



Planning Statement

Side Extension to Existing Residential Apartment Block.
Langdale Mews, Langdale Avenue, Levenshulme, M19 3NT.

V1.1 March 2024.

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1. Introduction

1.1 Purpose of the Statement

The purpose of this statement is to support a planning application for a side extension to an existing residential apartment block. The proposal is for 1No. 3 bed apartment to ground and first floors with 2No. 1 bed duplex apartments set across the second and third floors.

1.2 Authorship

This report has been prepared by Hannah Barter BA (Hons) T&CP, Dip (T&CP), MAUD, MRTPI.

2. Site and Context

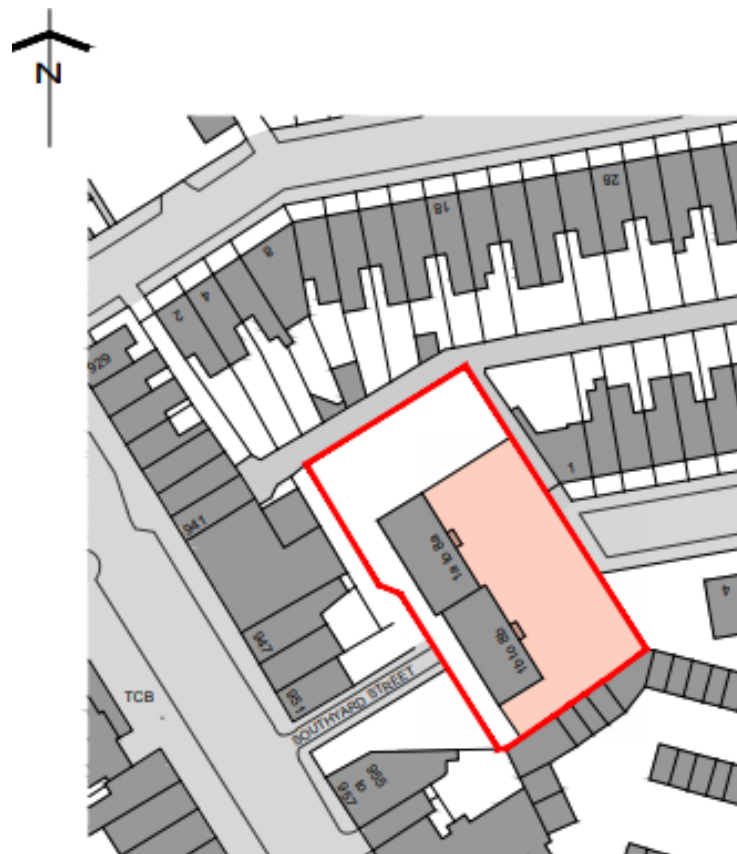
2.1. Site and Surroundings

The site, Langdale Mews, is located within the District Centre of Levenshulme. The existing building is a 4-storey apartment block with dormers to the front elevation and rooflights to the back of the roof. To the ground, first and second floors there are 4 No. 2 bed apartments per floor. The third floor comprises 4 No. 1 bed apartments. To the North and East of the site the area is predominantly residential, comprising terrace and semi-detached properties. To the South there are some single storey garage units and to the west the site is bound by a terrace comprising retail/commercial at ground floor, fronting Stockport Road.

There is currently an underused patch of grass where the proposed extension is located. In terms of amenity space this is of very low value and poorly maintained, with the existing brick boundary wall in a bad state of repair. To the rear of the existing block there is an area of patchy grass and rubble from the collapsed boundary wall.

The Site Plan and photographs illustrate the site, the application property and its relationship to neighbouring buildings.

Figure 1. Site Location Plan



Source: P4B Architecture

Figure 2. Aerial Photograph of the Application Site



(Extract from Google Maps, Accessed March 2024)

Figure 3. Site Photographs.

Existing Site Photos



Source: P4B Architecture

2.2 Relevant Planning History

Table 1: Relevant Planning History

Reference No/ Address	Description	Decision
042211/ Block of flats at Langdale Avenue, Levenshulme	Conversion of 2No.x three- bed flats at third floor level to form 4No.x one-bed flats	Granted, 17th December 1992

3. The Application

3.1 Application Details

The proposed development is for a side extension to an existing residential apartment block. The proposal is for one 3-bed apartment to ground and first floors with two 1-bed duplex apartments set across the second and third floors. The addition of the proposed four apartments would give a total number of 20 apartments within the site.

The amenity space surrounding the existing building will be enhanced. It is proposed to create a landscaped seating area to the northern corner of the site as there are currently no amenity features or facilities within the space.

This will comprise slatted timber seating surrounded by a planting scheme, with individual planters dividing the space to create an intimate area that residents can enjoy. This also provides residents with external space to grow.

A pergola is also proposed within this newly created area to offer some shade and add interest with external meeting space. To the rear of the existing block the collapsed boundary wall will be repaired, and the area at the rear of the existing and proposed blocks resurfaced with permeable paving to create private spaces for the ground floor residents. Landscaped planters along the boundary will provide an aesthetically pleasing area to relax and growing space for residents.

The existing hardstanding to the front of the building has no defined parking bays. This means parking takes place on an ad-hoc basis. The refuse arrangements add to the uncoordinated nature of the parking, as there is no defined area where waste is stored, and bins are left outside preventing the efficient use of the available space.

It is proposed to create a new enclosed refuse store and clearly marked parking bays, resulting in an organised car parking arrangement to serve both the existing and proposed development. A total of 16 on-site car parking spaces would be accommodated. A covered and secure 20 space cycle parking area will also be provided.

The existing pedestrian and vehicular access to the site, located at the end of Langdale Avenue, is to be maintained.

Pre-application planning advice was sought for a development on the application site. The initial feasibility design was for eight 1-bed apartments. The current proposal responds constructively to the written feedback given on that scheme by the Council Planning Officer (Ian Jarvis) on 19th December 2023.

The amendments made in response to the Planning Officer's feedback are summarised in the following table.

Table 2: Amendments Made in Response to LPA feedback

LPA Feedback	Amendments Made
It is not considered that a wholly one bed development would be in character with the existing development. It would be likely to lead to more transient occupation of the site, than currently exists. Should further residential development be considered on this site we would therefore be looking for a greater mix of units, with larger units provided.	The number of proposed apartments has been halved and a broader mix incorporated, bringing much needed 3-bed apartments to the area.
The proposed third floor plan would suggest a scale of development, at roof level, that may not complement the existing building.	The extension follows the form of the existing building.
The site already has quite a low level of amenity space, for 16 units, and we would expect additional units to look to improve this situation and not reduce the already low level of amenity space on site. The resulting level of amenity space on site falls significantly below what would be required to provide a quality living environment for both existing and proposed residents.	The number of apartments has been halved. Approximately 250 sqm of on-site private amenity space will be provided, in excess of the standards contained within the Manchester Residential Quality Design Guidance. This requires 5 sqm of amenity space/ 1-bed unit, 7 sqm/ 2-bed unit and 9 sqm/ 3-bed unit, totalling 132 sqm for this development. Compared to the existing situation the quality of amenity space will be enhanced. The existing space is of low value and poorly maintained, and the existing collapsed brick boundary wall will be repaired. The area on which the extension will be sited is an underused patch of grass. The new apartments will benefit from Juliet balconies adding natural light and ventilation to the internal living spaces.
The number of car parking spaces is Insufficient.	A total number of 16 on-site car parking spaces would be now be accommodated. This would give an 80% parking ratio for the

The lack of car parking proposed would potentially lead to residents parking on-street, in the adjacent cul-de-sac. It is considered that the proposal would lead to traffic difficulties on the adjacent street(s) that would be detrimental to local residents.	existing and proposed apartments combined. As part of the applicant's commitment to providing a sustainable development a covered and secure 20 space cycle parking area will be created. There will be a 100% cycle parking ratio, when currently there is no cycle parking. According to Manchester City Council census data for 2021, 39% of households do not own a car. Given this and the highly sustainable location of the site, the proposal will have sufficient car parking and will not lead to any further parking issues on the surrounding streets. To the rear of the site there is an existing pedestrian access giving a direct route to Stockport Road (A6). Within a 2-minute walk there is access to frequent buses serving Manchester city centre.
A proposed unit is situated in the corner of the site, fronting a mix of amenity space/car parking and would not benefit from the same arrangement as the existing units. This arrangement would be out of character with the remainder of the site.	This unit has been omitted from the development. Instead, it proposes a continuation of the existing residential block.
The proposal brings the development closer to surrounding properties and there would be a potential visual impact on those properties. It is a significant overdevelopment of the site, which would not be in character with the existing buildings on site and would have an adverse impact upon the residential amenities of the existing residents on site and in the surrounding area.	The scale of the development has been significantly reduced. The extension will meet the 20m back-to-back overlooking distance recommended by the Manchester Residential Quality Design Guide. There are no facing habitable room windows to the front or rear of the extension, and to the front there will be approximately 17.0m between windows in the extension and the rear garden boundary of No. 1 Langdale Avenue. The side elevation of the development will be blank to protect neighbour amenity.

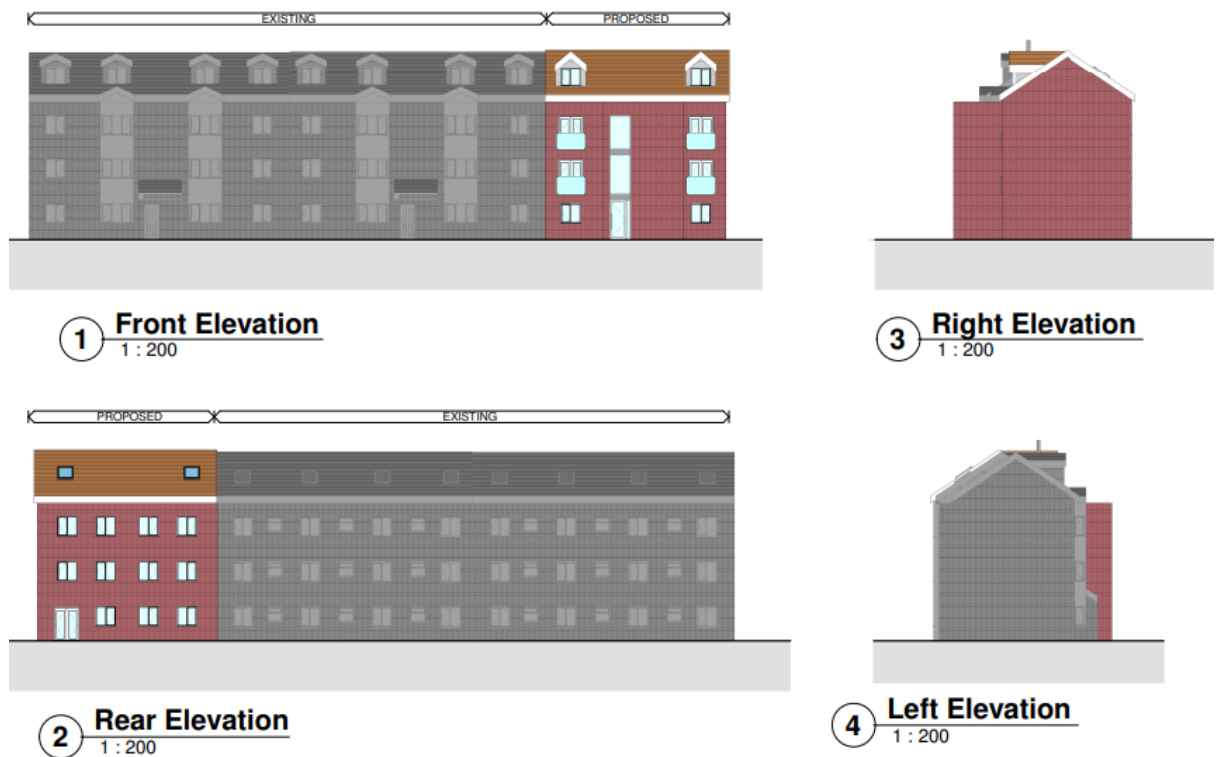
The proposed development is illustrated in detail in the following plans.

Figure 4. Site Plans Existing and Proposed



Source: P4B Architecture

Figure 5: Existing and Proposed Elevations



Source: P4B Architecture

Figure 6: Proposed Floor Plans



Source: P4B Architecture

4. Planning Policy and Guidance

4.1 Policy Context

Consideration is given to the following national and local Planning policies and guidance.

- National Planning Policy Framework. Updated December 2023;
- Manchester's Local Development Framework Core Strategy Development Plan Document. Adopted 11th July 2012;
- Saved policies of the Unitary Development Plan for the City of Manchester, 1995;
- Manchester Residential Quality Guidance (Issue 01, March 2017);
- Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. Adopted April 2007.

The tables in this section summarise how the scheme will comply with each. Further detailed explanation for the acceptability of the development is given in section 5.

4.2 National Planning Policy (NPPF)

The National Planning Policy Framework (NPPF), December 2023 sets out the government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans can provide for sufficient housing and other development in a sustainable manner. Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and is a material consideration in planning decisions.

The following chapters of the NPPF are relevant to this application:

- Chapter 1 Introduction;
- Chapter 2 Sustainable Development;
- Chapter 4 Decision Making;
- Chapter 5 Delivering a Sufficient Supply of Homes;
- Chapter 9 Promoting Sustainable Transport;
- Chapter 11 Making Effective Use of Land;
- Chapter 12 Achieving Well-Designed and Beautiful Places; and
- Chapter 14 Meeting the challenge of climate change, flooding and coastal change.

National Planning Policy Framework	Proposed Design
2. Sustainable Development	The application comprises sustainable development, and should be granted planning permission without delay.
5. Delivering a Sufficient Supply of Homes	The application will contribute to the national imperative to boost housing supply.
9. Promoting Sustainable Transport	The development is located in a highly sustainable and accessible location. It should not be prevented or refused on highway grounds as it would not have an unacceptable impact on highway safety, and the residual cumulative impacts on the road network would not be severe.
11. Making Effective Use of Land	The density of development is a considered response to local character and area wide densities, whilst ensuring the efficient use of land.
12. Achieving Well-Designed and Beautiful Places	The development is well designed and will make a positive contribution to the quality of the area. It takes account of local design guidance and supplementary planning documents. It will create a well-designed building that responds sympathetically to the character of the area by virtue of its siting, scale, massing and materials proposed. The development will also promote a high standard of amenity for existing and future users.
14. Meeting the challenge of climate change, flooding and coastal change	The development will reduce energy consumption by using high standards of insulation, natural lighting and ventilation. It will include electric charging points for the use of new and existing residents. It will meet the 2022 Building Regulations that make it mandatory to cut carbon emissions. These post-date the Local Development Framework Core Strategy Development Plan Document. Environment Agency records show that the site is located in Flood Zone 1 with a low probability of flooding from rivers, and an area at very low risk of surface water flooding.

4.3 Adopted Local Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Local Planning Authority to determine planning applications in accordance with the Development Plan, unless material circumstances 'indicate otherwise'.

Section 70(2) of the Town and Country Planning Act 1990 provides that in determining applications the Local Planning Authority "shall have regard to the provisions of the Development Plan, so far as material to the application and to any other material considerations."

The following Manchester Local Plan policies are relevant to this application.

Manchester's Local Development Framework Core Strategy Development Plan Document

- Policy SP 1 Spatial Principles 2;
- Policy C2 District Centres;
- Policy T1 Sustainable Transport;
- Policy EN 1 Design Principles and Strategic Character Areas;
- Policy EN 8 Adaptation to Climate Change;
- Policy EN 14 Flood Risk;
- Policy EN 15 Biodiversity and Geological Conservation;
- Policy EN 19 Waste;
- Policy H1 Overall Housing Provision;
- Policy DM 1 Development Management.

Core Strategy	Proposed Design
Policy SP 1 Spatial Principles	The development will comply with the key spatial principles which will guide the strategic development of Manchester within the Plan period.
Policy C2	The Policy acknowledges that housing is an appropriate use within District Centres. This development will support the vitality and viability of Levenshulme District Centre. It will have no material impact on the existing character of the Centre. It will promote the efficient use of land.
Policy T1 Sustainable Transport	The development will provide a covered and secure 20 space cycle parking area.

	The development is located in a sustainable and accessible location.
Policy EN 1 Design Principles and Strategic Character Areas	A Design and Access Statement is submitted with the application. It outlines how the development will address the design principles, reinforce, and enhance the local character of the area and support the achievement of the Core Strategy Strategic Objectives.
Policy EN 8 Adaptation to Climate Change	The development will be adaptable to climate change in terms of the design, layout, siting and function. It will reduce energy consumption by using high standards of insulation, natural lighting and ventilation. It will include electric charging points for the use of new and existing residents. The proposal also includes secure 20 space cycle parking area and a green roof above the stairwell. It will meet the 2022 Building Regulations that make it mandatory to cut carbon emissions. These post-date the Local Development Framework Core Strategy Development Plan Document. Environment Agency records show that the site is located in Flood Zone 1 with a low probability of flooding from rivers, and an area at very low risk of surface water flooding. To promote sustainable development, secure proper drainage and manage the risk of flooding, the applicant is agreeable to the following planning condition being imposed on the decision notice: <i>"A surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed, maintained and managed in accordance with the approved details".</i>

Policy EN 14 Flood Risk	Environment Agency records show that the site is located in Flood Zone 1 with a low probability of flooding from rivers, and an area at very low risk of surface water flooding. To promote sustainable development, secure proper drainage and manage the risk of flooding, the applicant is agreeable to the following planning condition being imposed on the decision notice: <i>“A surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed, maintained and managed in accordance with the approved details”.</i>
Policy EN 15 Biodiversity and Geological Conservation	The development will have a positive impact on biodiversity. A natural green roof will be provided to the flat roof above the communal stair. This will create a different habitat for biodiversity. The amenity space currently a low-quality grassed area will be improved through a soft landscaping scheme. The development will also include raised planters for residents to grow fruit and vegetables or other pollinators.
Policy EN 19 Waste	A new enclosed refuse store is provided. This will be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal).
Policy H1 Overall Housing Provision	The development will contribute to the national imperative to boost housing supply, and the aim of the Core Strategy to deliver approximately 60,000 new dwellings in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year.
Policy DM 1 Development Management	The development has regard to the issues outlined in the policy, where relevant. It will comply with the relevant parts of the Manchester Residential Quality Guidance. It will meet the 2022 Building Regulations that make it mandatory to cut carbon emissions. These post-date the Core Strategy.

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

- Policy DC1.1
- Policy DC1.2;
- Policy DC1.3;
- Policy DC1.4;
- Policy DC26.2.

Saved Policies of the Unitary Development Plan for the City of Manchester	Proposed Design
Policy DC1.1	The development will be sympathetic to the character and appearance of the property and the streetscene. It will have an acceptable impact upon the amenity of neighbouring occupiers. The development will not result in the loss of any on-site car parking.
Policy DC1.2	The extension will not be excessively large or bulky, or create an undue loss of sunlight, daylight or privacy; It will not be out of character with the style of development in the area or the surrounding street scene by virtue of design, use of materials or constructional details. The development will not result in the loss of off-street car parking or create additional pressures for on-street car parking.
Policy DC1.3	The extension will comply with the Council's guidelines on privacy distances. It is in accordance with the guidance contained in the Manchester Residential Quality Guidance.
Policy DC1.4	The development will be sympathetic to the design and appearance of the existing block, and will reflect the scale and massing of the building.

	Adequate separation is provided between the extension and neighbouring properties, in accordance with the guidance contained in the Manchester Residential Quality Guidance.
Policy DC26.2	The development will not be in a location which would expose it to high noise levels from existing uses or operations. It is an extension to an existing block of flats in a residential area.

4.4 Supplementary Planning Documents (SPD's) and other Local Planning Guidance

Manchester Residential Quality Guidance

A Design and Access Statement is submitted with the application. It outlines how the development will address the key requirements set out in the guidance.

In addition:

- Space standards within the apartments will meet the Nationally Described Space Standards.
- Sufficient storage space will be provided.
- The extension will meet the 20m back-to-back overlooking distance set out in the document.
- Approximately 250 sqm of private amenity space will be provided, exceeding the guidance set out in the document. Compared to the existing situation the quality of amenity space will be enhanced. In addition, the new apartments will benefit from Juliet balconies adding natural light and ventilation to the internal living spaces; and
- The development will provide an adequate degree of daylight.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance

A Design and Access Statement is submitted with the application. It outlines how the development will address relevant aspects of the SPD. The development applies the principles within the document that the City Council expects to apply to new development. It incorporates the guiding principles set down in the guide.

The SPD is quite dated, and it is based on policies that have been superseded by the Core Strategy , NPPF and National Design Code. Parts of it have also been superseded by the Manchester Residential Quality Design Guidance. The development is in accordance with the Core Strategy, NPPF and this guidance.

5. The Development

5.1 Housing Supply

The NPPF post-dates the Council's Core Strategy. To support the Government's objective of significantly boosting the supply of homes, Paragraph 60 of the NPPF states 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.

Paragraph 70 recognises 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. Paragraph 123 states that planning decisions should promote an effective use of land in meeting the need for homes, and paragraph 124 confirms that planning decisions should promote and support the development of under-utilised land.

Based on the Council's most recently published Five Year Housing Land Supply (Base date 1 April 2023) it has a 6.12 year deliverable housing land supply. Notwithstanding this, in the context of Manchester paragraph 77 of the NPPF requires that the LPA *"should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing..."*

Having a five-year housing land supply should be seen as a minimum target. If this was not the case then the LPA would only ever have to deliver the absolute minimum. This would counter the Government's objective of significantly boosting the supply of homes. The development will make a valuable contribution to this national imperative. There is no moratorium on housing supply in the City, and it will promote the efficient use of underused land on a small site and can be built out quickly.

5.2 Design and Appearance

The design and appearance of the extension will be sympathetic to the existing block and the streetscene. It can be accommodated within the site without appearing inharmonious or cramped. The main materials for the roof, wall and dormers will match the existing building, although the style of the extension will have a slightly more modern appearance to add visual interest. Curtain walling is included to the communal staircase, and Juliet balconies with glass balustrades to the front elevation, creating a bright and airy space. Full height glazing will flood the stair with natural light, with opaque spandrel panels at floor level. A natural green roof will be provided to the flat roof above the communal stair, resulting in a pleasing view from the third-floor dormers of the proposed block. This will also assist in creating a different habitat for biodiversity.

A new enclosed refuse store is proposed. This will be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal).

A covered and secure 20 space cycle parking area will be created.

The proposed development includes works to improve and enhance security, as the collapsed rear boundary wall will be repaired and the new apartments will provide further natural surveillance over the site and surroundings. The development also provides good quality amenity space for new and existing residents, which will encourage more activity externally and provide opportunity for social interactions between neighbours.

5.3 Amenity

The proposed development will not cause unacceptable harm to the amenities of adjoining or nearby occupiers of residential properties, sensitive uses or future occupiers of the proposed development, due to a loss of privacy, sunlight, daylight, or an overbearing and dominating effect.

The position of the proposed extension and separation from the boundary means unreasonable overshadowing of the principal windows and gardens of adjoining dwellings will not occur. The development will also provide a satisfactory living environment for future occupiers.

Figure 7: The position of Habitable and Non-habitable Room Windows and Separation Distances



Source: PAB Architecture

The extension will meet the 20m back-to-back overlooking distance recommended in the Manchester Residential Quality Design Guide. There are no facing habitable room windows to the front or rear of the extension, and to the front there will be approximately 17.0m

between windows in the extension and the rear garden boundary of No. 1 Langdale Avenue. The side elevation of the development will be blank.

Approximately 250 sqm of on-site private amenity space will be provided, in excess of the standards contained in the Manchester Residential Quality Design Guidance. This requires 5 sqm of amenity space/ 1-bed unit, 7 sqm/ 2-bed unit and 9 sqm/ 3-bed unit, totalling 132 sqm for this development. In addition to this private amenity space, there are also a number of large public open spaces close to the application site including Highfield Country Park.

Compared to the existing situation, the quality of private amenity space will be enhanced. It is currently of low value and poorly maintained, and the area on which the extension will be sited is an underused patch of grass. It is proposed to create a landscaped seating area to the northern corner of the site. This will comprise slatted timber seating surrounded by planting, with individual planters dividing the space to create an intimate area that residents can enjoy. A pergola is proposed within this newly created area to offer some shade and add interest. To the rear of the existing block the collapsed boundary wall will be repaired, and the area at the rear of the existing and proposed blocks resurfaced with paving to create private spaces for the ground floor residents. Landscaped planters along the boundary will provide an aesthetically pleasing area to relax.

The new apartments will benefit from Juliet balconies giving unobstructed views out, and adding natural light and ventilation to the internal living spaces.

Space standards within the apartments will meet the Nationally Described Space Standards.

5.4 Climate Change

The extension will comply with the 2022 approved document L Building Regulations, ensuring rigorous new energy efficiency standards to lower energy consumption. It will reduce energy consumption by using high standards of insulation, natural lighting and ventilation.

Electric charging points will be provided for the use of new and existing residents.

Any new hard surfaced areas will be permeable, and the scheme includes positive biodiversity enhancements to the currently poor-quality grassed amenity space areas. This includes community raised planters and soft landscaping scheme.

5.5 Surface Water Management and Flood Risk

Environment Agency records show that the site is located in Flood Zone 1 with a low probability of flooding from rivers, and an area at very low risk of surface water flooding.

To promote sustainable development, secure proper drainage and manage the risk of flooding, the applicant is agreeable to the following planning condition being imposed on the decision notice:

“A surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions (inclusive of how the scheme shall be managed after completion) shall be submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and no surface water shall discharge to the public sewerage system either directly or indirectly. The development shall be completed, maintained and managed in accordance with the approved details”.

5.6 Highway Safety and Access

The development will have an acceptable impact on highway safety.

The existing pedestrian and vehicular access to the site, located at the end of Langdale Avenue, is to be maintained.

The existing hardstanding to the front of the building has no defined parking bays. This means parking takes place on an ad-hoc basis. The refuse arrangements add to the uncoordinated nature of the parking, as there is no defined area where waste is stored and bins are left outside preventing the efficient use of the available space. It is proposed to create a new enclosed refuse store and clearly marked parking bays, resulting in an organised car parking arrangement to serve both the existing and proposed development. A total of 16 on-site car parking spaces will be provided, giving an 80% parking ratio for the existing and proposed development combined.

According to Manchester City Council census data for 2021, 39% of households do not own a car. Given this and the highly sustainable location of the site, the proposal will have sufficient car parking and will not lead to any further parking issues on the surrounding streets. To the rear of the site there is an existing pedestrian access giving a direct route to Stockport Road (A6). Within a 2-minute walk there is access to frequent buses serving Manchester city centre.

Adequate manoeuvring space will be available in the car park to allow vehicles to enter and leave in a forward gear.

As part of the applicant's commitment to providing a sustainable development a covered and secure 20 space cycle parking area will be created. There will be a 100% cycle parking ratio, when currently there is no cycle parking.

The development should not be prevented or refused on highway grounds as it would not have an unacceptable impact on highway safety, and the residual cumulative impacts on the road network would not be severe.

6. Conclusion

6.1 Consideration of the Scheme

To the extent that Development Plan policies are material to an application for planning permission, s70(2) of the Town and Country Planning Act 1990 and s38(6) of the Planning and Compulsory Purchase Act 2004 require that the decision must be taken in accordance with the Development Plan unless there are material considerations that indicate otherwise.

The NPPF represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application. This includes the presumption in favour of development found at paragraph 11.

It has been shown that the proposed development accords with the adopted Local Plan and material planning guidance, including the NPPF, the Manchester Residential Quality Design Guidance and the Council's adopted SPD's.

The application comprises sustainable development. It should be supported by the LPA, and planning permission should be granted without delay.

Paragraph 38 of the NPPF requires that LPA's approach decisions on proposed development in a positive and creative way. They should work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. They should seek to approve applications for sustainable development where possible. It is therefore requested that if the LPA has any areas of concern with the application, they first seek amendments from the applicant, prior to formally determining it.

7. Contact



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