

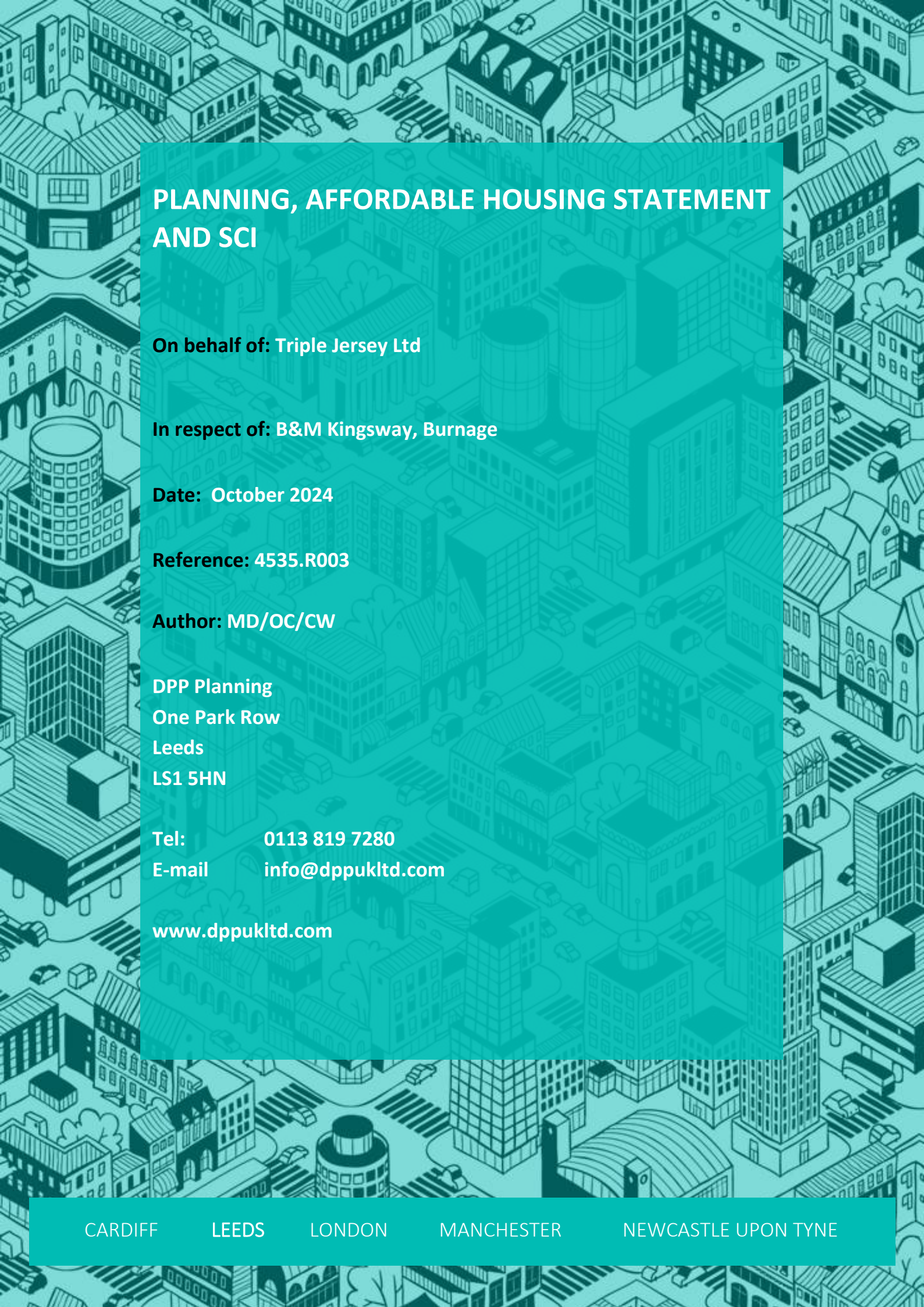


PLANNING, AFFORDABLE HOUSING STATEMENT AND SCI

TRIPLE JERSEY LTD

B&M KINGSWAY, BURNAGE



The background of the entire page is a detailed, isometric line drawing of a cityscape. It features various building styles, including modern skyscrapers and older, more traditional structures. Streets with cars and parking lots are visible, creating a sense of a bustling urban environment. The drawing is in a light teal color, matching the overall theme of the document.

PLANNING, AFFORDABLE HOUSING STATEMENT AND SCI

On behalf of: Triple Jersey Ltd

In respect of: B&M Kingsway, Burnage

Date: October 2024

Reference: 4535.R003

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CARDIFF

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MANCHESTER

NEWCASTLE UPON TYNE

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1.0 Introduction

- 1.1 This Planning, Affordable Housing Statement and Statement of Community Involvement has been prepared on behalf of our client, Triple Jersey Ltd, to assist Manchester City Council in their consideration of a full planning application for the proposed demolition of the existing B&M retail unit and associated garden centre and subsequent erection of a residential development with associated access, parking, landscaping and drainage at land off Kingsway, Burnage, Manchester, M19 1BB.
- 1.2 The Proposed Development is a resubmission of planning application 138712/FO/2023 which was submitted on December 1st 2023, and withdrawn on February 15th 2024. The original application sought permission for 112 dwellings as opposed to 115 units now being proposed.
- 1.3 This statement will be presented in the following structure following this introduction:
- Chapter 2: Site Description & Planning History;
 - Chapter 3: Proposed Development;
 - Chapter 4: National Planning Policy Context;
 - Chapter 5: Local Planning Policy Context;
 - Chapter 6: Statement of Community Involvement;
 - Chapter 7: Affordable Housing Statement;
 - Chapter 8: Planning Assessment;
 - Chapter 9: Summary and Conclusions.
- 1.4 This statement should be read alongside the plans and documents listed in full in the following accompanying document:
- **DPP Document Register** – B&M Kingsway, Burnage - 4535LEA.DR001 - 18.10.24 Ver. 1.0
- 1.5 This important scheme will deliver a number of significant planning benefits in Burnage and in a wider context. These include:

Social

- The proposals will contribute towards the national aim of significantly boosting the supply of homes by delivering 115 dwellings with an appropriate mix of unit types and sizes (including 8 affordable units);
- The regeneration of a brownfield site to deliver high-quality Build to Rent residential accommodation which will house additional residents and result in increased investment in the local area; and
- Provision of 2-bedroom apartments can potentially allow for the release of family housing in the area (for example, from those looking to downsize) whilst also providing a more affordable housing product for smaller families and young couples;

Environmental

- The site is sustainably located adjacent to Mauldeth Road train station and is in a location which allows people to access public transport, services, and shops without using private vehicles.
- The site, consisting largely at present of a retail unit and car parking area, represents a significant opportunity to improve the visual amenity of the area and to facilitate more contact with nature for existing residents in the area.

Economic

- Along with the direct creation of a number of direct jobs through construction phase, it is likely that a number of indirect jobs will be created as contractors purchase building supplies and materials from local supply chains and businesses.
- Other nearby district centres which naturally contain a wider range of retail offerings can be expected to be boosted by the loss of the existing retail unit which is an out-of-centre retail store.

2.0 Site Description and Planning History

- 2.1 This chapter will describe the site and surrounding area and will provide an overview of the relevant planning history.

Site and Surrounding Area

- 2.2 The site measures 1.64ha in size, as shown in the aerial image below, and is located in the Burnage area on Kingsway (A34), which provides direct access to the centre of Manchester approximately 5 miles northwest of the site.



Figure 1 – Aerial Photo of Site with approximate Red Line Boundary

- 2.3 The site is currently occupied by a 2,787 sqm retail store and garden centre, currently occupied by B&M, with an accompanying customer car park with 175 spaces. The site is bound to the west by the railway line and Mauldeth Road train station, to the north by Talbot Road, to the east by Kingsway (A34), and to the south by a Texaco petrol filling station and retail units. The surrounding area is predominantly residential in character, with the site and the land immediately south forming a wedge of commercial/industrial uses between the two major pieces of transport infrastructure.

- 2.4 The site is accessed via a dedicated access road off Talbot Road. This road runs along the western boundary of the site in a north-south direction. It provides vehicular access to the existing customer car park of B&M in the northern part of the site, but it also provides access to the Mauldeth Road Railway Station's car park to the south of the site.
- 2.5 Mauldeth Road station provides half-hourly connections to Manchester Piccadilly. The nearest bus stop is located on Kingsway, approximately 150 metres to the south of the site. The stop is serviced by 4 different buses (approximately every 10 minutes), connecting the site with The Quays, Salford and Manchester City Centre and East Didsbury in the other direction.
- 2.6 The site lies approximately 1.5km away in either direction from shops and services provided within Fallowfield District Centre and Levenshulme District Centre which are located to the northwest and northeast of the site respectively.
- 2.7 The site is not within or adjacent to a conservation area, nor are there are listed buildings within the vicinity of the site.
- 2.8 The site is almost entirely located in Flood Zone 1 as defined on the Environment Agency Flood Map for Planning, therefore is at low risk from flooding. However, a small area towards the northern boundary and the access point in the northern corner of the site lies partially within Flood Zone 2. The access point is also at medium-to-high risk of surface water flooding. No above-ground built development is proposed in these areas.

Planning History of the Site

- 2.9 The retail store has existed in its current form since the late 1980s/early 1990s and was previously a B&Q retail store.

Previous Application – 138712/FO/2023

- 2.10 The Site was subject to a previous planning application (ref: 138712/FO/2023), submitted by the applicant, which was made on December 1st, 2023, and withdrawn on February 15th 2024. The previous application sought permission for *“the erection of a residential development of up to 112 dwellings with associated access, parking, landscaping and drainage following demolition of the existing B&M retail unit and associated garden centre”*.
- 2.11 The application was withdrawn after the officer's committee report recommended refusal of the application. Despite this, the committee report confirmed that the principle of development was considered acceptable and provision of 112 dwellings was a clear benefit. However, despite discussions and showing a willingness to actively collaborate with officers to resolve issues that emerged during the application process, the application was recommended for refusal on the following grounds:

- impacts on residential and visual amenity and car parking implications;
 - design, layout of the scheme and proposed house types;
 - impacts on the character of the area;
 - affordable housing provision; and
 - the relationship of the site to adjacent uses that can generate noise.
- 2.12 Concerns were raised about the residential amenity for future occupants due to the proximity of the proposed dwellings to communal car parking areas. Additionally, it was stated that the lack of defensible private amenity space for several proposed properties could lead to unacceptable disturbances for future occupants due to car movements and the opening and closing of gates.
- 2.13 Concerns expressed in relation to design, layout and appearance are summarised as follows:
- The layout did not reflect the character and irregular form of the application site and wouldn't efficiently utilise the site;
 - Insufficient separation between proposed dwellings and adjacent properties (including the petrol filling station) on southern part of the site;
 - Southern parking courtyard would result in remote car parking spaces and isolated properties which are not readily overlooked;
 - Proposed arrangement of internal spaces and windows could prejudice future redevelopment of adjacent sites to the south;
 - Proposed dwellings further towards north of site also with poor relationships to communal car parking areas;
 - Insufficient separation distances, private defensible space and private amenity space for a number of these future residents;
 - External elevations and design of buildings failed to deliver a high-quality development with elevations lacking quality detailing (for example external balconies, porches and canopies);
 - Certain house types (particularly two storey dwellinghouses) were not considered to be well designed or proportioned in appearance;
 - Use of varieties of brick colours and finishes to the external wall insufficient to provide for visual interest and beautiful design; and
 - Proposals included inadequate information on the materiality of the development.
- 2.14 Overall, it was stated that the design and layout of the proposals were considered to be a poor response to the opportunities provided by the site.
- 2.15 Regarding impacts on the character of the site, there were concerns that loss of trees along the frontage would impact on the surrounding character and amenity of the area given their prominence.
- 2.16 Concerning viability, independent assessment of the applicant's Financial Viability Assessment (FVA) indicated that the proposed scheme could viably provide for affordable units and should

not be exempt from this requirement. However, further assessment was ongoing after the applicant contested these conclusions and an update was due to be provided to the planning committee before the application was withdrawn.

- 2.17 Concerns were raised regarding the scope of the submitted noise impact assessment for the proposed development. These concerns centred on the proximity to the petrol filling station and railway line.
- 2.18 Later sections of this Planning Statement will discuss these points and how the revised scheme addresses them in more detail.
- 2.19 A search of Manchester City Council's public access page highlights the following relevant planning applications prior to this:

031079

- 2.20 This consisted of an outline application which sought permission for:

"the erection of a non-food retail unit with garden centre, access roads, parking and landscaping."

- 2.21 Outline permission was granted in 1988.

032397

- 2.22 This consisted of a reserved matters application which sought permission for:

"Details of the landscaping for the erection of a non-food retail unit with a garden centre, access roads, parking and landscaping as approved in outline under ref, F31079 on 28/04/88."

- 2.23 Permission for the reserved matters was granted in 1988.

044268/JO/SOUTH1/93

- 2.24 This consisted of a section 73a application seeking permission for the following:

"Application under section 73a seeking permission for the continued use of the retail premises without complying with condition 3 of the planning permission dated 28-4-88 (ref F31079)"

- 2.25 The application was approved in 1993.

048298/FO/SOUTH1/95

- 2.26 This application sought the following works:

“Installation of security fencing and gates to existing service yard.”

- 2.27 Approval was granted in 1995.

064097/LE/SOUTH1/02

- 2.28 This application sought the following permission:

“Use of premises for unrestricted A1 (retail) use.”

- 2.29 The application was refused in April 2002.

066769/LE/SOUTH1/02

- 2.30 This Certificate of Lawful Use application sought the following permission:

“Use of the premises for unrestricted A1 (retail) use.”

- 2.31 Approval was granted in December 2002.

Relevant Planning Application History in the Surrounding Area

130098/00/2021

- 2.32 An application for outline planning consent on the site immediately south of the site was recently refused, and then subsequently dismissed at appeal. The application sought the following:

“The erection of a 3, 4 and 6 storey building to form 94 apartments (31 x 1 bed, 51 x 2 bed and 12 x 3 bed) with associated parking and landscaping and vehicle access/egress from Kingsway and vehicle egress from Harwood Road.”

- 2.33 The application was refused due to the scale and massing of the development, whilst the principle of development was considered to be acceptable. The principal reason given for dismissing the appeal was in relation to the effect of the proposal on the character and appearance of the area. However, the Inspector explained in paragraph 15 of the Appeal Decision that this referred to 2 proposed buildings of 5 and 6 storeys respectively being considerably higher than the surroundings and also, in paragraph 16, the proposed 6-storey building having a considerably larger mass compared with the existing built form (also owing to a relatively large footprint and size).
- 2.34 Despite reaching this judgement regarding height and massing, the Inspector stated their view at paragraph 17 of the Appeal Decision that a higher density apartment development would be

appropriate on the site and confirmed that the principle of residential development on this site was acceptable in accordance with the Council's original conclusions.

- 2.35 Another of the relevant key issues explored by the inspector was whether the proposal would have an unacceptable impact on highway safety. In emphasising the various modes of transport available to future occupiers, the inspector was satisfied that parking provision would be sufficient to meet resident's requirements. The inspector was therefore clear in concluding that the appeal proposal would have had no unacceptable impact on traffic or highway safety.

3.0 Proposed Development

- 3.1 The proposal seeks full planning permission for the demolition of the existing B&M retail store and associated garden centre and subsequent erection of residential development comprising 115 dwellings with associated access, parking, landscaping and drainage at land off Kingsway, Burnage. Vehicular access will be provided from the north of the site via Talbot Road.
- 3.2 The accompanying Design and Access Statement prepared by Sten Architecture provides full details of the proposed development, however a summary is provided below.
- 3.3 The scheme's schedule of accommodation comprises the following:
- 115 dwellings (41 of which are to be apartments)
 - 3959sqm of external public amenity space
 - A minimum of 344 secure cycle storage spaces.
 - 86 parking bays

Site Layout

- 3.4 The proposed layout, shown overleaf in **Figure 2**, depicts how the development will be achieved and features areas of public open space to the north and to the south of the site.
- 3.5 The proposed development is arranged to have outward facing frontages, with the proposed dwellings fronting onto the access road (off Talbot Road) and onto Kingsway along the site's western and eastern boundaries respectively.



Figure 2 – Proposed Site Layout

- 3.6 The built form is designed to protect and provide natural surveillance of the internal spaces including private amenity spaces, parking areas, and communal gardens.

Housing Types and Mix

- 3.7 The scheme will be comprised of a mix of 2, 3 and 4-bed dwellings of different types including apartments and terraced townhouses. The proposed housing mix is broken down as follows:

Table 1 – Proposed Housing Mix

Bedrooms	Quantity	Dwelling Type(s)	Percentage
2	54 no.	House Type 2	47%
	41 no.	Apartments (Type 1-5)	36%
3	8 no.	House Type 3	7%
4	12 no.	House Type 4	10%
Total	115 no.	-	100%

- 3.8 The overall housing mix will include 41 no. apartments with the remaining units being a mix of three different house types as described and illustrated within the accompanying plans pack and Design and Access Statement.

Access and Parking

- 3.9 Access is to be maintained via Talbot Road to the north of the site and internal access is proposed along the existing road that runs along the western boundary of the site.
- 3.10 Parking provision will come in the form of a mix of allocated spaces to the side of dwellings and small internal parking courts. The parking courts have been distributed throughout the scheme and limited in area to ensure that routes to and from the housing units are short in length and to facilitate bin collection points close to adoptable highways.
- 3.11 Each of the three and four-bed dwellings will be provided with at least one allocated parking space. The remainder of the parking spaces will be unallocated and therefore the use of these spaces will be flexible.
- 3.12 In total, 86 car parking bays are proposed.

Design

- 3.13 The proposed development will use a material palette principally consisting of red brick so as to be sympathetic to the local area and reflect the vernacular architecture. The building frontages will use a limited palette of materials to create a pleasant and attractive response to the highway and internal access road.

- 3.14 The scheme will additionally include a feature building at the northern point of the site which is close to a major junction and will become an identifiable and recognisable feature adding to the sense of place of the proposed development.
- 3.15 The feature building's entrances points will be clearly defined with a palette of black and yellow which is informed by the Manchester worker bee, an emblem for the city for over 150 years. This contrast of bold and block colour against traditional brickwork will create additional interest.



Figure 3 – Proposed CGI of the Northern Feature Building

Scale

- 3.16 The proposed scale and massing have been carefully considered in response to the site's surroundings, with a capacity for slightly larger buildings to the north of the site.
- 3.17 The vast majority of buildings will be three-storey houses, with the only exception being the 5-storey tall feature building to the north.
- 3.18 An example of the proposed streetscene, is provided in **Figure 4** below



Figure 4 – Proposed Streetscenes (fronting onto Kingsway)

Landscaping

- 3.19 The main components of landscaping scheme include the retention of existing trees and the delivery of attractive communal spaces for all residents.
- 3.20 The 3- and 4- bed townhouses will each have a private rear garden. Rear amenity space is defensible, defined by boundaries, and protected with the grouping of rear gardens which will combine to create a robust and private environment for residents. All units (with the exception of the larger apartment blocks to the north) will feature an area of private defensible space.
- 3.21 The eastern edge of the site will be formed by a line of retained planting with the new development set behind this tree line. The combination of this landscape feature and the considered choice of materials and detailing of the proposed development will enhance the character of the highway and surrounding streetscape.
- 3.22 Blocks are proposed to be grouped together to ensure positive streetscenes whilst also reducing the amount of hard surfacing required to access homes.

4.0 National Planning Policy Context

National Planning Policy Framework (the 'NPPF') (December 2023)

Introduction

- 4.1 The NPPF was published in December 2023 and supersedes all previous versions of national planning policy guidance documents. The NPPF sets out the government's requirements and objectives for the planning system in England, in order to ensure that decision making is positive, sustainable and provides for necessary development in the right areas.
- 4.2 The NPPF seeks to ensure that a positive framework for decision making is implemented, with the core principle of the framework being the presumption in favour of development. Sustainable development provides economic benefits to the country (by contributing to a strong responsive and competitive economy), social benefits (through supporting vibrant and healthy communities and an environmental role (by protecting and enhancing our natural, built and historic environment)).

The Presumption in Favour of Sustainable Development

- 4.3 Paragraph 7 of the NPPF indicates that the purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development, and supporting infrastructure in a sustainable manner.
- 4.4 Paragraph 11 states that:

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

For decision taking this means:

Approving development proposals that accord with an up-to-date development plan without delay; or

Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, granting permission unless:

The application of policies in this Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed; or

Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole."

Decision Making

- 4.5 The Development Plan remains the statutory basis for the determination of planning applications unless material considerations indicate otherwise and the NPPF is a material consideration in planning decisions.
- 4.6 At Paragraph 38, the NPPF states that local planning authorities should approach decisions on proposed development in a positive and creative way. It states that they should work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area.
- 4.7 At Paragraph 47, the NPPF states that applications for planning permission should be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 4.8 Through Paragraphs 55 and 56, the NPPF outlines that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. It states that agreeing conditions early is beneficial to all parties and can speed up decision making, and that conditions which are required to be discharged before development commences should be avoided, unless there is a clear justification.

Delivering a Sufficient Supply of Homes

- 4.9 Section 5 of the NPPF sets out the Government's objective of significantly boosting the supply of homes. Paragraph 60 further indicates 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. The overall aim should be to meet as much of an area's identified housing need as possible, including with an appropriate mix of housing types for the local community."

- 4.10 Paragraph 66 sets out that:

"Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the total number of homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. Exemptions to this 10% requirement should also be made where the site or proposed development:

(a) provides solely for Build to Rent homes;

....."

- 4.11 Paragraph 70 indicates that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly.

Promoting Healthy and Safe Communities

- 4.12 Paragraph 96 sets out that decisions should aim to achieve healthy, inclusive and safe places through promoting social interaction specifically through street layouts allowing for easy pedestrian and cycle connections, active street frontages, the use of beautiful, well-designed, clear and legible pedestrian and cycle routes and high-quality public spaces.

- 4.13 Paragraph 97 states that:

“Planning Policies and Decisions should:

a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;

b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;

c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs;

d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and

e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.”

Promoting Sustainable Transport

- 4.14 Paragraph 114 sets out the criteria for assessing development proposals, prioritising the provision of opportunities for travel by sustainable transport modes, ensuring safe and suitable access for all users, and ensuring there are no significant unmitigated impacts on highways.
- 4.15 Paragraph 116 goes on to state that priority should be first given to pedestrian and cycle movements and second to facilitating access to high quality public transport.

Making Effective Use of Land

- 4.16 Paragraph 124 states that decisions should:

"Give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land".

4.17 Paragraph 127 continues stating:

"Local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs."

4.18 Paragraph 128 states that decisions should support development that makes efficient use of land taking into account the identified need for different types of housing, local market conditions and viability, the desirability of maintaining an area's prevailing character or of promoting regeneration and change and the importance of securing well-designed, attractive and healthy spaces.

4.19 Paragraph 129 states:

"Area-based character assessments, design guides and codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places. Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site."

Achieving Well-Designed Places

4.20 Section 12 attaches importance to good design, stating that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve.

4.21 It sets out a list of design-based criteria against which policies and decisions should adhere to. In particular, Paragraph 135 states that:

"Planning policies and decisions should ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*

- *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
 - *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
 - *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*
- 4.22 Good design is a key aspect of sustainable development and is fundamental to the planning and development process, creating better places in which to live and work. As per paragraph 139 of the NPPF, great weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standards of design more generally in the area, so long as they fit in with the overall form and layout of their surroundings.

5.0 Local Planning Policy Context

5.1 The site is located within the authority boundary of Manchester City Council.

5.2 The adopted Development Plan comprises:

- The Manchester Core Strategy (CS) (2012)
- Manchester Proposals Map
- Saved policies of the Manchester Unitary Development Plan (UDP) (1995)
- 'Places for Everyone' Joint Strategic Plan (2024)
- Greater Manchester Waste Development Plan (April 2012)
- Greater Manchester Minerals Plan (April 2013).

5.3 Other documents for consideration:

- Strategic Regeneration Framework (SRF) – South
- Guide to Development in Manchester SPD (2007)
- Providing for Housing Choice SPD (2008)
- Manchester Residential Quality Guidance (2016)

Manchester Proposals Map

5.4 The proposals map for Manchester reflects the spatial policies of the adopted development plan. Shown below is an extract of the policies map:



Figure 5 – Proposals Map Extract

- 5.5 The map shows that the proposed site does not have any specific allocation other than being located within the South Manchester area.
- 5.6 The site lies just outside of the 'Manchester City Boundary' (light blue line) and the brown lines represent 'Major Road / Rail Environmental Improvement Routes'.

The Manchester Core Strategy (CS) 2012-2027

- 5.7 The Manchester Core Strategy was adopted on July 11th 2012 and is a key document in the Manchester Local Plan setting out the long-term strategic policies for Manchester's future development and forming the framework that planning applications are assessed against.
- 5.8 The relevant policies are as follows:
- 5.9 **Policy SP 1 – 'Spatial Principles'** sets out the key spatial principles to guide the strategic development of Manchester and states that outside the City Centre and the Airport, the emphasis is on the creation of neighbourhoods of choice. It also sets out the core development principles, including:

- creating well designed places;
 - making a positive contribution to health, safety and well-being;
 - considering the needs of all members of the community;
 - protecting and enhancing the built and natural environment; and
 - improving access to education by being located to reduce the need to travel.
- 5.10 **Policy H1 – ‘Overall Housing Provision’** outlines that approximately 3,240 dwellings are to be delivered in South Manchester. Whilst the policy states that new housing will be predominantly in the Regional Centre and Inner Areas of Manchester, the policy prioritises sites which are in close proximity to centres or high frequency public transport routes.
- 5.11 **Policy H6 – ‘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. Outside the district centres, priorities will be for housing that meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.
- 5.12 **Policy H8 – ‘Affordable Housing’** outlines that new residential developments on greater than 0.3 ha or 15 or more units are proposed; a 20% of affordable housing provision should be made.
- 5.13 **Policy EN 1 – ‘Design Principles and Strategic Character Areas’** development in Manchester will be expected to follow the seven design principles as follows:
- Character: a place with its own identity
 - Continuity and enclosure: a place where public and private places are 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
- 5.14 Development in the Southern Character Area of which the site forms part of is expected to retain the identity and focus of activity associated with historic District Centres. Additionally, appropriate development along the radial routes such as Princess Parkway should be commensurate in scale with the prominence of its location.
- 5.15 **Policy CC5 – ‘Transport’** states that proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. Furthermore, the council seeks to ensure that development includes adequate parking provision for cars and bicycles according to the parking standards.

- 5.16 **Policy CC9 – ‘Design and Heritage’** requires new development to be high quality in design and to be of the highest standard in terms of appearance and function.
- 5.17 **Policy T 1 – ‘Sustainable Transport’** seeks to support proposals that deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public/active transport. The Council will particularly 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
- 5.18 **Policy T 2 – ‘Accessible areas of opportunity and need’** confirms that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers and to ensure good national and international connections; is easily accessible by walking, cycling and public transport; and connects residents to jobs, centres, health, leisure, open space and educational opportunities.
- 5.19 **Policy EN 4 – ‘Reducing CO2 Emissions by Enabling Low and Zero Carbon Development’** aims to reduce CO2 emissions including through the use of building materials with low embodied carbon.
- 5.20 **Policy 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, as a minimum, to meet the CO² emission reduction target set out in the ‘Places for Everyone’ Joint Strategic Plan (PfE Policy JP-S2) unless this can be shown not to be viable.
- 5.21 **Policy EN 8 – ‘Adaptation to Climate Change’** describes how 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.
- 5.22 **Policy EN 15 – ‘Biodiversity and Geological Conservation’** states that 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.
- 5.23 **Policy 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. When assessing the appropriateness of locations for new development, the Council will consider the impacts on air quality alongside other plan objectives.

- 5.24 **Policy EN 18 – ‘Contaminated Land and Ground Stability’** describes how the Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.
- 5.25 **Policy EN19 – ‘Waste’** requires all developers to demonstrate the proposal’s consistency with the principles of the waste hierarchy and 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.
- 5.26 **Policy DM 1 – ‘Development Management’** outlines how all development should have regard to specific issues for which more detailed guidance may be given within a supplementary planning document. These issues include appropriate siting, layout, scale, form, massing, materials and detail; effects on amenity; and community safety and crime prevention.

Saved Policies of the Manchester UDP

- 5.27 The remaining/extant policies from the Manchester Unitary Development Plan (UDP) were saved on the 11 July 2012 and remain applicable to development proposals.
- 5.28 **Policy DC26.1-2** relates to Development and Noise:
- 5.29 **Policy DC26.1** confirms that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City and, for this purpose, the Council will consider both:
- a. the effect of new development proposals which are likely to be generators of noise; and
 - b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.
- 5.30 **Policy 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.
- 5.31 **Policy E3.3** relates to Environmental Improvement and Protection:
- 5.32 **Policy E3.3** outlines how the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

'Places for Everyone' Joint Strategic Plan (2024)

- 5.33 Places for Everyone is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes and sustainable growth. The plan was prepared by the GMCA on behalf of the nine districts and was adopted on 21 March 2024.
- 5.34 The relevant policies from this plan are as follows:
- 5.35 **Policy JP-S1: Sustainable Development** confirms that 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.
- 5.36 **Policy JP-S2: Carbon and Energy** outlines how the aim of delivering a carbon neutral Greater Manchester no later than 2038 will be supported through a range of measures including an expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable; be net zero carbon (which applies to regulated operational carbon emissions). As an interim measure, (ahead of a 2025 requirements for any residual carbon emissions to be offset if on-site mitigation is not possible) development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies.
- 5.37 **Policy JP-S4: Flood Risk and the Water Environment** confirms that an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies and managing flood risk, including by working with natural processes and adopting a natural flood management approach, locating and designing development so as to minimise the impacts of current and future flood risk and expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable.
- 5.38 **Policy JP-S5: Clean Air** outlines that a comprehensive range of measures will be taken to support improvements in air quality including locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution. Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users.
- 5.39 **Policy JP-H1: Scale, Distribution and Phasing of New Housing Development** outlines that 60,061 units to be delivered in the Manchester authority area between 2022-2039 equating to an annual average of 3,533 dwellings per year. New homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities.

- 5.40 **Policy JP-H2: Affordability of New Housing** confirms that substantial improvements will be sought in the ability of people to access housing at a price they can afford, including through significantly increasing the supply of new housing and maximising the delivery of additional affordable homes.
- 5.41 **Policy JP-H 3 Type, Size and Design of New Housing** states that developments should seek to incorporate a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods. Where appropriate, this should include incorporating specialist housing for older households and vulnerable people.
- Policy JP-H 4 Density of New Housing** confirms that the minimum net residential density for developments located within 400 metres of other rail stations with a frequent service is 70 dwellings per hectare.
- 5.42 **Policy JP-G6: Urban Green Space** outlines that, to ensure there is an appropriate scale, type, quality and distribution of accessible urban green space, Greater Manchester councils will work with developers and other stakeholders to deliver new high quality urban green spaces.
- 5.43 **Policy 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. Where development would result in the loss of existing trees, replacement is required 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.
- 5.44 **Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity** confirms that development will be expected to achieve a number of steps including following the mitigation hierarchy, avoiding fragmenting or severing connectivity between habitats; and achieving a measurable net gain in biodiversity of no less than 10%.
- 5.45 **Policy JP-P1 Sustainable Places** aims to transform the region into one of the world's most liveable city regions. To achieve this vision, development should be distinctive, visually stimulating, and provide for socially inclusive places. These places should be resilient, adaptable, and durable, built with robust materials that reflect local character. Development should be resource-efficient, with a low carbon footprint, efficient land use, minimal use of new materials, and high recycling levels.
- 5.46 **Policy JP-P6: Health** confirms that, to help tackle health inequality new development will be required, as far as practicable, to maximise its positive contribution to health and wellbeing, and support healthy lifestyles, including through the use of active design principles.
- 5.47 **Policy JP-C1: An Integrated Network** outlines that, in order to help deliver an accessible, low carbon Greater Manchester, a range of measures will be supported including Locating and

designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport.

- 5.48 **Policy JP-C5: Streets for All** confirms 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.
- 5.49 **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.

The Local Plan Review

- 5.50 Manchester City Council are currently in the early stages of reviewing their current local plan. The most recent update on the review listed on the Council's website states that a consultation on the Integrated Appraisal Scoping Report finished on the 1 October 2021. The next stage will be to undertake an assessment of any draft policies and potential options through a sustainability appraisal process, however there have been no further updates on the process published on the Council's website since this time.

Additional Relevant Planning Documents

- 5.51 The following Supplementary Planning Documents and additional documents are deemed to be relevant to the Proposed Development:
- Strategic Regeneration Framework (SRF) – South
 - Providing for Housing Choice SPD (2008)
 - Guide to Development in Manchester SPD (2007)
 - Manchester Residential Quality Guidance (2016)

Guide to Development in Manchester 2007

- 5.52 The Guide to Development in Manchester is a hybrid document acting as both a Supplementary Planning Document and planning guidance. The guide is divided into three parts, the first part dealing with development principles; the second part provides additional guidance on the character of various areas within the City, and part three of the guide explains how it should be used and how it relates to the wider planning considerations.

Providing for Housing Choice SPD (2008)

- 5.53 This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision.

Manchester Residential Quality Guidance (2016)

- 5.54 This interim guidance was approved by the Executive at its meeting on 14 December 2016 and sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and seeks to raise the quality of life across Manchester.
- 5.55 The guidance includes Manchester's emerging space standards which combine Nationally Described Space Standards and the London Housing Design Guide space standards.

6.0 Statement of Community Involvement

Manchester City Council Statement of Community Involvement (2018)

- 6.1 Manchester City Council adopted its Statement of Community Involvement (SCI) in June 2018. It covers the areas of Manchester City, setting out the Council's commitment to involving as many people and organisations in the planning process, including local plan preparation, neighbourhood planning activity, and the consideration of specific proposals subject to planning applications. The SCI sets out that, for significant development proposals, the Council encourages developers to consult with the community before they submit a planning application. The SCI notes that pre-application consultation is beneficial to both the community and the developer as it allows the developer to design a proposal, taking on board the opinions of the community.
- 6.2 It is acknowledged in the SCI that public involvement at this stage should ensure that schemes that may give rise to issues of significant impact are well understood by the local community and other interested parties and allow early consideration of the fundamental issues relating to whether a particular proposal would be acceptable in principle.

Pre-Application Engagement with Manchester City Council

- 6.3 A pre-application enquiry for the original application was submitted to the Council on May 25th 2022 and, subsequently, three pre-application meetings took place with officers. The applicant continued to proactively engage with the Council prior to the submission of that application.
- 6.4 Since the withdrawal of the original application, a series of ongoing pre-application meetings and discussions have taken place. These discussions (with Planning and Design officers) have led to significant improvements to the layout, scale, massing, design and appearance of the scheme, whilst also allowing the retention of additional trees in the northern part of the site.
- 6.5 With regard to affordable housing, as is discussed below in Chapter 7 (Affordable Housing Statement), a Financial Viability Assessment (FVA) (prepared by Aspinall Verdi) has demonstrated that a policy compliant scheme would result in a deficit of around £4.8m against existing use value. However, the applicant is able to offer 8 affordable units, which equates to just under 7% of the total number of dwellings.

Community Consultation

- 6.6 It should be highlighted that the consultation exercise described below relates to the plans prepared ahead of the original application in 2023. It is considered that the key issues raised during the consultation are materially the same with the scheme only being revised in terms of design.

- 6.7 Comments on the design are considered to have been addressed through the revised scheme which has been developed in response to officer feedback received on the original application and in the subsequent pre-application meetings.

Leaflet Drop

- 6.8 A leaflet was prepared which provided a brief summary of the original proposals and directed residents to view further details and plans on the public consultation website (discussed below). A total of 245 leaflets were distributed on October 18th 2023 to local residents in the immediate vicinity of the site.
- 6.9 The extent of the consultation area can be found at **Appendix 1** and a copy of the consultation leaflet is provided at **Appendix 2**.

Website

- 6.10 All residents who received leaflets were directed to visit the website which provided further information, including a number of draft plans and computer-generated images of the proposed development. The website gave residents the possibility and also encouraged residents to provide their feedback on the proposals by email or post.
- 6.11 The website was originally published and found via <https://www.dppukltd.com/Burnage>. However, since the website was taken offline, a copy of the website information is attached at **Appendix 3**.
- 6.12 A total of **99** responses were received during the consultation period both via email and via post.
- 6.13 Of these responses, there was a total of **68** objections to the Proposed Development, including a letter which was then signed by 50 residents.
- 6.14 A total of **8** comments were received in support of the proposed development. A number of comments then were neutral in nature, requesting further details.
- 6.15 All comments have been divided into subject themes in the table below alongside our response. Some direct examples have been derived from the responses and are quoted in italics.
- 6.16 In respect of the comments in support of the proposed development we note the following key comments:

Theme	Key Quotes
Affordable housing/ provision of	<i>"I personally love the proposal. Having lived around the area most of my life I'm now a student ODP (Operating Department Practitioner) and soon I'll be ready to step on the property ladder and I would love nothing more than a new</i>

Theme	Key Quotes
homes	<i>estate in the area that makes affordable housing and will bring more people to an amazing local community and would myself consider purchasing/renting one"</i> <i>"How do I go about putting my name down in preparation of purchasing one of the properties?"</i> <i>Please could I be given any future information so I can be sure an offer is made in time from my end."</i>
Quality of design	<i>"This an excellent sympathetic development which has good density next to public transport links. If anything it should include more flats to increase density further as it is such a sustainable location from a public transport perspective and there is a housing crisis. The inclusion of balconies is also a good feature."</i> <i>"I just wanted to say that I LOVE the vast majority of this proposal, from the brick, to the materials, to the balconies, and the roofs on the townhouses. My only issue would be that I believe this plot could use increased density due to it's proximity to the A34 and the rail station"</i>

- 6.17 In respect of the comments objecting to the Proposed Development, we have set out key concerns and addressed these below:

Theme	Key Quotes	Response
Traffic – Safety, Access, Parking	<i>"This is an already densely populated area and this proposal will only increase the traffic in the already built up area. There is a school directly behind the proposed location which this site will directly impact from a safety (when constructing) and after with increased traffic."</i> <i>"I'm a local resident and just wondering what your plans are for access to this road? There is already a lot of traffic in this area and if access is only from the North side this junction is already a nightmare."</i> <i>"It would affect those residing in this new development and mosque users too. Users of the mosque double park, park on pavements, block drives, park on double yellow lines, in bus stops and in the streets on the opposite side of Kings Way- there is currently no traffic enforcement around this site. Social cohesion would be gravely impacted further should this development</i>	A Transport Assessment has been prepared by Andrew Moseley Associates and confirms that the proposed development is expected to lead to a reduction in traffic in the area. Indeed, the existing site generates 62 two-way trips in the morning peak hour and 198 two-way trips in the evening peak hour. Whereas the proposed development is only expected to generate a total of 48 two-way trips in the morning peak hour and 50 two-way trips in the evening peak hour. Traffic violations are to be enforced via Traffic Regulation Orders (TROs) and/or the highway authority and are therefore not a Planning issue.

Theme	Key Quotes	Response
	<i>go ahead."</i>	
Loss of the B&M	<i>"BandM provides a valuable local service, with affordable prices to the local community of Burnage. It also stays open late"</i> <i>"Actually, I don't support this project as the B&M is very important in this area and very active to us in Mauldeth and Talbot Road residences.</i> <i>Our daily groceries bought from B&M and it is very easy to get it from it."</i> <i>"Are you going to relocate B + M some where else in burnage if not why are you taking the local community's Amenities away from the people of burnage and Ladybarn this is a very busy store a lot of local people rely on it for work and for cheaper food and goods than the supermarkets, you should be developing property on land that is no use to the community not demolish a very useful business for a private company to make a profit."</i>	We recognise that some will find the loss of this store unfortunate, however, there is no planning policy requirement to retain the store because it is not located in a designated retail centre and is therefore not afforded protection by the Planning system.
Suitability of site	<i>"There is land available that could be used for building purposes that is currently waste land- for example Burnage Cricket Ground which faces this site. The buildings that stand next to the mosque could be used to build a smaller more responsibly sized complex similar to the social housing on the opposite side of Mauldeth Road train station without affecting BandM. It also has secure parking which cannot be accessed from the street."</i>	Discussions with ward councillors have established that there is an historic lack of large sites in Burnage, which has exacerbated the shortage of new housing in the area. The site north of the mosque was subject to a planning application that was refused, and which had a subsequent appeal dismissed recently. Additionally, the Council's City Wide Open Spaces, Sport & Recreation Study (August 2009) identifies the Cricket Ground as an 'Outdoor Sports Facility' which is therefore protected open space.
Need for housing	<i>"I am against such development because to new houses in this region doesn't make sense because the whole ladybarn area has immense housing and rents for</i>	There is a recognised need for housing in the local area and discussions with ward councillors have made clear that a historic lack of large

Theme	Key Quotes	Response
	<i>anyone who wants it."</i>	sites in Burnage (such as the site) has exacerbated the shortage of new housing in the area.
Design	<i>"No to new development!!! We need our local store and the new plans look hideous. Housing? Barracks more like. Don't do this!!!!"</i>	The proposed design has been reconsidered since the previous submission and developed in conjunction with Manchester City Council following a series of pre-application discussions (as described above), and we consider the design to be an appropriate and measured response to the surrounding area in terms of scale, massing, density and materiality.
Strain on services	<i>"Is provision being made for more GPs, Schools, Dentists as people are already struggling to get seen."</i> <i>"More strain on the sewage system."</i> <i>"Not thinking if the impact on the residents around. Strain on the sewage works, doctors, dentists, schools etc. It's all about money not people."</i> <i>"There will also be increased pressure on the doctors surgery in the local area that are already over subscribed."</i> <i>"Has thought been given to local public services? Health, schools, dentists etc?"</i>	If a proposal for development would result in a need for additional school places (for example), it is normal practice for an authority to require a contribution via a S106 agreement to remedy any issue caused by the development. The applicant is prepared to discuss such requirements as part of the application process. Further, once the new dwellings are built, should they receive planning permission, the Council will receive a payment from the Government in the form of the New Homes Bonus ('NHB'). This is a payment made to the Council is based on the number of new homes delivered in each calendar year. The amount varies from year to year however, Manchester City Council received over £9.8 million in NHB payments in 2022/23 alone. This money can be used by the Council for the community and can help to meet educational and health requirements.
Crime	<i>"Near the train station is a hot spot for bike thefts etc recently as well so I worry about the increase in crime."</i>	A Crime Impact Assessment prepared by DPP has explored crime statistics in the area and has assessed that the

Theme	Key Quotes	Response
		proposals are designed efficiently and to be well aligned with the principles of 'Crime Prevention Through Environmental Design'. The report therefore argues that the proposals will facilitate a reduction in crime levels in this area.

6.18 In respect of the neutral comments to the Proposed Development, we have set out queries and answers below:

Theme	Key Quotes	Response
Scale of development	<i>"The scale of development sited adjacent to a fairly high frequency railway station is too low to achieve sustainable development principles."</i> <i>"This highly accessible site should provide at least 250 dwellings."</i> <i>"This is a unique opportunity and there should be more apartments provided in the scheme in order to alleviate the rental affordability crisis in the city."</i> <i>"I think you should be going for something a little more dense on this plot given how well connected it is to the city centre. It doesn't need a tower block or anything but it should be denser than what is proposed."</i>	Higher densities have been considered and explored, however, discussions with the Council and a recent planning application on an adjacent site (which was refused on appeal) have established that such high densities would not be supported or considered appropriate for this site due to the existing built character of the area and the heights of the surrounding dwellings.
Quantum of Parking	<i>"There is also scope for a reduction in car parking spaces on such an accessible site. The ratio seems higher than similar recent schemes."</i>	Whilst pre-application discussions have established provision of parking below local standards would be acceptable for the site (given its highly sustainable location), however, it was outlined that single family housing units require at least 1 space each.
Affordable Housing	<i>"Are the homes available at low rent ? Will they be managed by the council / housing association?"</i>	An accompanying Financial Viability Statement prepared by Aspinall Verdi has assessed the proposed development and

Theme	Key Quotes	Response
	<i>"will there be affordable housing and council housing? That is what the area truly needs, not overpriced homes further pushing the rental market costs up."</i>	concludes that the scheme would be unviable if it were to provide any affordable housing units. Nonetheless, the applicant is able to offer 8 affordable units, which equates to just under 7% of the total number of dwellings. Additionally, the provision of new homes in a constrained market can assist in reducing house prices across the area by reducing demand.
Sustainability	<i>"Who will maintain the greenery and at what price? Is there a commitment to zero carbon energy efficiency?"</i> <i>"What about insulation, ventilation, energy generation i.e. triple glazing, mechanical ventilation heat recovery/ solar/photovoltaics/ground source heat pumps, etc?"</i> <i>"Looks as though it\'s traditional brick - are the bricks those with better insulation properties?"</i> <i>"Is there rain water harvesting/car parking on surfaces that allow rain to soak through the hard standing as a mesh?"</i>	Future management of the greenery will be subject to discussions with the Council through the application process. The Council could choose to adopt it or, otherwise, a management company will be appointed to ensure that upkeep and security of the space is maintained. The Sustainability Report which accompanies this application (prepared by Tace) confirms that the proposed buildings have been designed to maximise the reduction of carbon dioxide (CO2) emissions, whilst minimising energy consumption in line with the energy / carbon hierarchy. Building modelling software and passive construction techniques including enhanced insulation to the building envelope and windows with high thermal insulation have or will be employed to ensure that the buildings are efficient in terms of insulation. The report concludes that the most suitable sustainable technologies for incorporation within the buildings would be Air Source Heat Pumps for the generation of hot water and

Theme	Key Quotes	Response
		wastewater heat recovery/photovoltaics to generate electricity for a number of plots. These measures will achieve a minimum generation of 20% of the proposed development's energy demands from on-site renewables. Regarding sustainable drainage, a Flood Risk Assessment & Drainage Strategy has been prepared by Andrew Moseley Associates and confirms that permeable surfaces, tree pits rainwater harvesting could be feasible incorporated into the site. Detailed design of the drainage strategy will develop through the planning process but as many of these sustainable drainage elements as is feasible to introduce will form part of the final proposed development.

7.0 Affordable Housing Statement

- 7.1 The application is accompanied by a Financial Viability Assessment (FVA), prepared by Aspinall Verdi. This document has been shared with Manchester City Council at pre-application stage and is currently being assessed by the Council's independent advisors.
- 7.2 As set out in section 5, Policy H8 requires provision of 20% Affordable units on sites of more than 15 units. Part 4 of the Policy states the following:

“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”

- 7.3 As such, the policy explicitly allows for affordable housing to be tested in viability terms. The submitted FVA shows that a policy compliant scheme delivering 20% affordable units would result in a deficit of around £4.8m against existing use value. With no affordable housing provision (a 100% market rent scheme) and 20% profit on cost (15 % on the Gross Development Value), the proposed development would result in a Residual Land Valuation of £2.59 million. Based on the Benchmark Land Value, this results in a deficit of -£3.28 million. On the basis of this evidence, the development cannot viably deliver any affordable housing.
- 7.4 Nonetheless, the applicant has agreed to offer 8 units on site for affordable rent, which equates to just under 7% of the total number of dwellings.

8.0 Planning Assessment

- 8.1 Section 38(6) of Planning and Compulsory Purchase Act 2004, Section 70(2) of the town and Country Planning Act 1990 and paragraph 11 of the NPPF requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 8.2 Paragraph 10 of the NPPF requires a presumption in favour of sustainable development to apply and Paragraph 11 of the NPPF goes on to state that, for decision taking, development proposals that accord with the Development Plan should be approved without delay.
- 8.3 The proposed development is now assessed as follows:
- The Principle of Development
 - Affordable Housing and Core Strategy Policy H8
 - Density, Space Standards and Accessibility
 - Other Development and Site-Specific Considerations:
 - Design and Layout
 - Trees and Landscaping
 - Amenity
 - Highways and Parking
 - Design and Layout
 - Highways and Parking
 - Flood Risk and Drainage
 - Ecology and Biodiversity
 - Ground Conditions
 - Crime

Principle of Development

- 8.4 Prior to the withdrawal of the previous application, it was scheduled to be considered at Planning Committee on 15th February 2024 and as such, an officer's report was produced. The Report confirms acceptance of the scheme in principle, and stated:

"The principle of the redevelopment of previously developed land for new homes in the City is long established and prioritised within the adopted development plan policies of the Core Strategy, the NPPF, and the emerging Places for Everyone GM plan. Re-using this site for residential is therefore acceptable in principle."

- 8.5 The Report also recognised the benefits of the scheme as follows:

"The development of the site for residential purposes would derive a number of benefits. These include: provision of additional residential properties in a sustainable location; the construction phase would generate employment opportunities which could be targeted towards local people; the development of the site offers the opportunity to enhance the visual appearance of an important arterial route; and ,an upgrade to pedestrian crossing facilities on the Talbot Road/ Kingsway junction together with upgrade to pedestrian and cycle access."

- 8.6 The site is not allocated for any specific purpose in the Local Plan and whilst the proposed development would result in the loss of the existing B&M unit and associated garden centre, the site is not within an allocated centre (town, district or otherwise). As such, the site is an out-of-centre location and, in accordance with national and local retail policy, the site does not benefit from any policy protection.

- 8.7 The officer's report similarly raised no issue with the loss of a retail facility, despite the local objections received, stating:

"There are no adopted planning policies in place that would protect this out-of- centre retail facility and whilst its loss both in terms of a local facility and as an employer would be regretted, its closure would largely be a commercial decision by the operator/owner. The application submission indicates that the construction phase of the proposal would generate jobs and had the proposal been acceptable in other regards further information would have been requested regarding what measures would have been in place for those employed at the store to assist them after the stores closes and also to ensure construction jobs were made available to local people."

If the proposals had been acceptable, they would have resulted in the demolition of the existing building on site, there would be no objection to its loss."

- 8.8 Although this is not a planning policy requirement, the applicant has undertaken a review of nearby retail facilities which would mitigate impacts of the loss of the B&M unit. Existing residents are well served by two Aldi stores, two Tesco Superstores, a Sainsbury's and a Home Bargains store within 1.75km of the site. Similarly, for existing staff, there are 3 additional B&M stores within a 5km radius of the site (with a further 6 within a 7.5km radius). It is expected that the majority of staff at the existing site will be offered the opportunity to relocate to another local store. With stores located across the city and all nearby stores easily accessible by public transport, it is envisaged that each staff member will be offered an alternative employment option that meets their requirements.
- 8.9 Indeed, the B&M store on Hulme High Street can be accessed via the 751 and 85/85A bus routes in as little as 24 minutes. The 641 Hyde Road, B&M store can be accessed in 32 minutes via train to Manchester Piccadilly followed by a trip on the 201/202/203 bus lines. The Stockport Road B&M store can also be reached from the site within 30 minutes (via a train to Gatley Station followed by taking the 370 bus line).

Affordable Housing and Core Strategy Policy H8

- 8.10 As set out in the Affordable Housing Statement at Chapter 7.0 of this report, the scheme cannot viably deliver any affordable housing provision. This has been demonstrated in a detailed Financial Viability Assessment, and in accordance with Policy H8 the scheme should be considered acceptable on this basis. Nevertheless, the applicant is offering 8 units at an affordable rent.
- 8.11 With the proposed development comprising 100% Build to Rent units it is argued that the scheme will provide a more affordable and stable alternative option for those who outright home ownership remains unaffordable at present.
- 8.12 It is therefore considered that the proposed affordable housing provision is in accordance with the NPPF and **CS Policy H8**.

Density and Space Standards

- 8.13 Section 11 of the NPPF relates to making effective use of land and, in Paragraph 129 outlines that it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site.
- 8.14 The **PfE Policy JP-H 4** confirms that the minimum net residential density for developments located within 400 metres of other rail stations with a frequent service is 70 dwellings per hectare. The proposed development will achieve a density of 70.1 dwellings per hectare when considering the entire site area.

- 8.15 Manchester's emerging space standards are set out within the Manchester Residential Quality Guidance (2016) and combine the NDSS and the London Housing Design Guide space standards.
- 8.16 With regard to space standards, all units comply with the standards set out in the Manchester Residential Quality Guidance (2016) and therefore are in excess of NDSS requirements.
- 8.17 It is therefore considered that the proposed development complies with PpE plan Policy JP-H 4 and is in accordance with the NPPF and Manchester Residential Quality Guidance (2016).

Summary

- 8.18 In delivering a scheme predominantly comprised of family housing units (including 8 affordable dwellings), the proposals comply with local housing policies and would deliver social benefits in this area while regenerating a brownfield site. The proposed development complies with **Paragraph 60 and 124 of the NPPF** and **Core Strategy Policies H1, H6, and H8** and the principle of development is therefore considered to be acceptable.

Other Material Considerations

Design and Layout

- 8.19 The planning application is accompanied by a Design and Access Statement (DAS), prepared by STEN Architecture and describes how the proposed development aims to deliver a modern, high-quality design, as informed by further extensive pre-application discussions. The DAS further demonstrates that the design, layout, scale, massing and landscaping of the proposed development will deliver a vibrant and thriving development which is sympathetic to its context.
- 8.20 Furthermore, the DAS demonstrates how the design of the proposed development addresses the following key design issues which were identified original application's officer's report:
- impacts on residential and visual amenity and car parking implications,
 - design, layout of the scheme and proposed house types;
 - impacts on the character of the area;
- 8.21 This subsection will describe how the revised proposed development addresses these considerations and the specific/detailed comments from officers under the following headers:
- Amenity and Car Parking
 - Layout, Impact on Character of the Area and House Types

Amenity and Car Parking

- 8.22 Specific issues raised with regard to amenity include insufficient separation between proposed dwellings and adjacent properties (including the petrol filling station (PFS)) on the southern part of the site which has been addressed by the substitution of back-to-back units with smaller 2-bedroom dwellings which are now proposed to be separated from the filling station by an area of public open space to be located to the east of Plots 110-115 to the south of the site. Compared to the original proposal, these dwellings are set back further from the PFS, both in terms of distance and in their orientation relative to the PFS.
- 8.23 A southern parking courtyard was previously identified as creating remote car parking spaces and isolated properties which would not be readily overlooked. This courtyard is now proposed to be smaller in area and will be directly fronted onto by Plots 105-109 which are now to be orientated along the northern edge of the parking courtyard. The pedestrian link running to the east of the courtyard (along the site's eastern boundary) connecting to the area of open space (and the open space itself) will ensure that the car park and the southern dwellings are appropriately overlooked.
- 8.24 Additional comments on proposed dwellings further towards north of site also having poor relationships to communal car parking areas were largely based on an arrangement featuring drive through 'coach house' house types which are no longer proposed to form part of the proposed development. All of the more northern/central parking courts have been reconfigured to ensure that parking is largely proposed to the side of dwellings with the main exception being the courtyard surrounding by Plots 43-46, 60-61 and Plot 58-59, however, this courtyard is smaller and proposed to be more densely developed than the courtyards highlighted as problematic in the original application. Further, it is to be directly overlooked by Plots 43, 45 and 47 and two areas of public open space which will front onto this space and ensure regular pedestrian activity around this courtyard.
- 8.25 Comments on the previous arrangement of internal spaces and windows prejudicing future redevelopment of adjacent sites to the south have been partially addressed by the abovementioned reorientation and setting back of proposed Plots 110-115. The widening of the footpath along the site's eastern boundary will ensure that all development is set back further away from the area identified as being at risk of being prejudiced. Indeed, proposed Plots 104 and 109 benefit from additional separation from the adjacent area and, also, form a block of back-to-back dwellings which face in the directions of the north and south thereby only overlooking areas within the proposed development.
- 8.26 Additionally, officer's expressed concerns regarding insufficient separation distances, private defensible space and private amenity space for future residents. These comments partially related to dwellings being bounded to the front and rear by hardstanding and car parking which has been addressed by the above-described reconfiguration of the parking courts. Indeed, the proposed layout will ensure that the proposed areas of hard standing are broken down into

smaller spaces and that the majority of units overlook an area of public open space of private gardens as opposed to hard landscaping. Further, the scheme has been carefully considered to ensure that all units have sufficient separation distances and all units (with the exception of the larger apartment blocks to the north) will feature an area of private defensible space.

Layout, Impact on Character of the Area and House Types

- 8.27 The main feedback received on the layout was that it didn't reflect the character and irregular form of the application site and wouldn't efficiently utilise the site. This is considered to be addressed by the proposed reconfiguration of the layout which provides an improved response to the curve of the site's eastern boundary whilst successfully balancing the need to limit the impact on existing trees of highest landscape value and (as described above) provide a sufficient setback from the area to the southeast of the site where the PFS is located.
- 8.28 To ensure that the proposed development is of a high-quality, the detailing and material palettes of the apartment buildings and house types have been developed to provide variety and interest. Specifically, entry points to the northern apartment buildings (of which the most northern block will serve as a feature building) are clearly defined and their detailing includes a palette of black and yellow, informed by the Manchester worker bee, an emblem for the city for over 150 years and one of the best-known symbols of Manchester. The contrast of bold and block colour against traditional brickwork will provide a distinctive design along this key frontage onto Kingsway. It is considered that the proposal is distinctive and makes a clear reference to the city's architectural narrative. Additionally, also in response to officer's feedback, further interest will be created by the introduction of porches and balconies that now feature on each proposed house type.
- 8.29 The two-storey house type that was described by officers as not well proportioned and appearing more akin to industrial development no longer forms part of the proposed development. The three-storey house types developed and introduced in place of those units are considered to be of high-quality residential design and of appropriate proportions and will sit well within the proposed development ensuring that a well-defined streetscape is delivered.
- 8.30 Variety of brick colours and finishes to the external walls have additionally been introduced. Specifically, all house types will feature patterned brickwork and the blocks of Type 2 and Type 4 house types will vary between predominantly lighter and predominantly darker red bricks. The apartment blocks will (on their most outward facing part of their façades) be predominantly composed of lighter red bricks with recesses around the windows and balconies predominantly feature darker red brick. Each core of the apartment blocks will be comprised of dark grey brick. It is considered that these design features will ensure that the proposed development provides visual interest and constitutes beautiful design.

- 8.31 It is therefore considered that the design of the proposed development has progressed to address officer's feedback on the previous scheme and, thereby, complies with Core Strategy Policies DM 1 and EN 1.

Trees and Landscaping

- 8.32 An Arboricultural Impact Assessment and Method Statement (AIA) has been prepared by E3P and accompanies this planning application alongside a landscape masterplan prepared by Vector DC. There were concerns expressed by officers in the previous application that proposed losses of trees along the site's frontage (particularly along the northern boundary) would impact on the surrounding character and amenity of the area given their prominence.
- 8.33 The scheme's layout has since been reconsidered and the updated AIA confirms that the trees of highest value to the site's character and streetscape (the northernmost T7, T8 and G1) will now be retained.
- 8.34 Given the above, the proposed development accords with the NPPF and Core Strategy **Policy EN 9** and **Policy DM 1**.

Amenity

- 8.35 An Environmental Noise Survey and Noise Impact Assessment and Air Quality Assessment have been prepared by Hann Tucker Associates and Redmore Environmental respectively to accompany this planning application.

Noise

- 8.36 The officer's report describes how concerns were raised regarding the scope of the submitted noise impact assessment and its consideration of existing business premises adjacent the site on Kingsway which include a petrol filling station and the adjacent railway line. An amended assessment was submitted by the applicant and was undergoing further review.
- 8.37 This noise report contained results of surveys undertaken for the area for a full weekend from 12pm on Friday 10 November to 10am on Tuesday 14 November 2023 to establish full daytime and nighttime noise levels over a typical weekday and weekend period.
- 8.38 Assessments were carried out on the operational Texaco garage and associated carwash operations and the noise impacts have been quantified on worst case facades. The noise from the Texaco garage, Kingsway and the railway line is considered to be manageable with enhanced façade solutions and mechanical ventilation.
- 8.39 It is considered that these additional surveys and recommended mitigation measures address MCC Environmental Health's queries.

Daylight/Sunlight

- 8.40 A Daylight/Sunlight Assessment (prepared by Smith Marston Building Surveyors) was assessed as part of the original application and the officer's report, at page 21, confirmed that:

"Given the distance from existing residential properties and the orientation of the proposed development it is not considered that the application proposals would result in unacceptable impacts on existing residential properties on the eastern side of Kingsway Road in terms of loss of daylight, sunlight or overshadowing."

- 8.41 The updated assessment demonstrates that the majority of the proposed rooms and amenity areas meet or surpass the BRE daylight and sunlight recommendations. There is therefore no material change and, the updated assessment confirms that, whilst not all rooms and gardens meet the recommendations, this is considered acceptable given that the BRE guide explains that these guidelines should be interpreted flexibly, as natural lighting is only one of many factors to consider in the planning balance.

Air Quality

- 8.42 Officers raised no issues with the original application in terms of air quality.

Summary

- 8.43 The Proposed Development therefore accords with **Core Strategy Policy DM 1** and the NPPF.

Highways and Parking

- 8.44 A Transport Assessment (TA) and Travel Plan (TP) have been prepared by Andrew Moseley Associates and these accompany the planning application for the Proposed Development. The officer's report into the previous iteration of the scheme states:

"The application is supported by a Transport Assessment and interim Travel plan, a further technical note, has also been provided. These have been fully assessed as part of the consideration of the proposals which would not give rise to unacceptable impacts on highway safety or severe cumulative impacts on the road network. The site is identified as being in a highly accessible location being close to sustainable modes of transport including pedestrian, cycle, bus and train networks. As part of the proposals, it is intended to re-configure the access road from Talbot Road from a one-way to a two-way 5.5 m wide access road, a 3m shared cycle and footpath is also proposed alongside the access road. In addition to these improvements, it is proposed to upgrade the pedestrian crossing at the Talbot Road/Kingsway junction to allow this to operate as a controlled crossing with a push button facility."

- 8.45 The proposed development will also feature these same elements and the only change from the original application is a very modest increase of 1 two-way trips in the morning peak hour and 1 two-way trips in the evening peak hour (totalling 48 and 50 two-way trips respectively). There are, therefore, no material changes in terms of highways impacts resulting from the revised scheme.

Flood Risk and Drainage

- 8.46 The previous application was considered by Officers to raise no issues in terms of flood risk and drainage which cannot be dealt with via condition. The proposed development, therefore, accords with **Core Strategy Policy DM 1, CS Policy EN 14** and section 14 of the NPPF.

Ecology and Biodiversity

- 8.47 To accompany this planning application a Preliminary Ecological Appraisal Report has been prepared by E3P. It states that Bat Activity Surveys will be required if the adjacent part of the railway cannot be maintained as a dark area, however, the accompanying Lighting Strategy Report prepared by Tace confirms that this part of the site will be maintained as a dark area and, accordingly, no further ecological at surveys will be required.
- 8.48 The accompanying Biodiversity Metric Report (BMR) also prepared by E3P confirms that a net gain of 493.26% of hedgerow units will be achieved on-site and a net loss of 38.12% habitat units could be incurred on-site as a result of development.
- 8.49 A total of 0.10 Forest and Woodland Units, 2.68 Individual Tree Units, 0.52 Heathland and Shrub Units and 0.02 Grassland Units will need to be offset to satisfy the trading rules. There is insufficient land within the site to achieve a 10% net gain. As such, off-site compensation or a conservation offset payment will be required for the 10% Biodiversity Net Gain requirement to be achieved.
- 8.50 The applicant is exploring available options to appropriately offset and achieve the 10% net gain. Therefore, subject to the implementation of biodiversity offsetting, the proposed development is in accordance with Section 15 of the NPPF and **Core Strategy Policy EN 15**.

Ground Conditions

- 8.51 The previous application was considered by Officers to raise no issues in terms of ground/contaminated land which cannot be dealt with via condition. Therefore, the proposed development, is in accordance with Section 11 of the NPPF and **Core Strategy Policy EN 18**.

Crime

- 8.52 Officers raised no issues in terms of crime as part of the previous application and, as such, the proposed development is in line with Section 12 of the NPPF, and **Core Strategy Policy DM 1**.

9.0 Summary and Conclusion

- 9.1 This Planning Statement has been prepared on behalf of Triple Jersey Limited to assist Manchester City Council in the consideration of a full planning application for the proposed demolition of the existing B&M retail unit and associated garden centre and subsequent erection of a Build to Rent residential development comprising 115 dwellings at land off Kingsway, Manchester, M19 1BB.
- 9.2 The proposed development will regenerate a brownfield site to deliver high-quality Build to Rent residential accommodation that will deliver much-needed housing units and result in increased investment in the local area. The principle of residential development of this scale was accepted on the site by officers in the previous application.
- 9.3 This statement has also demonstrated the following:
- Issues raised with separation between the site and the adjacent petrol filling station have been addressed by adjusting the dwellings' orientation and substituting back-to-back units with smaller 2-bedroom dwellings and the introduction of an area of public open space which has increased the separation distance.
 - The layout has been reconfigured to better reflect the site's character and efficiently make use of space whilst providing private defensible spaces for all units. The trees of highest value to the streetscape will also now be retained to the north of the site.
 - High-quality design has been achieved by further developing the proposed detailing and material palettes to create variety and interest in the streetscape and the design details of the main feature building make an architectural reference to Manchester's worker bee emblem.
 - The southern parking courtyard has been reduced in size and is now directly overlooked by dwellings. Additionally, the northern/central parking courts have been reconfigured to place parking mostly beside dwellings, improving relationships with communal areas and to facilitate more pedestrian activity around these spaces.
 - The mix of house types has been reconsidered to ensure that all dwellings are appropriately proportioned and brick colours and finishes on all units now introduce variety to provide visual interest.
- 9.4 The proposed development is therefore in line with policies set out within the NPPF and the Development Plan and should be approved without delay.

Appendix 2: A copy of the Public Consultation Leaflet

PUBLIC CONSULTATION

KINGSWAY, BURNAGE

Introduction

Triple Jersey Ltd are preparing to submit a full planning application for the demolition of the existing B&M retail store and associated garden centre and subsequent erection of a Build-to-Rent (BTR) residential development comprising 112 dwellings at land off Kingsway, Manchester.

TJL are keen to engage with local stakeholders, neighbouring residents and businesses in advance of submitting a planning application, and they have produced this leaflet to provide more information on the proposals and to give an opportunity for interested parties to comment on or ask questions about the scheme.

The Site

The site is located approximately 5km southeast of Manchester City Centre and is adjacent to the Mauldeth Road Train Station providing easy access to Manchester Piccadilly and other destinations. The site is currently occupied by B&M Bargains and a customer car park. The surrounding area is predominantly comprised of low-rise residential dwellings located to the east of Kingsway and to the west of the railway line. Within the immediate vicinity of the site there is a Texaco petrol station and vacant retail units to the south. The application site is indicated in the aerial image below:



The Proposal

The proposal is for the demolition of the existing B&M retail store and associated garden centre and subsequent erection of a Build-to-Rent (BTR) residential development comprising 112 dwellings at land off Kingsway, Burnage. Vehicular access will be provided from the north of the site via Talbot Road.

The proposed layout, shown overleaf, depicts how the development will be achieved and features areas of public open space to the north and to the south of the site. The scheme will be comprised of a mix of 1, 2, 3 and 4-bed dwellings of different types including apartments and terraced townhouses. The scheme aims to provide a genuine mix of accommodation options for all ages and household sizes.

Internal access roads are proposed within the site, in conjunction with provision for parking. 86 car parking bays are proposed, 9 of which are to be accessible parking spaces.

The majority of individual townhouses will each have a rear garden sitting within a carefully considered landscaped setting.

The proposed development will use materials sympathetic to the local area such as red brick to reflect the nearby architecture. This will be further reinforced with high quality hard and soft landscaping that will enhance the proposed development.

Proposed Street Scene

The proposed street scene is shown below with the view looking west from Kingsway towards the development's eastern elevations:



PUBLIC CONSULTATION

KINGSWAY, BURNAGE

Indicative 3D Visualisations



Indicative Site Plan



Have Your Say

We would like to hear your views before a planning application is submitted. Further information can be viewed on the following website <https://www.dppukltd.com/Burnage>

Please leave your comments on the feedback form on the website or, alternatively, please post your comments to **DPP, One Park Row, Leeds, LS1 5HN**.

Please send your comments to us by the **3rd of November 2023**.

Appendix 3: Public Consultation Website



HOME ABOUT OUR TEAM OUR SERVICES SECTORS NEWS OUR OFFICES CAREERS

REDEVELOPMENT OF THE EXISTING B&M FOR BUILD-TO-RENT (BTR) RESIDENTIAL DEVELOPMENT ON LAND OFF KINGSWAY, MANCHESTER M19 1BB

Redevelopment of the Existing B&M for Build-to-Rent (BTR) residential development on land off Kingsway, Manchester M19 1BB



Introduction

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TJL are keen to engage with local stakeholders, neighbouring residents and businesses in advance of submitting a planning application, and this consultation website has been produced to provide more information on the proposals and to give an opportunity for interested parties to comment on or ask questions about the scheme.

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The proposed site layout can be seen in the image below with further plans and CGIs shown at the bottom of the page.



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Providing your Feedback

We would welcome any feedback you may have on the proposed development. Please send any comments you may have via the feedback form below or to consultation@dppukltd.com where your feedback will be logged and any queries answered.

Alternatively, if you prefer not to use a computer, please feel free to post your comments to:

DPP, One Park Row, Leeds, LS1 5HN

Please provide your comments by 3rd November 2023.

Once the planning application has been submitted, full details will be available on the Council's website and there will be a further opportunity to comment.

We look forward to receiving your comments on the proposed development.

FEEDBACK FORM

YOUR NAME	YOUR EMAIL
YOUR MESSAGE	
SUBMIT	

Please be aware that comments left on any public consultation exercise, either by email or any other means, are subject to the terms of our [Privacy Policy](#). Please read this policy carefully as by submitting the information you are consenting to our use of your personal data in accordance with the [Privacy Policy](#).

Your personal data will be retained on our secure database and will not be passed to our clients.

Proposed CGI 1

[Download Proposed CGI 1](#)



Proposed CGI 2

[Download Proposed CGI 2](#)



Proposed CGI 3

[Download Proposed CGI 3](#)



Proposed CGI 4

[Download Proposed CGI 4](#)



Proposed Site Plan

[Download Proposed Site Plan](#)



Proposed Streetscenes

[Download Proposed Streetscenes](#)

