Princedom Street, Harpurhey

Supporting Planning Statement – Full Planning Application for Proposed Development of 22 Dwellings

ON BEHALF OF MOSSCARE ST VINCENT HOUSING

July 2023

Contents

1. Context 3

Introduction 3

Relevant Context 3

Planning History 3

Community Engagement 3

2. Site and Surroundings 5

Land at Princedom Street 5

Surrounding Area 5

3. The Proposed Development 8

Use and Amount 8

Access 8

Appearance 8

Layout 9

Landscaping 10

4. Planning Policy Context 11

Adopted Development Plan 11

Other Material Considerations 13

Places for Everyone Plan 16

Supplementary Planning Documents 17

5. Planning Appraisal 19

Summary 22

6. Benefits of the Proposals 23

7. Conclusions 24

1. Context

Introduction

1.1 This Planning Statement has been prepared by Nexus Planning on behalf of Mosscare St Vincent Housing (the 'applicant') to support a full planning application for development at Princedom Street, Harpurhey.

1.2 Mosscare St Vincent ('MSV Housing') intends to deliver development on the site of 22 residential units, comprising 100% affordable dwellings alongside vehicular parking and associated works.

1.3 The description of development for which full planning permission is sought:

"Erection of 22 no. residential units with vehicular parking, landscaping and associated works."

Relevant Context

1.4 The proposed development is brought forward in the context of a full appraisal of the site and its surroundings and planning policy and together, the project team has established that the site is suitable for residential development. Land at Princedom Street is in a sustainable location and is located within an area which is in need of affordable housing to serve the local community. The proposals are designed to reflect the character of the local area and take on board the findings of a series of technical inputs procured by the applicant.

1.5 The applicant finds that the proposed development is entirely consistent with the development plan and national planning policies; will deliver a series of benefits to the area, existing and future residents; and comprises development which is in accordance with the overall national objective of accelerating the delivery of housing.

1.6 To summarise, this planning statement describes the site and its surroundings within Section 2; the proposed development in detail in Section 3; Section 4 outlines the planning policy context; Section 5 carries out a full appraisal of the proposals against planning policies of relevance; Section 6 describes the benefits of the proposals and Section 7 provides an overall summary and concluding remarks.

Planning History

1.7 The site has one item of notable planning history. An application (Ref. 092558/FO/2010/N1) for the erection of 22 houses with associated car parking and landscaping, was approved in June 2010. Whilst the officer report associated with this approval is not available via Manchester City Council's online portal, given the approval of the application it must be the case that the Council considered the application site to be:

- Sustainably located;
- Capable of delivering development comprising 22 dwellings; and
- Not constrained by technical matters which would preclude development.

1.8 That said, the applicant acknowledges that this decision was made over 12 years ago in the pre-National Planning Policy Framework ('NPPF') era and that any new application must be considered in light of current local and national planning policies.

Community Engagement

1.9 The applicant has undertaken a series of engagement tasks designed to ensure that the local community and key stakeholders were kept up to date with the proposals to develop the site. More details can be found in the

accompanying Statement of Community Involvement (the 'SCI'), however in summary, the applicant hosted a drop in consultation event, hosted an open email forum for comments to be made and collected comments via handwritten means at the event which was attended by 20 households.

2. Site and Surroundings

Land at Princedom Street

2.1 The application site is split across two parcels of land as outlined at Figure 1 below. To aid the description of the site, we herein refer to the northern parcel as 'Parcel A' and the southern parcel as 'Parcel B.' Together, we refer to these as the 'site' or the 'application site.'

Figure 1 – Illustrative Site Location Plan (Source : Google)

2.2 Parcel A is rectangular in shape covering an area of 0.23 hectares (ha), whilst Parcel B is broadly triangular covering an area of 0.24 ha. Both sites are flat in nature and surrounded by knee rail fencing.

2.3 Parcel A It is bound by Sequoia Street to the north, Simister Street to the east and Jonas Street to the west. Princedom Street to the south separates Parcel A from Parcel B, which is bound by the rear of existing dwellings to its south west and east and to the most southerly boundary backs onto a combination of residential gardens and a mechanic/MOT facility.

2.4 Neither site has tree or vegetation cover aside from the grassland which characterises it.

Surrounding Area

2.5 The areas immediately surrounding the site comprise almost entirely residential uses on streets including Stanway Street, Cicero Street, Kingscliffe Street and those which bound Parcel A. Architecture is typical of the area comprising terraced properties which front directly onto the street, with small gardens or yards to the rear, or mid-late 20th Century properties which are characterised by small front gardens, lower ridge heights and a lack of direct

vehicular access. Dwellings almost universally feature pitched roofs and use common materials such as red brick and slate or composite tile roofs.

2.6 The more modern properties are set in lower density areas, including those to the west of the site such as Braxton Walk, Saltburn Walk and Swainsthorpe Drive.

2.7 There are no heritage assets in the vicinity of the site.

Public Transport

2.8 Frequent bus services operate in the area, with the nearest bus stops to the site located on Moston Lane. From these bus stops services 52orbit, 81, 112, 115, 117, 118, 119 and 704 offer services to a range of destinations including Piccadilly Gardens, Eccles, Middleton, Oldham, and Ashton-under-Lyne. From Manchester, rail access is abundant with services departing to national destinations.

Employment, Retail and Leisure

2.9 The Harpurhey Shopping Centre is located approximately 200-300 metres to the west of the site and includes several large retailers such as Asda, Wilko and B&M, capable of providing for the day- to-day needs of the local community.

2.10 In terms of leisure, the North City Family Fitness Centre is located at Harpurhey Shopping Centre, whilst the David Lewis Recreation Ground is located approximately 700m to the north west.

2.11 As described above, the site is also served by excellent access to public transport links, which provide connections to major employment destinations throughout Manchester, including Manchester City Centre, Cheetham Hill, Rochdale, Bury and other destinations throughout Greater Manchester.

Education and Services

2.12 The nearest doctors' surgery to the site is Conran Medical Centre, located approximately 270m to the south west of the site whilst the nearest dentist (Moston Dental Centre) is located approximately 500m to the north east on Moston Lane.

2.13 The site is near to a number of primary schools, as follows:

- Holy Trinity C of E Primary School (circa 330m to the north west)
- Moston Lane Community Primary School (circa 350m to the north east)
- Lily Lane Primary School (circa 600m to the east)

2.14 In terms of secondary education, the closest schools are:

- Oasis Academy Harpur Mount (circa 800m to the west)
- Abraham Moss Community School (circa 1.9km to the west)

Open Space

2.15 There are a number of areas of green space in close proximity to the site. The David Lewis Recreation Ground is located approximately 750m to the north of the site, whilst Moston Vale is located to the south (circa 300-400m). The surrounding area provides opportunities for a range of activities including tennis, athletics, bowling, football,

and informal recreation, for which users can use a network of public rights of way traversing various nearby open spaces.

3. The Proposed Development

3.1 The applicant is seeking full planning permission for the creation of 22 residential dwellings along with associated landscaping, car parking and associated works.

3.2 The accompanying Design and Access Statement provides a detailed description and assessment of the proposed development whilst also explaining how the design has evolved in response to an appraisal of the opportunities and constraints of the site and its surroundings, in addition to feedback from the consultation events held.

3.3 A summary of the proposed development is provided below.

Use and Amount

3.4 The application proposes the development of 22 residential units, in Use Class C3 (Dwellinghouses) across an area of approximately 0.47 ha. The dwellings proposed consist entirely of terraces or townhouses of two storeys in height. Roof types are dual pitched.

3.5 The housing types proposed respond to the local area and are therefore of a comparable scale, character, and massing to the surrounding area. The dwellings are all three bedroom properties with those on end terraces very slightly smaller in size than mid-terraces. Further details regarding the properties can be found in the Design and Access Statement.

3.6 As set out within the accompanying Affordable Housing Statement, 12 units will be affordable rented units and 10 units will be rent to buy units.

Access

3.7 The applicant proposes to take vehicular access to each property directly from the public highway in all cases, with driveway access provided via dropped kerb. Each dwelling will benefit from a single car parking space. Given access is to be taken directly from the public highway, pedestrian and cycle access is straightforward and is via the carriageway or footway, respectively.

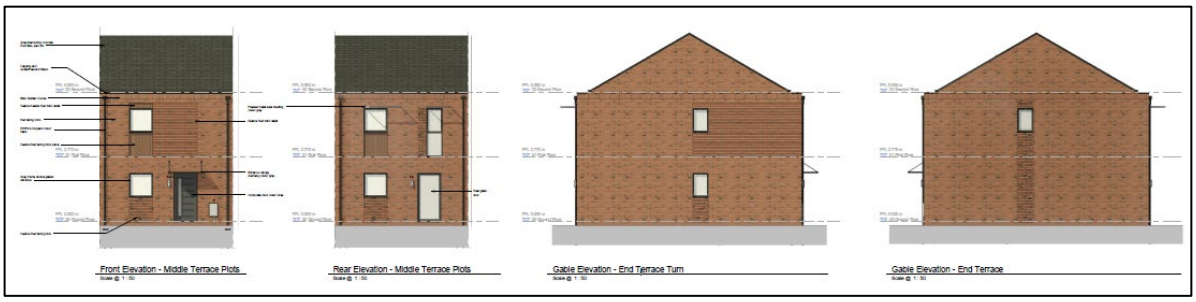
3.8 Each dwelling is to be provided with a lockable cycle shed for secure cycle storage. These will be located on plot, in rear gardens. Dwellings will each be provided with an electric vehicle charging point as standard.

Appearance

3.9 The properties are designed in order to create a development which is visually interesting but also sympathetic to its setting. Material choices are in keeping with the site's surroundings and comprise red facing brick elevations, grey concrete roof tiles and light grey coloured doors and window frames.

3.10 The elevations of the buildings are characterised by detailing within brickwork to emphasise positions. The main entrance to each dwelling is set beneath a shelter. The buildings are distinct in their appearance featuring wide gables and feature brickwork as demonstrated by the elevations extract at **Figure 1** beneath.

Figure 2 – Extract of Proposed Elevations (AEW Architects)



Layout

3.11 The layout of the proposals is typical to terraced units, with properties addressing their respective street. Some dwellings have up front parking, whilst others have side parking. All have defensible space to their front elevation and so are slightly set back from the highway.

3.12 The dwellings are positioned in four blocks, with two side by side within Parcel B. Parcel A dwellings sit back to back, albeit with gardens and a path allowing rear access separating them. Parcel A contains 12 dwellings and Parcel B contains 10.

3.13 An extract of the layout of the site is shown at **Figure 3** below.

Figure 3 – Extract of Proposed Site Layout (AEW Architects)

Landscaping

3.14 As the proposals directly address the public highway, publicly accessible or visible landscaping is limited. However each plot benefits from a private garden with tree planting included. The applicant is committed to creating an attractive residential community including both hard and soft landscaping and this can be secured via planning condition.

4. Planning Policy Context

4.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires all planning applications to be determined in accordance with the development plan unless there are material considerations which indicate otherwise.

4.2 Following a review of the development plan, the policies below are considered relevant to this application and have been grouped on a thematic basis to help guide the applicant's assessment of the proposed development against adopted policy.

Adopted Development Plan

4.3 The Development Plan for the site comprises the Manchester City Council Core Strategy (CS), which was adopted in July 2012, and relevant Saved Policies from the Revised Manchester City Council Unitary Development Plan (UDP) that was adopted in July 1995. The application site is not allocated or designated for any specific use as shown by the current Proposals Map.

4.4 A review of Saved UDP Policies confirms that none are of direct relevance to the proposed development.

Manchester Core Strategy

4.5 Policy SP1 'Spatial Principles', contains a series of principles to guide the development of Manchester. These include principles related to the emphasis on neighbourhoods demonstrating choice, high quality, and diverse housing particularly in North Manchester; maximisation of transport infrastructure, walking and cycling; creation of well-designed places, considering the needs of the community and protection of the natural environment. The policy also emphasises the need to reuse previously developed land wherever possible.

Residential Development

4.6 Policy H1 'Overall Housing Provision' sets out that the Council will seek to deliver high quality housing affordable to all sectors of the community, by releasing land to accommodate approximately 60,000 new dwellings. The policy continues, to state that the type, size, and tenure of housing mix will be assessed on a site by site basis and be influenced by local housing need. Up to 90% of new residential development will be on previously developed land, especially on sites in sustainable locations. Proposals for new residential development should take into account the need to contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people, people with specific support requirements, BME communities, Gypsies and Travellers and Travelling Show people.

4.7 The policy also states that new developments should take account of any environmental constraints (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations). Development should be designed to give privacy to both its residents and neighbours.

4.8 Policy H3 'North Manchester' states that over the lifetime of the Core Strategy, North Manchester will accommodate around 20% of new residential development. The policy also accentuates that priority will be given to family housing and other high value, high quality development where this can be sustained. Much of the land in North Manchester is of low value or in need of remediation, hence it is important to ensure that housing schemes contribute to overall environmental improvements and where opportunities arise, higher value development is promoted to encourage a mixed and diverse community by retaining or attraction economically active households in Manchester.

4.9 According to the Housing Need and Demand Assessment 2010, there is a need for 3-4 bed family housing, and a need for affordable housing particularly shared ownership or equity.

4.10 Policy H8 'Affordable Housing' emphasises that new development will contribute to the city-wide target for 20% of new housing provision to be affordable. It also goes on to say that affordable housing units will be inclusively designed to reflect the character of the development site.

Design

4.11 Policy EN1 'Design Principles and Strategic Character Areas' sets out criteria to ensure development achieves a high quality of design by taking into account matters of functionality, protecting amenity, security and accessibility. In relation to matters of design, development proposals must ensure they are appropriate to their context, make use of opportunities to improve their character and quality of an area and enhance the street scene or character of an area by addressing matters of scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, and boundary treatment.

Transport

4.12 Policy T1 'Sustainable Transport' highlights the need for developments to provide high quality, integrated transport systems to encourage modal shift away from car travel to public transport, cycling and walking. It also emphasises the need to improve pedestrian routes and pedestrian environment and improve choice by developing alternatives to the car.

4.13 Policy T2 'Accessible area of opportunity and need' states that the council will actively manage the pattern of development to ensure that new development is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space, and educational opportunities.

Energy and Sustainability

4.14 Policy EN4 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development' outlines that all development must follow the energy hierarchy, ensuring it is designed to reduce the need for energy through passive heating, natural lighting, and cooling; through improved insulation and glazing; and meet residual energy requirements from low or zero carbon technologies. The use of building materials with low embodied carbon is supported.

4.15 Policy EN8 'Adaptation to Climate Change' states that new development should mitigate and reduce its impact on climate change factors. Major built developments will be required to demonstrate how they will seek to minimise their contribution towards and/or mitigate their effects on climate.

Natural Environment

4.16 Policy EN9 'Green Infrastructure' states that the Council will develop an integrated network of high quality and multi-functional green infrastructure, which will provide a number of benefits and assist in the Council's strategy for protecting and enhancing the natural environment.

4.17 Policy EN14 'Flood Risk' states that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure.

4.18 Policy EN15 'Biodiversity and Geological Conservation' outlines the need for developers to demonstrate that the proposed development will not affect biodiversity or geodiversity. The council seeks to maintain or enhance sites of biodiversity and geological value throughout the City.

Pollution

4.19 Policy EN16 'Air Quality' explains that the council will seek to improve air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

4.20 Policy EN17 'Water Quality' seeks to ensure that development avoids adverse impacts on water quality during both the construction and operational phases of development, minimising surface water run off through the use of sustainable drainage systems to minimise groundwater contamination.

4.21 Policy EN18 'Contaminated Land and Ground Stability' states that the council will give priority for the remediation of contaminated land to strategic locations. Any proposal for development of contaminated land must be accompanied by a health risk assessment. Paragraph 12.88 also states that the council's target id for 90% of new development to be on previously developed land.

Planning Obligations

4.22 Policy PA1 'Development Management and Planning Obligations' sets out how the Council will seek to negotiate appropriate planning obligations where necessary in accordance with the Community Infrastructure Levy Regulations 2010. Contributions will be principally delivered through Section 106 agreements. There will be a presumption in favour of the on-site provision of benefits sought by planning obligations. In circumstances where a development may not be able to address all of the required planning obligations without the scheme becoming economically unviable, the Council will engage with developers on a site by site basis to consider whether contributions should be reduced to ensure viability.

Development Management

4.23 Policy DM1 'Development Management' outlines specific issues that new developments should follow, to ensure that they contribute to the overall aims of the core strategy. It mentions issues such as:

- Appropriate siting, layout, scale, form, massing materials and detail
- Impact on the surrounding areas in terms of the design, scale, and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Vehicular access and car parking.
- Green Infrastructure including open space, both public and private.

4.24 Parking standards for Class C3 uses (dwellinghouses) do not appear to be contained in policy.

Other Material Considerations

4.25 Additional material considerations are identified which are relevant to the determination of the application as follows:

- National Planning Policy Framework (as updated July 2021);

- Planning Practice Guidance;
- Places for Everyone Joint Development Plan Document Publication Draft (August 2021);
- Supplementary Planning Documents, including:
  - Guide to Development in Manchester SPD
  - Providing for Housing Choice SPD
  - Manchester Residential Design Guidance

National Planning Policy Framework

4.26 The National Planning Policy Framework ('the NPPF') was updated in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied. The policies contained within the NPPF are material considerations which local planning authorities should take into account.

4.27 It identifies at Paragraph 8 that there are three overarching objectives to sustainable development:

a. Economic: building a strong, responsive, and competitive economy;

b. Social: supporting strong, vibrant, and healthy communities; and

c. Environment: protecting and enhancing the natural environment and built and historic environment.

Chapter 4: Decision Making

4.28 Chapter 4 generally provides guidance on decision-making and outlines that local planning authorities should approach decisions on proposed development in a positive and creative way, approving applications for sustainable development where possible. Additionally, it outlines that weight given to emerging plans and associated policies should be attributed based on the stage of preparation of the emerging plan. Chapter 4 also confirms that planning obligations should only be sought where necessary to make development acceptable in planning terms and where obligations are directly related to the development for which permission is sought.

4.29 Paragraph 38 states that local planning authorities should approach decisions on proposed development in a positive and creative way. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Chapter 5: Delivering a sufficient supply of homes

4.30 Chapter 5 sets out the Government's objectives to significantly boost the supply of homes, placing emphasis on the amount and variety of land required to come forward where needed. In particular, paragraph 62 outlines that homes should be provided, in terms of size, type and tenure for the needs of different groups, including those requiring affordable housing, families for children, older people, those with disabilities, people who rent their homes and self/custom-builders.

Chapter 6: Building a strong, competitive economy

4.31 Chapter 6 outlines that significant weight should be placed on the need to support economic growth. Importantly, it confirms that sites to meet local business and community needs may have to be found adjacent to or beyond existing settlements. Sites that are well-related to existing settlements should be encouraged where these opportunities exist.

Chapter 5: Delivering a sufficient supply of homes

4.32 Paragraph 60 outlines that to support the objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forwards where it is needed.

4.33 Paragraph 69 states 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.

Chapter 8: Promoting healthy and safe communities

4.34 Paragraph 92 outlines the way in which planning decisions should aim to achieve healthy, inclusive, and safe places which promote social interaction, are safe and accessibly, and enable and support healthy lifestyles.

4.35 Paragraph 99 states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless; an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Chapter 9: Promoting sustainable transport

4.36 Paragraph 105 states that the planning system should manage growth in support of these objectives and that significant development should be focussed on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

4.37 Paragraph 110 states that development should ensure appropriate opportunities to promote sustainable transport modes can be taken up, safe and suitable access to the site can be achieved for all, and that any significant impacts from the development can be mitigated.

4.38 Paragraph 111 states that the development should only be prevented or refused on highways grounds if there would be an unacceptable impact upon highways safety or that the residual cumulative impacts on the road networks would be severe.

Chapter 11: Making Effective use of land

4.39 Paragraph 119 states that planning policies and decisions should support the effective use of land. Paragraph 120(d) states that planning policies and decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively. With regard to achieving appropriate densities, Paragraph 124 states that planning policies and decisions should support development that makes efficient use of land, taking into account:

a. The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
b. Local market conditions and viability;
c. The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

d. The desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
e. The importance of securing well-designed, attractive, and healthy places.

Chapter 12: Achieving well-designed places

4.40 Paragraph 130 states that planning decisions should ensure that developments will function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history.

4.41 Paragraph 132 states that design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

4.42 Paragraph 134 states that development that is not well designed should be refused where it fails to reflect local design policies and government guidance on design. However, significant weight should be given to development which reflects local design policies, and outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Chapter 15: Conserving and enhancing the natural environment

4.43 Paragraph 174 recognises that the planning system should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water, or noise pollution of land instability, and where appropriate, remediating derelict and contaminated land.

4.44 Paragraph 180 makes it clear that planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account.

Planning Practice Guidance

4.45 The Planning Practice Guidance (PPG) supplements the National Planning Policy Framework and reinforces guidance on protecting open space and achieving good urban design.

Places for Everyone Plan

4.46 Nine Greater Manchester Local Authorities, excluding Stockport, are in the process of preparing an overarching development plan with strategic policies. The Places for Everyone Plan will identify the objective needs of the councils and sets out the scale and distribution of housing and employment growth across the conurbation for the next 20 years.

4.47 The Plan was revised following the withdrawal of Stockport from the process and a Publication version of the Plan was published in July 2021. A period of public consultation ran from 9th August to the 3rd October 2021, following

which the Plan was submitted to the Secretary of State. The Plan has recently been subject to a number of examination hearings, which continue to run. The final Plan is set to be published in autumn 2023.

4.48 At present the plan is a material consideration yet can only be afforded limited weight as no results of the examination process have been produced and the examination is still ongoing.

Supplementary Planning Documents

Providing for Housing Choice SPD

4.49 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. It specifically deals with the provision of affordable housing and contains guidance relating to the type of housing required although it could be said that it is somewhat outdated given its adoption in the late 2010's.

Guide to Development in Manchester SPD

4.50 This document serves as a guide when producing the design and access statement that is supposed to accompany every planning application. It highlights major topics like design, accessibility, street hierarchy, parking guidelines, etc.

4.51 Paragraph 2.13 states that the scale, position, and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline.

4.52 Paragraph 3.1 states that developments need to be fully inclusive and accessible and new housing developments should be designed to be fully accessible, not only internally, but also with regard to all external areas. It also expands, to state that whatever form car parking takes, adequate provision is required for disabled people with clear, safe, accessible footways leading to the main door.

4.53 Paragraph 4.4 states that developers will be expected to submit a statement on how their proposal will achieve the environmental standards set out in the SPD. This additional Environmental Standards Statement will be required for all planning applications, both outline and full. It will assist in demonstrating how the planning policy context has affected the development of the site as required in the process of producing the Design and Access Statement.

4.54 Paragraph 7.2 states that new housing development should not be viewed in isolation and proposals must be designed having regard not only to the immediately adjoining buildings but also the townscape of the wider area. Developments should be informed, both in terms of design and layout, by the wider context.

4.55 Paragraph 10.4 states that developments should provide a satisfactory internal layout which makes the best use of the space available – for example, avoiding the creation of unnecessary circulation space or the provision of inner rooms. Designers should seek to ensure that spaces are well lit and ventilated naturally.

Manchester Residential Design Guidance

4.56 The Manchester Residential Design Guide sets out key design principles and guidelines to ensure that future development offers distinctive, innovate and high quality place making. The guide seeks to ensure the delivery of high quality places to live throughout Manchester. For decision taking, the guide will be used to inform the design and planning process to ensure that principles of good design in are part of all planning applications within Manchester.

4.57 For new dwellings, the scale and massing should respond to its context, and create interest from street-level. The proposed elevation should also reflect the surrounding context, nor should additional height compromise the privacy of neighbouring properties. Communal waste storage should be well designed, and integral to the design of the site. Bike storage should be located conveniently and planned to ensure easy access, encouraging day-to-day usage.

4.58 Reduced levels of car-parking provision should be aimed for in all types of development. Car parking levels should be reflective of the location and anticipated use, with less spaces provided in locations that are well connected to other modes of transport. The guide goes on to confirm that:

'The city needs to continue to function and retain its competitiveness. As a consequence, there is a need to balance the provision of sufficient parking with the need to encourage different, more sustainable modes of transport and working towards reducing the dependence on the car.'

5. Planning Appraisal

5.1 This section of the Statement assesses the proposed development in light of the relevant planning policies, firstly considering the principle of development and other key issues, before then moving on to assess it against planning policies concerning technical matters on a thematic basis.

Basis for Decision Taking

5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires all planning applications to be determined in accordance with the development plan unless there are material considerations which indicate otherwise. Paragraph 11 of the NPPF - the presumption in favour of sustainable development - asks decision-makers to approve development proposals that accord with the development plan without delay.

5.3 The NPPF is an important material consideration in determining the application. Running through the NPPF is a presumption in favour of sustainable development and the call for planning authorities to 'boost significantly the supply of housing' and meet the full objectively assessed housing needs for their area.

5.4 The currently adopted Development Plan for the area comprises the Manchester Council Core Strategy (CS), adopted in July 2012, and relevant Saved Policies from the Manchester Unitary Development Plan (UDP) that was saved in June 2006. The starting point for decision taking is therefore the statutory Development Plan. It is also important to consider other key material considerations, such as Supplementary Planning Documents and Guidance, the NPPF and the emerging Places for Everyone Plan.

Principle of Development

5.5 The application site is located on Princedom Street, in a highly sustainable location in close proximity to a range of public transport links. It is a location where the local planning policy seeks to direct development.

5.6 Policy H1 outlines that the provision of housing should be influenced by local need, whilst Policy H3 looks for 20% of new residential development be situated in the north of Manchester. The policy furthermore states that much of the land in North Manchester is of low value or in need of remediation, hence housing schemes should contribute to environmental improvements and encourage a mixed and diverse community by retaining or attracting economically active households in Manchester.

5.7 Policy H8 affirms that new development will contribute to the city-wide target for 20% of new housing provision to be affordable. It also goes on to say that affordable housing units will be inclusively designed to reflect the character of the development site.

5.8 The provision of a scheme of entirely affordable housing in North Manchester appropriately meets both national and local policy aspirations. The development will deliver housing in a sustainable location, with accommodation suitable for families to be delivered in an established residential area.

5.9 The principle of development is therefore established, and further consideration of the proposals is now provided from a technical perspective.

Design

5.10 Policy EN1 relates to design principles and sets out criteria to ensure development achieves a high quality of design by taking into account matters of functionality, protecting amenity, security and accessibility. Development

proposals must ensure they are appropriate to their context, make use of opportunities to improve their character and quality of an area and enhance the street scene or character of an area by addressing matters of scale, density, height, massing, layout, elevation treatment, materials, hard and soft landscaping works, and boundary treatment. Paragraph 127 of the NPPF sets out that decisions should ensure that developments function well and add to the overall quality of the area.

5.11 AEW Architects has produced a Design and Access Statement which provides a summary of the design of the proposal, and an assessment of the scheme in the context of the site's setting and the design of the proposal. The Statement confirms how the design of the site has been developed to respond to the existing road network, and to accommodate buildings of similar scale to their surroundings. The design seeks to achieve the optimum layout for the site in terms of viability, use, layout, massing, and composition. The approach to car parking and landscaping has also been designed to allow the proposals to make best use of the site area.

5.12 The proposed development comprises 22 two storey, three bedroom townhouses. The scale of the buildings has been informed through a review of both the existing context of the site, and the wider local context, which in the immediate vicinity comprises a mix of building types of relatively uniform height. The typology and scale of the proposed units reflects the built form of the local area.

5.13 Parking is largely provided to the front or side of properties, providing properties with defensible space to their primary elevations. Level access has been considered on all properties, with parking provided in close proximity to the associated property, cycle storage all provided within the individual property boundaries. Bins are provided to all dwellings however some are in shared bin stores with some properties having direct access to dedicated refuse stores. This allows optimum access for refuse collections considering travel distances and guidance.

5.14 The above demonstrates that the proposed development is compliant with Policy EN1, the Guide to Development in Manchester, Providing for Housing Choice, and Manchester Residential Design SPDs in addition to national policy relating to design.

Transport

5.15 Policies T1 and T2 generally relate to sustainable transport, and highlights the need to provide high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking.

5.16 The site is located within easy access of local amenities, including retail opportunities, health facilities and schools, and that there are opportunities or walking, cycling and public transport in the vicinity of the site as demonstrated in Section 2 of this Planning Statement.

5.17 In addition, SCP has produced a transport Technical Note to support the application. This undertakes an assessment of road safety, the proposed access, servicing and parking arrangements, and trip generation. It concludes that the parking provision for the proposed development is considered to be appropriate in the context of the site's sustainable location, no accidents have been recorded in the last 5 years which means road safety is not a primary concern and that only 12 two-way vehicle movements will be recorded as a result of the proposed development in the AM and PM peak.

5.18 It is therefore clear that the proposals are in accordance with Policies T1 and T2 and national policy concerning highways and transport.

Energy and Sustainability

5.19 The application is submitted alongside an Energy and Sustainability Statement as prepared by AEW Architects. This outlines that the proposed development is designed in accordance with passivhous principles and therefore utilises a fabric first approach to sustainability, with a focus on reducing energy demands in line with the energy hierarchy. The dwellings will benefit from low carbon heating through the use of air source heat pumps and is designed to be solar PV ready and suitable for retrofitting of such technology. The proposed improvements in energy efficiency result in a 53%-69% reduction in emissions.

5.20 Measures to further ensure the development is adaptable to climate change include permeable paving and SUDs systems, whilst overheating measures incorporate fixed shading and natural ventilation of dwellings. An off-site timber manufacturing system is proposed, resulting in the use of lower embodied carbon materials and modern construction methods to reduce waste and construction impacts.

5.21 The proposed development is therefore clearly in accordance with Policies EN4 and EN8.

Natural Environment

5.22 Policy EN9 requires development to integrate with green infrastructure to help develop a network of high quality and multi-functional spaces. The proposed development will retain landscaping as far as possible, albeit it is noted that the area is currently vacant land acting as green space, which is to be lost. The applicant is committed to a programme of landscaping which can be secured by condition and this will promote green infrastructure connections.

5.23 Regarding flood risk, Policy EN14 requires development to minimise surface water run-off through the use of sustainable drainage methods and green infrastructure. The proposed development will utilise attenuation tanks and hydraulic flow devices to manage the rate of run off into the existing surface water sewer on Princedom Street. The attenuation tanks would cater for the 100 year + 45% climate change storm event, future proofing the scheme against future flood risks. Foul sewage is to be discharged to the existing system at Simister Street.

5.24 Policy EN15 outlines the need for developers to demonstrate that the proposed development will not affect biodiversity or geodiversity and the application is submitted alongside a Preliminary Ecological Appraisal which outlines that the site is exclusively comprised of closely mown amenity grassland and hardstanding, with limited nature conservation value. It is therefore highly unlikely that the site supports any protected or notable species and does not support any suitable habitat for roosting bats, badgers, hedgehog, or nesting birds.

5.25 With the inclusion of the mitigation features, the proposals are compliant with policies relevant to green infrastructure, flood risk/drainage and biodiversity.

Pollution

5.26 In line with the requirements of Policy EN16, developers are expected to take measures to minimise and mitigate the impacts of emissions on air quality. Residential development is not generally pollution or dust generating and therefore air quality impacts are likely to be limited to the construction phase of development from dust arisings. Therefore impacts can be controlled adequately through a condition requiring submission and approval of a Construction Management Plan. Therefore, the proposals are compliant with Policy EN16.

5.27 Protection of water quality, required by Policy EN17, can also be secured via a Construction Management Plan.

5.28 In terms of contamination and Policy EN18, the application is accompanied by both a Phase 1 Geo-Environmental Study which outlines that there is potential for made ground and at least limited ground contamination. It is therefore recommended that an intrusive ground investigation is carried out prior to detailed design and commencement of development to allow detailed risk assessments to be undertaken. If remedial measures are required, these can be secured by planning condition. Any necessary measures successfully carried out will ensure that the site is suitable for residential use and is not at risk of hazards from ground contamination.

5.29 Overall, the proposed development is compliant with policies designed to prevent risks from pollution.

Planning Obligations

5.30 Although residential development often attracts planning obligations from developers, to be secured via Section 106 contributions, in this instance it is not believed that there are arises any necessary planning obligation which would comply with Regulation 122(2) of the Community Infrastructure Levy Regulations which require obligations to be:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

5.31 Therefore the applicant considers Policy PA1 is complied with as far as is necessary.

Development Management

5.32 Policy DM1 sets out a series of specific issues that development should seek to address or comply with. These relate to many of the topics covered already within Section 5 including design, transport, green infrastructure, and open space. This Planning Statement has already demonstrated compliance with policies directly related to these topic areas and it therefore follows that the proposals are compliant with Policy DM1.

Summary

5.33 Section 5 clearly demonstrates that there are no planning policy or technical issues that would prevent the granting of planning permission for the proposed development. In accordance with the Development Plan and the Framework, the Council should positively determine the application without delay.

6. Benefits of the Proposals

6.1 Following consideration of the proposed development against the suite of planning policies and material considerations identified as relevant to the planning application, and the conclusions that the proposals are consistent with those, the applicant wishes to further establish that if approved, the proposed development has the potential to bring with it a large number of benefits locally, regionally, and nationally, as listed beneath:

- **Development in a sustainable location:** the site is within close proximity to local shops and services and will deliver housing – consistent with the Core Strategy.
- **Delivery of affordable housing:** the development will deliver 22 much-needed affordable units of various sizes, types and tenures, in accordance with the needs of the area.
- **Contribution to the delivery of housing at a local level:** the development will provide a balanced mix of dwellings, providing a choice of house type and size, providing opportunities for all types of potential residents.
- **Creation of construction phase job opportunities:** it is anticipated that the construction phase of development will generate temporary direct construction jobs and may also create indirect employment opportunities through the supply chain and local spending.
- **Additional resident spending:** residents are likely to spend money in the local area during the operational phase of development.
- **Contribution to local businesses:** residents and visitors are likely to spend money locally, benefitting businesses and services that are existing, and potentially encouraging new entrants to the market.
- **Positive contribution to built form:** the well-designed proposals will contribute to the existing built form of this area of Manchester, providing an attractive addition to the street scene.

6.2 Generally, the proposed development will provide good quality affordable housing for local people in a sustainable location, whilst the series of benefits above demonstrates that positive impacts are not only limited to those who will directly benefit. Through additional spending during construction and operational periods, the proposed development has the potential to significantly contribute to the vitality and viability of the area which in turn will help to ensure the continued operation of vital services and facilities which are used by existing residents.

7. Conclusions

7.1 This Planning Statement has been prepared by Nexus Planning on behalf of Mosscare St Vincent Housing to support the submission of a planning application on land at Princedom Street, Harpurhey for development with the following proposed description:

"Erection of 22 no. residential units with vehicular parking, landscaping and associated works."

7.2 This statement describes how the application site is a wholly appropriate location for residential development due to its sustainable location, access to a range of key services and facilities both locally and further afield by strong public transport provision. The proposed development will provide much needed affordable housing and will create an attractive and cohesive community which integrates well with its surroundings.

7.3 The site comprises vacant grassland and is of limited value in that regard and therefore its replacement with well-designed, required housing which is affordable for local people is entirely appropriate.

7.4 The proposed development is in line with the aspirations of national and local planning policies which seek to boost the supply of housing and is entirely consistent with the planning policies identified as being relevant to the proposal.

7.5 It is therefore the case that the Council can positively consider the application.

Nexus Planning
Manchester
One Express
1 George Leigh Street
Manchester
M4 5DL

T 0161 819 6570