes:

Following consideration of the relevant issues, residual impacts as a result of the operation of the development were considered to be **not significant**, in accordance with the IAQM guidance.

A number of mitigation measures were identified in line with the requirements of the MCC 'Air Quality and Planning Technical Guidance' in order to reduce vehicle exhaust emissions associated with the proposals.

It is considered these are appropriate for a development of this scale and nature and will further control impacts during the operational phase.

Based on the assessment results, air quality factors are not considered a constraint to the development.

6. TECHNICAL CONSIDERATIONS

Environmental Standards Statement (ESS) by Energy Counsel

Policy JP-S1: Sustainable Development
Policy JP-S2: Carbon and Energy
Policy JP-S3: Heat and Energy Networks
NPPF 2023 Meeting the challenge of climate change

Key conclusions set out in the ESS include:

A fabric-first approach to meeting the Places for Everyone Joint Development Plan has been undertaken for the Heatherdale residential development, defined within the 'Be Lean, Be Clean, Be Green' energy hierarchy. The proposed design provides compliance with Building Regulations ADL1 2021, and with the application of heat pumps for hot water ensures reductions which align with the Places for Everyone Joint Development Plan.

The use of high-efficiency heat pumps reduces carbon emissions by 60.76% and provides a primary energy reduction of 21.38% when compared to new Building Regulations Part L 2021.

There are no DHN within a 500m radius of the site as PFE policy requires for consideration of connection. The nearest district heating network is located at Manchester: Sheltered Housing and Victoria Square just over 1.5 miles southeast of the site.

An overall 60.76% improvement in CO2 emissions and a 21.38% improvement in primary energy above the Building Regulations baseline is proposed to support our application. The project significantly exceeds energy policy EN6 2010 regulations CO2 emissions by 97.76%.

Utilities

A review of utilities records, followed up by site surveys, established the extent of below ground services, and associated easements, as shown in the diagram below. As assessment of the services that had to remain and those that could be removed/diverted influenced the final masterplan layout.

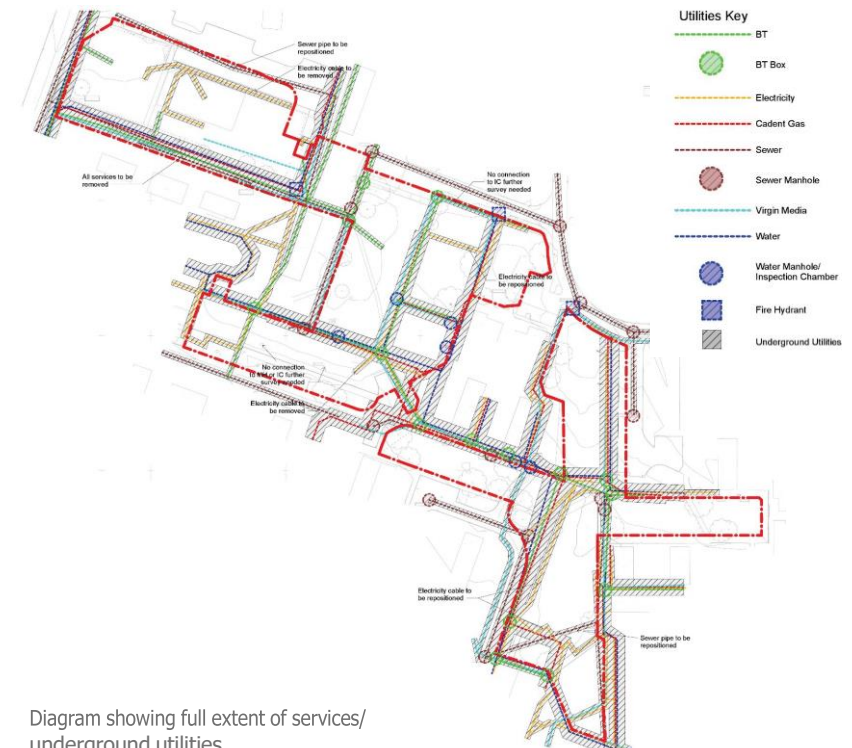


Diagram showing full extent of services/
underground utilities

Land adjacent to Tamerton Drive, Cheetham Hill, Manchester

Proposed Residential Development

7. CONCLUSION

In summary, the planning objectives and benefits of the proposed scheme are as follows:

- An excellent opportunity to revitalise an underutilised collation of adjoining sites.
- The effective and efficient use of vacant, underused parcels of land within a sustainable location.
- The use of the site for residential development, in keeping with the surrounding land uses.
- The provision of a range of dwellings types,
- 100% social rent.
- Improved landscaped space.
- Contemporary interpretation of the materials and palette present in the area proposing character, scale, mass in keeping with the surrounding buildings.

Economic and Social Benefit

The provision of 70 new affordable homes will contribute significantly to the required housing supply and will supplement the economic and social activity of the area, supporting the local shops and amenities.

We believe the proposals are found to be in accordance with the Development Plan and it is for this reason the application should be approved. We look forward to hearing from the Council on the application in due course.



