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PLANNING AND ECONOMIC STATEMENT

APPLICANT: Bowsall Developments Ltd and MSV Housing

SITE: Land at Autometers Systems Ltd, 4B Albany Road, Chorlton,
Manchester, M21 0AW

DATE: 30 March 2023



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Chartered Town Planners



Land at Autometers Systems Ltd, 4B Albany Road, Chorlton, Manchester, M21 0AW
Planning and Economic Statement
Bowsall Developments Ltd and MSV Housing

Report Drafted By	Report Checked By	Report Approved By
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16.03.2023	22.03.2023	23.03.2023

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CONTENTS

	PAGE NUMBER
1. INTRODUCTION	1
2. THE SITE & SURROUNDING AREA	3
3. PLANNING HISTORY	6
4. STATUTORY AND OTHER DESIGNATIONS.....	8
5. THE PROPOSED SCHEME	10
6. PRE-APPLICATION DISCUSSIONS	15
7. DOCUMENTS SUBMITTED IN SUPPORT OF THE FULL PLANNING APPLICATION.....	16
8. THE DEVELOPMENT PLAN AND OTHER MATERIAL PLANNING POLICY CONSIDERATIONS	17
9. PLANNING ASSESSMENT	27
10. PLANNING CONDITIONS.....	47
11. CONCLUSION.....	48



1. INTRODUCTION

BRIEF

- 1.1 This Planning Statement has been prepared by Hourigan Planning and supports a full planning application made by Bowsall Developments Ltd in partnership with and Mosscafe St. Vincent's Housing Group Limited (hereafter referred to as MSV Housing); the parties are hereafter referred to as the 'Applicants'. The application has been submitted to Manchester City Council (hereafter referred to as the 'Council') in relation to land at Autometers Systems Ltd, 4b Albany Road, Chorlton, Manchester, M21 0AW (hereafter referred to as the 'site').
- 1.2 The description of development in the application form is as follows:
- "Demolition of existing buildings and the erection of 40 no. 100% affordable apartments (shared ownership) along with car and cycle parking spaces, hard and soft landscaping and associated work".*
- 1.3 Bowsall Developments Ltd specialise in the procurement and delivery of new homes in collaboration with established Registered Providers (RP's). Since its inception, the company has established an enviable track record in the acquisition of sites in the affordable housing sector¹.
- 1.4 Bowsall Developments is working directly with the RP MSV Housing², who is well known to the Council and has great experience with delivering affordable housing in Manchester. Recently, Bowsall helped MSV deliver an affordable scheme for 14 new homes to the rear of Crumpsall Constitutional Club, Linn Street, Manchester, M8 5SN; that scheme was delivered in partnership with Homes England and Manchester City Council.

SCOPE

- 1.5 The application is accompanied by a number of supporting documents as identified in a freestanding document entitled Annex 1 which address key technical and site-specific planning matters to demonstrate why full planning permission should be granted.

¹ See: <https://www.bowsall.co.uk/>

² See: <https://www.msvhousing.co.uk/about-us/who-we-are/>



PURPOSE

- 1.6 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 1.7 The purpose of this Planning Statement is as follows:
- To describe the site and surrounding area.
 - To examine any relevant previous planning decisions that have been made in relation to the site.
 - To identify any statutory or local planning-related designations affecting the site.
 - To provide details of the scheme that is now being brought forward.
 - To outline the other documents submitted in support of the proposals.
 - To summarise the relevant planning policy and material considerations relevant to the proposals.
 - To consider the proposed development having regard to the Development Plan and other material considerations.
 - To demonstrate that the planning balance lies clearly in favour of the proposals.
- 1.8 This document should be read in conjunction with the suite of documents submitted in support of the full planning application.



2. THE SITE & SURROUNDING AREA

SITE LOCATION

- 2.1 The site is located to the east of Albany Road, in the south Manchester suburb of Chorlton. The site is located within, but on the edge of, an existing industrial estate known as Albany Road Trading Estate. The general location of the site is provided below:



Figure 2.1 - General Location Of The Site Edged In Red.

SITE DESCRIPTION

- 2.2 The site extends to approximately 0.2 hectares of previously developed land and is currently accessed from Albany Road. The site is dominated by a tall single storey, commercial building which extends almost along the full width of the site along the northern boundary, sitting perpendicular to Albany Road.
- 2.3 The building takes the form of a dated industrial building with a brick and metal frame structure, and a metal pitched roof. There are a number of door and window openings on each of the building's elevations including a double-height roller door on the southern elevation, which forms the principal elevation where the front door to the reception area can also be found. The building is occupied by a single business, Autometers Systems Ltd.



Land at Autometers Systems Ltd, 4B Albany Road, Chorlton, Manchester, M21 0AW
Planning and Economic Statement
Bowsall Developments Ltd and MSV Housing

- 2.1 There is an area of hardstanding in front of the building with 15 no. car parking spaces marked out, 3 no. of which are disabled spaces.
- 2.2 The topography of the site is level, but it sits at a slightly lower ground level than Albany Road. Vehicular and pedestrian access is taken from Albany Road via a private road.
- 2.3 The site is bound by 2.4m post and wire mesh chain link security fencing (with barbed wire along the top) on all boundaries, except along the northern boundary which is demarcated by 2.4m 'V' mesh security fencing.
- 2.4 The site is dominated by the large existing building and in terms of soft landscaping, there is a small grass banked area to the west boundary and a small strip of self-seeded trees and shrubs to the eastern and northern boundaries. There is also some sporadic vegetation to the southern boundary.

SURROUNDING AREA

- 2.5 Residential properties surround the north and west of the site and the track of the Metrolink tram sits at a lower ground level to the east.
- 2.6 A number of other businesses are located to the south which also form part of the aforementioned Albany Road Trading Estate.

ACCESSIBILITY

- 2.7 The site is situated within a very accessible location being located off Albany Road in close proximity to the district centre of Chorlton.
- 2.8 The highway is lit by streetlights and the site is highly accessible by pedestrians.
- 2.9 Bus stops are located 0.2 km to the north west on Manchester Road and 0.2 km to the south on Wilbraham Road. The nearest tram stop (Chorlton) is located less than 250 m (adjacent to Morrisons supermarket) on Wilbraham Road and provides regular services to Manchester Airport and East Didsbury to the west and Manchester city centre (and beyond) to the east.
- 2.10 Morrisons supermarket is located within 200 m walk of the site, on Wilbraham Road, and the district centre of Chorlton is within 300 m where there is a plethora of local amenities and services; the centre of Chorlton is a thriving suburb of Manchester.
- 2.11 The accompanying Transport Statement provides further detail on local amenities.
- 2.12 Clearly, this site is a very sustainable site from an accessibility perspective for residential purposes.



SUMMARY

- 2.13 The application site comprises previously developed land and lies in an accessible location, with good access to existing local amenities, facilities and public transport all of which are within walking and cycling distance of the site.



3. PLANNING HISTORY

- 3.1 A search of the Council's online interactive planning map has identified the following planning decisions relating to the site:

Reference	Proposal	Decision
F00284	Erection of part single, part 2 storey retail store with car parking facilities for 165 cars.	Withdrawn 28.06.1974
F00042	Erection of an open structure with roof for the storage and drying of small timber sections, within existing timber yard.	Approved 17.02.1975
F07045	Erection of 4 light industrial units after demolition of existing buildings.	Approved 05.10.1977
F07968	Erection of 2 light industrial units and car parking after demolition of existing buildings.	Approved 01.03.1978
F09363	Renewal of an outline planning application for the erection of 4 light industrial units after demolition or existing building.	Approved 06.12.1978
F12474	Erection of a single-storey building and greenhouse and provision of an open garden centre for the wholesaling and retailing of home improvement products, kitchen units, do-it-yourself goods, self assembly furniture, timber, building materials, garden furniture.	Approved 05.03.1980
F13615	Reserved Matters Detailed plans and elevations of a wholesale and retail building for home improvements products arising out of the outline planning permission (Ref: F12474) granted on 05.03.1980.	Approved 22.05.1980
019749	Erection of six single-storey light industrial or warehouse units	Approved 05.10.1983



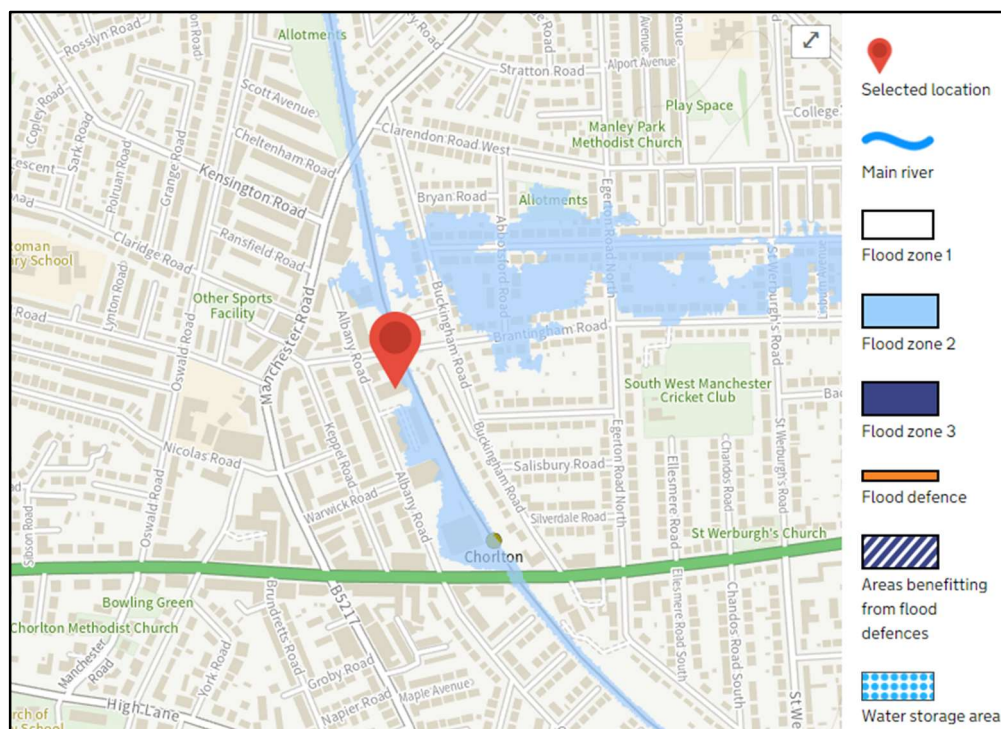
- 3.2 The planning history for the adjoining apartment block to the north, known as 'The Quadrangle' is also worthy of note because it has a recent planning permission for an additional floor providing 3 no. additional apartments, and this has had an influence on the current application proposals. The details of the Quadrangle planning permission are as follows:
- Application Reference: 124848/FO/2019.
 - Proposals: Rooftop extension to form 3 two-bedroom apartments and provision of an additional 3 car parking spaces.
 - Decision: Approved with conditions on 05 November 2020.
- 3.3 This full planning permission has not been implemented, to our knowledge, and remains valid until 05 November 2023. It is noted that conditions 3, 6, 7, 11 have been formally discharged on that permission under approval CDN/22/0048, being formally discharged on 26 April 2022.
- 3.4 The implications of this permission are discussed again in this Statement at Paragraph 9.30.

CONCLUSION

- 3.5 Having regard to the foregoing it is noted that the site has a history of commercial / employment use. However, this history dates back to prior to the 1980's, and the character of the surrounding area and the surrounding land uses has altered significantly in more recent years especially with the arrival of the Morrisons supermarket, the Metrolink in 2011 and new high density residential development to the north of the site, i.e. The Quadrangle.

4.1 An extract from the Environment Agency's flood map for planning is set out below. The majority of the site is located within Flood Zone 1, an area with a low probability of flooding. A small proportion of the site along the eastern boundary is within Flood Zone 2 where there is medium risk of flooding.

4.2 The full extent of the area within the site boundaries which is within Flood Zone 2 is not completely clear from the government's flood map, and there is no further clarity provided in the Council's Strategic Flood Risk Assessment (SFRA 2011).



4.3 The scheme is accompanied by a Drainage Strategy and a Flood Risk Assessment which addresses the above.

4.4 According to online resources (<https://mappinggm.org.uk/>), Albany Road is an unclassified, local road.



PUBLIC RIGHTS OF WAY (PROW)

- 4.5 The site is not the subject to any public rights of way.

TREE PRESERVATION ORDERS (TPOs)

- 4.6 Given that there is limited existing trees and vegetation within the site boundaries, it is not anticipated that the site is affected by any Tree Preservation Orders.

ECOLOGY

- 4.7 The site is not subject to any statutory ecological related designations.

AIR QUALITY

- 4.8 The site is not affected by an Air Quality Management Area (AQMA); the nearest AQMA's being located on Wilbraham Road (a small section outside the Morrisons supermarket) and at the crossroads of Wilbraham Road and Barlow Moor Road (an area known locally as 'four banks').

HERITAGE

- 4.9 The site does not contain any statutory listed buildings and nor does it affect the setting of any listed building. It is not within a Conservation Area, and it is not within a World Heritage Site.

SUMMARY

- 4.10 In summary, none of the statutory or other designations identified would preclude the proposed redevelopment of the site for 40 no. new affordable apartments.



5. THE PROPOSED SCHEME

5.1 This chapter summarises the proposals and refers to the relevant supporting documents.

DESCRIPTION OF DEVELOPMENT

5.2 The Applicants seek full planning permission for the following development:

"The demolition of existing building and the erection of 40 no. 100% affordable apartments (shared ownership) along with car and cycle parking spaces, hard and soft landscaping and associated works".

DEVELOPMENT CONCEPT

5.3 An extract from the proposed site layout is shown below:

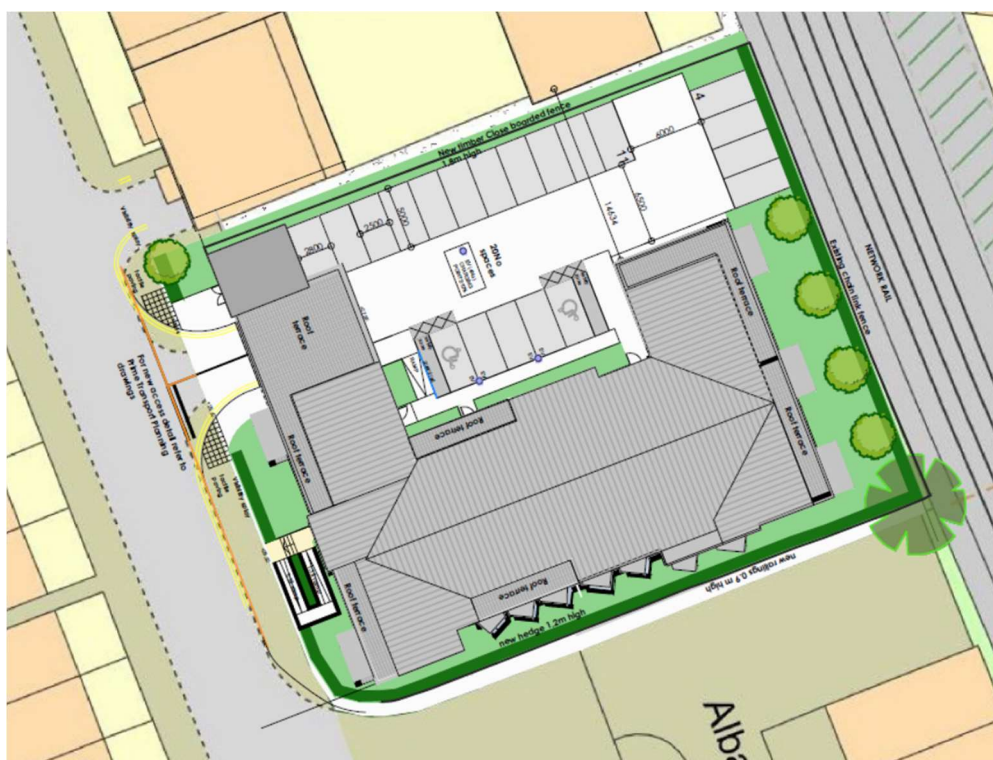


Figure 5.1 – Extract From Proposed Site Layout.



APARTMENT MIX AND TENURE

- 5.4 The scheme comprises a total of 40 no. apartments, all of which would be affordable homes and be delivered as shared ownership³. The apartments comprise a housing mix of 21 no. 1 bed apartments and 19 no. 2 bed apartments.
- 5.5 The table below shows that all of the units would either meet or exceed the Government's Technical Standards Nationally Described Space Standards (NDSS) threshold, which goes above and beyond the minimum which is expected for affordable units (that being 85% of the threshold) in order to qualify for Homes England grant funding:

Size (Bed/Person)	NDSS Standard (m ²)	Actual (m ²)	Difference NDSS v Actual (+/-) m ²	No of Plots
Ground Floor Flat 1b2p	50	50	0	3
Ground Floor Flat 1b2p	50	53	3	2
Ground Floor Flat 2b3p	61	61.4	0.4	2
Ground Floor Flat 2b3p	61	61.7	0.7	2
First Floor Flat 1b2p	50	50	0	3
First Floor Flat 1b2p	50	53	3	2
First Floor Flat 2b3p	61	61.4	0.4	2
First Floor Flat 2b3p	61	61.7	0.7	4
Second Floor Flat 1b2p	50	50	0	3
Second Floor Flat 1b2p	50	53	3	2
Second Floor Flat 2b3p	61	61.4	0.4	2
Second Floor Flat 2b3p	61	61.7	0.7	4
Third Floor Flat 1b2p	50	50	0	3
Third Floor Flat 1b2p	50	51.7	1.7	1
Third Floor Flat 1b2p	50	53	3	2
Third Floor Flat 2b3p	61	61	0	2
Third Floor Flat 2b3p	61	65	4	1
TOTAL				40

³ Shared Ownership - Where the home owner buys a share between 10% and 75% of the home's full market value, pay rent to the landlord for the share they do not own, and usually pay monthly ground rent and service charges. The planning definition is set out in the Glossary to the National Planning Policy Framework (2021)



- 5.6 In addition, 50% of the apartments (that being 20 no.) would be M(4) 2 (Building Regulations) compliant, where the new apartments make reasonable provisions for most people to access the units and incorporates features that make it potentially suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users.
- 5.7 These M(4) 2 units are located across all floors of the apartment block, with 5 no. proposed at ground floor, 6 no. on the first floor, 6 no. on the second floor, and 3 on the third floor. This therefore also means that the lifts to all floors and the corridors are to be made wide enough to accommodate wheelchair users.

DENSITY

- 5.8 The proposals would make efficient use of previously developed land close to the District Centre of Chorlton. The scheme achieves 200 dwellings per hectare (gross), but that is wholly in-keeping with the mixed character of this part of the city, especially when considering the site is adjoined by a similar style apartment block, known as 'Albany Place' or the 'Quadrangle'.

LAYOUT

- 5.9 The layout is arranged in a 'U' shape. Vehicular access to the apartments will be from a single internal access road into a car parking area taken off Albany Road in a position where a previous access used to be located. A separate pedestrian access comprising of steps and an alternative ramp access would also be provided, leading to the entrance lobby of the building. A secure refuse store area is proposed to be positioned in the northwest corner of the application site, adjacent to the vehicular access.
- 5.10 Areas of amenity grassland would be provided around the building, along the east, south and western boundaries. The planning application is accompanied by a soft landscaping plan with proposed planting schedule.
- 5.11 The Design and Access Statement identifies the constraints and opportunities presented by the site and explains how the design of the layout has evolved to include, amongst others, the following features:
- Perimeter block development that hides the impact of vehicle parking.
 - Continuous frontages close to the road line with soft landscaping framing the built form to provide a strong edge to the development.
 - Variety in external materials to avoid a repetition of facade treatments.



APPEARANCE

- 5.12 The approach to design is also set out in the Design and Access Statement which confirms that the proposed scheme incorporates key character features which take inspiration from the local vernacular as follows:
- The use of red brick to match the 3 storey Victorian red brick terraces to create local distinctiveness.
 - Contemporary architecture to create a new language that reflects the residential nature of the area.
 - Contrasting materials and detailing will be used to define the features of the building to enhance the street scene.

CAR PARKING & CYCLE PARKING PROVISION, ACCESS AND HIGHWAY MATTERS

- 5.13 The car parking spaces, of which there are 20 no., are to be located along the northern and partly western boundaries, with a small number positioned within the 'U' shape of the building. 2 no. of the spaces will be dedicated disabled spaces. 4 no. Electric vehicle charging (EVC) points have been proposed, with two chargers attached to a single pole / stand to be positioned adjacent to the spaces. All remaining spaces would be provided with the necessary infrastructure (i.e. the ducting) to enable them to also be used as EVC points, should the need be demonstrated in the future.
- 5.14 The proposals include secure parking for a minimum of 40 no. cycles (including 2 no. cargo bikes), with the secure store being provided within the building itself as shown on the proposed drawings.
- 5.15 The subject site currently shares an access road which also provides access to other units in the Albany Road Trading Estate. It is proposed that the existing access point to the application site would be closed, and a new vehicular access point created in the north west corner of the site as shown. For the avoidance of doubt, the current access off Albany Road which serves the other units at Albany Road Trading Estate would be left as existing, it is simply that access to the new development would no longer utilise this access from Albany Road. There would be a slight gradient to the new vehicular access to accommodate the change in ground levels, but it meets with the requisite highway design standards.



ECOLOGY ENHANCEMENTS AND NEW TREE PLANTING

- 5.16 The current application site has very little in the way of soft landscaping and therefore the proposals present a real opportunity to deliver ecological benefits (including Biodiversity Net Gain (BNG) through the creation of new habitats, additional tree planting and appropriate future maintenance and management (by the Registered Provider MSV Housing).

SURFACE WATER AND DRAINAGE

- 5.17 A Flood Risk Assessment (FRA) and Drainage Strategy accompanies the application which demonstrates that the proposed development is not at significant flood risk and simple mitigation measures have been recommended to address any residual risks that may remain. Whilst the site sits within Flood Zone 1 and a very small element of Zone 2, the FRA confirms that the site layout has been developed to ensure all proposed buildings are located in Flood Zone 1, and that only soft landscaping and car parking would be within the Flood Zone 2.
- 5.18 Surface water will be directed into an attenuation tanks to be located underground (under the car parking area), with flows of water controlled. The surface water would then be directed to the existing combined sewer on site, subject to agreements with United Utilities. Similarly, foul water from the new development would connect into the existing combined sewer on site, subject to confirmation with United Utilities.

SUMMARY

- 5.19 In summary the proposal represents an opportunity to deliver a high quality 100% Affordable Housing scheme which would bring about significant environmental, social and economic benefits.



6. PRE-APPLICATION DISCUSSIONS

PRE-APPLICATION DISCUSSIONS WITH MANCHESTER CITY COUNCIL

- 6.1 The Applicant has carried out pre-application discussions with the Council prior to the application being submitted, with a pre-application meeting being held 08 December 2022 with Planning Officers of the Council (Jennifer Connor and Robert Griffin). Various matters were discussed including the principle of development, design, BNG and ecology, layout, highways, flood risk and drainage, energy and sustainability, additional validation requirements and details of pre-application engagement through a public consultation exercise.
- 6.2 The pre-application discussions were a very useful exercise and as a direct result, changes have been made to the proposals, as well as the commissioning of additional technical report which are submitted to support the proposals.

PRE-APPLICATION COMMUNITY CONSULTATION

- 6.3 Following the pre-application meeting with the Council and some amendments to the design, a period of public consultation was carried out in February and March 2023. In advance of the public consultation, an email was sent to the Ward Councillors with details attached of the proposals and advising them that a consultation was due to start. The public consultation exercise consisted of a leaflet drop to residential and commercial properties within close proximity of the application site (in an area previously agreed with The Council's Planning Officers), which summarised the proposals and directed residents to additional consultation material which could be found online at Hourigan Planning's website. The consultation commenced on 20 February 2023 and was due to close two weeks later on 05 March 2023, but at the request of the Ward Councillors, was extended for a further week until midnight 12 March 2023.
- 6.4 The full details and results of the consultation exercise are set out in the accompanying Statement of Community Involvement (SCI), which sets out the exercise undertaken, the comments received, and how the scheme now submitted has responded to those comments.



7. DOCUMENTS SUBMITTED IN SUPPORT OF THE FULL PLANNING APPLICATION

- 7.1 Annex 1 to the covering letter to the application sets out the documents submitted in support of the scheme. Extensive details have been provided to limit the need for pre-commencement and pre-occupation conditions.
- 7.2 The Council has been presented with a comprehensive suite of documents to enable it to fully assess and determine the application.
- 7.3 The documents submitted in support of the full planning application demonstrate that the site is suitable for development and that the proposals are technically deliverable.



8. THE DEVELOPMENT PLAN AND OTHER MATERIAL PLANNING POLICY CONSIDERATIONS

INTRODUCTION

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

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

8.2 This chapter identifies relevant Development Plan policies. This chapter also identifies other material planning policy considerations, which the decision taker should have regard to.

THE DEVELOPMENT PLAN

8.3 In this instance, and at the current time, the Development Plan relating to the site is as follows:

- The Core Strategy (2012-2027) (CS) adopted 11 July 2012.
- Extant (remaining) Unitary Development Plan (UDP) policies (saved 11 July 2012).
- Greater Manchester Joint Waste Development Plan Document (DPD): adopted by each of the ten Greater Manchester Authorities and came into force on 1 April 2012.
- Greater Manchester Joint Minerals DPD: adopted by each of the ten Greater Manchester Authorities and came into force on 26 April 2013.

MANCHESTER'S CORE STRATEGY DEVELOPMENT PLAN DOCUMENT (2012-2027)

8.4 The Core Strategy was adopted by Manchester City Council on 11th July 2012.

8.5 According to the Council's Interactive Proposals Map, the site is not subject to any site-specific designations. The site sits just outside of the Chorlton District Centre as shown by Figure 8.1 overleaf:

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Planning and Economic Statement
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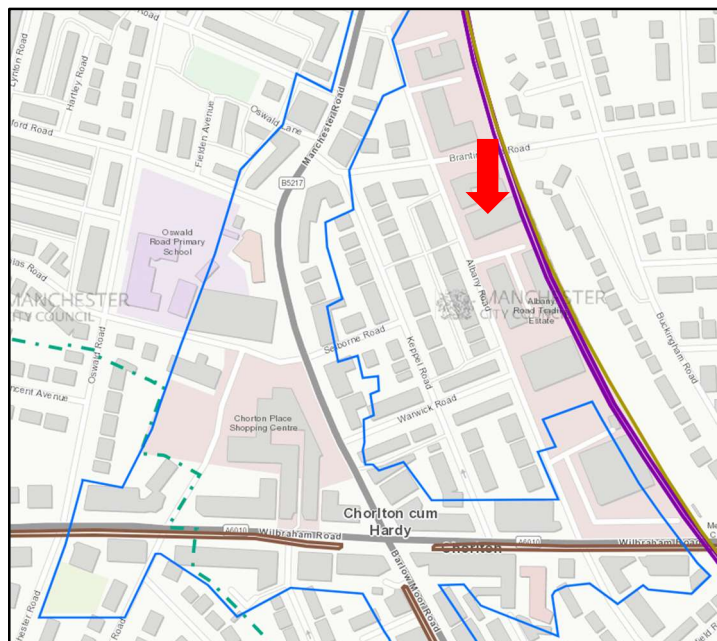


Figure 8.1 - Extract from Interactive Proposals Map - Site indicated by a red arrow. The blue line indicates the extent of Chorlton district centre, the purple line indicating the route of the Metrolink major recreational route.

8.6 The following policies of the Core Strategy are relevant to the proposals:

Core Strategy

- Policy SP 1 - Spatial Principles.
- Policy EC 2 - Existing Employment Space.
- Policy EC 9 - South Manchester.
- Strategic Objective SO3.
- Policy H 1 - Overall Housing Provision.
- Policy H 6 - South Manchester.
- Policy H 8 - Affordable Housing.
- Policy T 1 - Sustainable Transport.
- Policy T 2 - Accessible areas of opportunity and need.



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Planning and Economic Statement
Bowsall Developments Ltd and MSV Housing

- Policy EN 1 - Design Principles and Strategic Character Areas. (Southern Character Area).
- Policy EN 2 - Tall Buildings.
- Policy EN 4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Energy Supplies.
- Policy EN 6 - Target Framework for CO2 reductions from low or zero carbon energy supplies.
- Policy EN 8 - Adaption to Climate Change.
- Policy EN 9 - Green Infrastructure.
- Policy EN 14 - Flood Risk.
- Policy EN 15 - Biodiversity and Geological Conservation.
- Policy EN 16 - Air Quality.
- Policy EN 17 - Water Quality.
- Policy EN 18 - Contaminated Land and Ground Stability.
- Policy EN 19 - Waste.
- Policy PA 1 - Developer Contributions.
- Policy DM 1 - Development Management. This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are relevant to this application submission:
 - appropriate siting, layout, scale, form, massing, materials and detail.
 - design for health.
 - adequacy of internal accommodation and amenity space.
 - impact on the surrounding areas in terms of the design, scale and appearance of the proposed development.
 - that development should have regard to the character of the surrounding area.
 - effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation.



- accessibility to buildings, neighbourhoods and sustainable transport modes.
- impact on safety, crime prevention and health; adequacy of internal accommodation external amenity space, refuse storage and collection, vehicular access and car parking.
- impact on biodiversity, landscape, archaeological or built heritage, green infrastructure and flood risk and drainage.

UDP

- Policy DC26.1 - Development and Noise.
- Policy DC26.2 - Noise Sensitive Developments.
- Policy DC26.5 - Noise Assessments.
- Policy DC26.5 - Noise Insulation.

OTHER MATERIAL PLANNING POLICY CONSIDERATIONS

8.7 Other material planning policy considerations at a local and national level include:

- Guide to Development in Manchester SPD and Planning Guidance (April 2007).
- Providing for Housing Choice - Planning Guidance (September 2008).
- Manchester Green and Blue Infrastructure Strategy (Implementation Plan Refresh 2021-2025).
- Manchester Residential Quality Guidance (March 2017).
- Our Manchester Strategy (2016-2025).
- Manchester Housing Strategy (2022 to 2032).
- Manchester City Council's Climate Change Action Plan (Refreshed Plan 2022-2025).
- National Planning Policy Framework (Framework) (2021).
- Planning Practice Guidance (March 2014, and subsequent updates).
- The National Design Guide (2021).
- Nationally Described Space Standards (NDSS).



***GUIDE TO DEVELOPMENT IN MANCHESTER SPD AND PLANNING GUIDANCE
(ADOPTED APRIL 2007)***

- 8.8 The Guide to Development in Manchester SPD and Planning Guidance is divided into three parts.
- 8.9 The first part deals with development principles. The second part provides additional guidance on the character of various areas within Manchester. It is noted that this section does not have SPD status, but it provides context for developers and architects by identifying key characteristics and highlighting important development issues and priorities within those different areas.
- 8.10 Part three of the Guide to Development explains how the document should be used and how it relates to the wider planning policy framework.

PROVIDING FOR HOUSING CHOICE - PLANNING GUIDANCE (SEPTEMBER 2008)

- 8.11 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. The document further states that the Council is committed to establishing a strategy for affordable housing provision in Manchester. The guidance also notes that the City needs to diversify its housing offer to support continued economic growth and the delivery of Community Strategy objectives, in particular the target of creating a more balanced housing market by increasing levels of owner occupation. The document is very dated now, and carries limited weight, however it is acknowledged for completeness.

***MANCHESTER GREEN AND BLUE INFRASTRUCTURE STRATEGY (IMPLEMENTATION
PLAN REFRESH 2021-2025)***

- 8.12 The Manchester Green and Blue Infrastructure Strategy sets out objectives for environmental improvements within the city within the context of objectives for growth and development.

MANCHESTER RESIDENTIAL QUALITY GUIDANCE (2016)

- 8.13 The Manchester Residential Quality Guidance provides clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.



RESIDENTIAL GROWTH STRATEGY (2016)

- 8.14 This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place as confirmed within other policies of the Core Strategy.

OUR MANCHESTER STRATEGY (2016-2025)

- 8.15 This Strategy sets out the long term vision for Manchester's future. It details the priorities that the whole city, public, private, voluntary and community organisations who will work together to put Manchester in the top-flight of world cities by 2025.

MANCHESTER HOUSING STRATEGY (2022-2032)

- 8.16 The Manchester Housing Strategy (2022-2032) sets out a long-term vision which considers how best to deliver the city's housing priorities and objectives, building on progress already made, whilst tackling head on the scale and complexity of the challenges ahead. The priorities for the new Housing Strategy are:

- i. Increase affordable housing supply & build more new homes for all residents.
- ii. Work to end homelessness and ensure housing is affordable & accessible to all.
- iii. Address inequalities and create neighbourhoods & homes where people want to live.
- iv. Address the sustainability & zero carbon challenges in new and existing housing stock.

MANCHESTER CITY COUNCIL'S CLIMATE CHANGE ACTION PLAN 2020-2025 (REFRESHED PLAN 2022-2025).

- 8.17 Manchester City Council published its Climate Change Action Plan (CCAP) in 2020, setting out its five year plan to respond to the Climate Emergency, tackle climate change and work towards becoming a zero carbon organisation by 2038 at the latest.



- 8.18 In the last two years, the Council has made good progress in delivery of its Climate Change Action Plan and achieved important milestones. The purpose of refreshing this CCAP at halfway through this 5-year period is to show progress made to date, set out new milestones and include new actions, to ensure the Council is remaining on track in reducing its own carbon emissions and importantly, leading by example, giving renewed focus on the City-wide actions, the Council's leadership role, and helping others to take action.

NATIONAL PLANNING POLICY FRAMEWORK (FRAMEWORK) (2021)

- 8.19 The most recent revision of the Framework was published in July 2021 and is a key update on the Government's reforms to make the planning system less complex and more accessible. It vastly simplifies the number of planning policy pages previously found previously in Planning Policy Statements and Planning Policy Guidance. The Framework sets out the Government's planning policies for England and how these are expected to be applied. The Framework is a material consideration for the determination of this application.

- 8.20 Relevant paragraphs are as follows:

- Paragraph 7 – achieving sustainable development.
- Paragraph 11 – presumption in favour of sustainable development.
- Paragraph 60 - 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 74 – to support the Government's objective of significantly boosting the supply of homes, planning authorities should identify and update a supply of specific deliverable sites which are sufficient to provide a minimum of five years' worth of housing against their requirement or local housing need.
- Paragraph 111 – development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or residual cumulative impacts on the road network would be severe.
- Paragraph 119 - planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses.
- Paragraph 120 - decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes.



- Paragraph 130 – achieving well designed places.

8.21 In considering Development Plan policies it is necessary to apply the provisions of Paragraph 219 of the Framework to determine their consistency with the Framework and therefore the weight to be afforded to them:

“However, existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).”

8.22 Accordingly, in considering the Development Plan policies in Chapter 9 we note any inconsistency with the Framework before determining the amount of weight the policy should be afforded in decision taking as well as looking at the provisions of the policy itself. Naturally, where there is no inconsistency with the Framework a policy should be afforded full weight.

PLANNING PRACTICE GUIDANCE (FIRST INTRODUCED 2014)

8.23 On 6th March 2014 the Department for Communities and Local Government launched the online Planning Practice Guidance (PPG) as a web-based resource to further simplify and bring together planning practice guidance for England in an accessible and usable way. The PPG is updated at regular intervals and is intended to assist practitioners and provide further guidance on the interpretation of national planning policy within the Framework. It is therefore a material consideration in the determination of the application.

NATIONAL DESIGN GUIDE (2021)

8.24 The National Design Guide was published in January 2021. The document notes that the Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. This National Design Guide illustrates how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice. It forms part of the Government’s collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

8.25 The National Design Guide addresses the question of how we recognise well designed places, by outlining and illustrating the Government’s priorities for well-designed places in the form of ten characteristics – as shown at Figure 8.1 below:

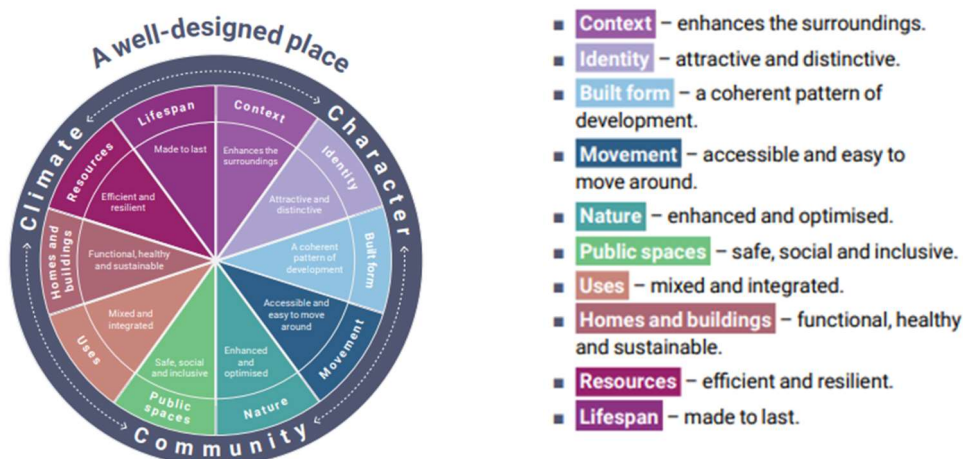


Figure 8.2 - Part 2 of the National Design Guide – the 10 characteristics of well-designed places

NATIONALLY DESCRIBED SPACE STANDARDS (NDSS)

- 8.26 NDSS is a planning standard relating to the minimum space requirements for new housing. It seeks to ensure that new housing provides space at least in accordance with the standards.
- 8.27 Paragraph 20 Reference ID: 56-020-20150327 of the PPG discusses how local planning authorities should establish a need for internal space standards:

"Where a need for internal space standards is identified, local planning authorities should provide justification for requiring internal space policies. Local Planning Authorities should take account of the following areas:

- *Need - evidence should be provided on the size and type of dwellings currently being built in the area, to ensure the impacts of adopting space standards can be properly assessed, for example, to consider any potential impact on meeting demand for starter homes.*
- *Viability - the impact of adopting the space standard should be considered as part of a plan's viability assessment with account taken of the impact of potentially larger dwellings on land supply. Local Planning Authorities will also need to consider impacts on affordability where a space standard is to be adopted.*
- *Timing - there may need to be a reasonable transitional period following adoption of a new policy on space standards to enable developers to factor the cost of space standards into future land acquisitions."*



- 8.28 There is no current adopted Development Plan policy which deals with NDSS and therefore there is no basis for requiring NDSS compliant homes. Such a policy would have to be subject to Examination and be proven to be viable. That said however, as noted in Chapter 5, in this particular scheme the Applicant is proposing that all of the proposed apartments meet the NDSS thresholds in full, with some units exceeding the threshold.

SUMMARY

- 8.29 This Chapter has summarised the main Development Plan and other material planning policy considerations relevant to the application. The next chapter assesses the proposals against these considerations on a topic basis.



9. PLANNING ASSESSMENT

INTRODUCTION

- 9.1 This section of the Planning Statement assesses the development proposals against the provisions of the Development Plan and other material planning policy considerations as identified in the previous chapter.
- 9.2 The principal planning considerations in this case are considered to be as follows:
- The principle of development.
 - Existing Employment Space and the Re-use of Previous Developed Land.
 - The need for affordable housing.
 - Residential mix and Unit Size.
 - Design and layout.
 - Public open space.
 - Access, parking, sustainable transport and the fallback position.
 - Ecology.
 - Residential amenity.
 - Landscaping and Trees.
 - Energy and Sustainability.
 - Drainage.
 - Construction management.
 - Noise and air quality.
 - Benefits.



PRINCIPLE OF DEVELOPMENT

- 9.3 In principle, the provision of new housing in the City of Manchester, on previously developed land should be viewed as acceptable. The proposal would comprise the efficient redevelopment of a sustainable site, and would wholly accord with the overriding policy principle of reusing previously developed land for residential use, as set out in the Core Strategy and at a national level in the Framework.
- 9.4 The proposals would result in the delivery of a 100% affordable housing scheme in a sustainable location within Manchester, and especially in a popular suburb where issues of affordability and accessibility to home ownership is difficult. This should be regarded as a significant benefit when considering any potential adverse impacts. The principle complies with the relevant adopted Development Plan policies of the Core Strategy.

EXISTING EMPLOYMENT SPACE AND THE RE USE OF PREVIOUSLY DEVELOPED LAND

- 9.5 It is acknowledged the site is currently in employment use with an existing business still occupying the premises, albeit on a very reduced scale, and therefore the proposals would result in the loss of the existing employment land at the site. Policy EC 2 and its supporting text sets out that the Council will seek to retain and enhance existing employment space and sites and that alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- *"The existing use is unviable in terms of business operations, building age and format;*
- *The existing use is incompatible with adjacent uses;*
- *The existing use is unsuitable for employment having had regard to the Manchester-Salford - Trafford SFRA; or*
- *On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use".*

"8.13 Although the Council values employment land, there are circumstances where it will be appropriate to support alternative uses. These circumstances are outlined in the policy, and broadly aim to acknowledge situations in which it would be unproductive to protect the land for employment uses either because:

- *Employment is un-viable, particularly if the site has remained empty or vacant for a period of time although it has been marketed and the employment space no longer serves the needs of businesses due to its age and the conditions of the property. Or*



Land at Autometers Systems Ltd, 4B Albany Road, Chorlton, Manchester, M21 0AW
Planning and Economic Statement
Bowsall Developments Ltd and MSV Housing

- *An alternative use would bring more benefits to the City, either because the employment use is not the optimum use for the site or because any harm is outweighed by the benefits of the new use. Judgements on the net value of such benefits will be based on the key strategic objectives in the Core Strategy".*

9.6 It is our position that it would be unproductive to protect the land and building for employment use for the following reasons:

- There is an existing business occupying the site, however the owners are retiring and whilst they have marketed the site and business, efforts have so far been unsuccessful, which supports the current view that a manufacturing/commercial use is no longer attractive in this particular location. As an aside, the current owners are selling the existing equipment to another company which will assist in future production for that company.
- The land is not allocated for employment use, and the existing employment building is outdated and during the period of marketing, this has shown to be prohibitive to attracting new employment operators in this particular location. Further to this, the existing building is in close proximity to neighbouring residential apartments (The Quadrangle), which could result in limitations on operations by future new employment / commercial occupiers in the existing building in matters such as noise, hours of use etc. The planning history for the subject site is very old, and therefore it is not possible to confirm whether there are any restrictions on use and operations, but just by the very nature of a commercial unit being positioned so close to existing residential units, it has the potential for issues to arise in terms of impact of that use on the amenity of neighbouring residential properties. The removal of this existing employment use and its replacement with residential use would remove this potential concern.
- The proposed 100% affordable housing scheme as an alternative use would bring more benefits to the City, not only because the employment use is not the optimum use for the site (as set out above), but also because any harm the Council may consider exists from the loss of the employment use, is outweighed by the following benefits of the new use:
 - The proposed development is a 100% affordable housing scheme where adopted planning policy only requires 20% provision meaning there would be a significant benefit delivered in an area where there is an acute, identified, need for affordable housing.



Land at Autometers Systems Ltd, 4B Albany Road, Chorlton, Manchester, M21 0AW
Planning and Economic Statement
Bowsall Developments Ltd and MSV Housing

- The proposed development would make best use of previously developed land, being compatible with surrounding uses.
- The proposed development would improve the visual amenities of the site compared to how the site is currently used and/or could be used.
- There are no known constraints to development that cannot be dealt with by way of standard mitigation and the Council could expect the scheme to be completed within circa 2 years.
- The proposed development is in a sustainable location, in close proximity to the strategic road network, bus network and Metrolink network, making it a highly sustainable site from an accessibility point of view.
- The proposed development would encourage sustainable modes of transport through cycle parking, EVCP's and initiatives which could be included in the Framework Travel Plan.
- New tree planting within enhanced areas of soft landscaping and bat and bird boxes, resulting in improvements in biodiversity and the appearance of the site in the streetscene.
- The development will have positive economic benefits (investment in jobs, services and supplies) during the construction phase.
- The proposals will result in increased household spending in the area once completed and would help to support the local economy and jobs.
- The proposals would support and sustain local services and facilities.
- The proposals would have a labour supply impact (i.e. those economically active residents of the new development (those in work or seeking work)).
- The proposals comprise a high quality development that would improve the immediate locality.

9.7 This is echoed in Paragraph 119 of the Framework:



"Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions".

9.8 Paragraph 120 of the Framework also states that:

"Planning Policies and decisions should:

C) 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;

D) 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.

9.9 With the above in mind, the proposals are considered to be fully compliant with Policy EC 2 in so far as the proposed 100% affordable housing use would bring substantially more benefits to the City than the current use, and would outweigh the loss of an outdated commercial building for which there has been no interest in once it is vacated.

THE NEED FOR AFFORDABLE HOUSING

9.10 The Evidence Base to the current Places for Everyone Examination⁴ confirms that the current unmet housing need (gross backlog), that being the total households on the housing waiting list, in the Manchester City Council area is 5,997. Furthermore, the evidence states that the proportion of current households that could not access the housing market is 51%. After looking at all the contributing components of affordable housing data, the SHMA concludes that the total net housing need in Manchester is 5,506, or a net annual need of 1,810 over the Places for Everyone plan period (that being 2021-2037).

9.11 The Core Strategy target was approximately 60,000 dwellings by 2027 and the Council's latest publicly available Annual Monitoring Report (2021) suggests the projected net additional dwellings needed to 2027 is 39,204 from 2020 to 2027.

⁴ Document 06.01.02 - Greater Manchester Strategic Housing Market Assessment (SHMA) (Update April 2021). Evidence Base to the Places for Everyone Joint Development Plan Document (August 2021))



- 9.12 Policy H 6 (South Manchester) sets out that *"high density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing"*.
- 9.13 Whilst the application site sits just outside of the boundary line of Chorlton District Centre, it is within very close proximity of it and therefore the enclosed draft high density scheme should be viewed positively because it would contribute to meeting the need for quality affordable housing, in a very sustainable location.
- 9.14 It is acknowledged that Policy H8 (Affordable Housing) requires the provision of affordable housing on sites of 0.3 hectares and above or where 15 or more units are proposed. New development is required to contribute to a city-wide target for 20% of new housing provision to be affordable. In this instance the contribution is 100%; the proposals exceed the policy expectations.
- 9.15 The application is accompanied by an Affordable Housing Statement by BVA which recognises that:
- Across Manchester, owner occupation is a minority tenure and since the turn of the century, the proportion of households who own their homes outright has dwindled from 41% in 2001 to just 37% of the total in 2021.
 - Over the same period, both the absolute number and proportion of Social Rented homes fell. This is despite the fact that there was significant new supply of affordable housing over that time.
 - The Private Rented Sector has grown very quickly and the cost of renting privately has risen very sharply in recent years. Such rapid increases in rents are, in themselves, destabilising for the household finances of tenants.
 - Manchester's minority stock of owner occupation is still in on-going decline as house prices continue to rise steeply, pricing an ever-growing share of younger households out. Since 1996 the value of the average home has risen almost seven-fold whilst the Private Rented Sector has burgeoned, not only in terms of its overall size but also in the rents charged by landlords.
 - There is an acute need for additional affordable housing in Manchester, consisting primarily of Shared Ownership provision.



- 9.16 The development provides a generous contribution to the Council's Core Strategy overall housing provision target whilst also providing 40 new affordable homes as shared ownership. The proposals comply with Policy H 8.

RESIDENTIAL MIX AND UNIT SIZE

- 9.17 The proposed development would provide a 100% affordable housing scheme all of which would be offered as shared ownership accommodation in the form of 1 and 2 bedroom apartments with a proposed 21:19 split.
- 9.18 Having worked on a number of shared ownership schemes in Manchester, MSV know the local market well and in particular the sales market in south Manchester. The location of the new scheme will be an attractive offer to purchasers and MSV expects the new homes to be attractive with first time buyers looking to get their foot on the property ladder, in this popular location. Against the backdrop of rising inflation and challenges with the cost of living, shared ownership is becoming even more popular to purchasers as it is an affordable alternative to those looking to own their first home. MSV will carefully market the new homes to those attracted by the location, the excellent transport links and local shops and bars and with a balanced mix of 1 and 2 bedroom apartments, there is a choice of styles on offer to the purchaser.
- 9.19 MSV has worked with the Council's Housing Strategy Team through the design stage of the scheme to ensure that the scheme mix and tenure meets the Council's ambition for new homes in Chorlton. There is a need for all types of housing in Chorlton, including homes for first time buyers through shared ownership, as house prices in Chorlton are often beyond the reach of those looking to buy. The Housing Strategy Team are supportive of MSV's bid to Homes England for grant funding to enable the scheme's delivery. The Residential Growth Panel (within the Council's Housing Strategy Team) has confirmed that it supports the scheme in principle, subject to a more detailed assessment during the determination of the application.
- 9.20 As noted previously the Council does not have an adopted Development Plan policy directly requiring NDSS. Nevertheless, the Manchester Residential Quality Guidance SPD (December 2016) contains advice on space standards whereby it states that:

'the Council will work with developers to promote a high standard of internal design for new and converted housing, to encourage and support innovation, and to improve internal space standards. In recent years the size of the rooms in new residential developments has reduced considerably and in many cases compares unfavourably with the majority of older properties.'



Land at Autometers Systems Ltd, 4B Albany Road, Chorlton, Manchester, M21 0AW
Planning and Economic Statement
Bowsall Developments Ltd and MSV Housing

- 9.21 Appendix A to the SPD confirms that Manchester's emerging space standards combine NDSS and the London Housing Design Guide space standards.
- 9.22 The submitted floorplans provide the details of the size of the proposed apartments. An extract from the accommodation schedule appears below, alongside the government's NDSS standards (taken from Technical Housing Standards - NDSS (March 2015) for 1 storey dwellings (which includes apartments). It should be noted the same figures are set out in the aforementioned Appendix A to the Manchester Residential Quality Guidance SPD:

SCHEDULE

12No x 1B2P - 538 sqft - 50.0 sqm
 01No x 1B2P - 523 sqft - 51.7 sqm
 08No x 1B2P - 538 sqft - 53.0 sqm
 21No x 1bed

06 No x 2B3P - 656 sqft - 61.4 sqm
 12No x 2B3P - 656 sqft - 61.7 sqm
 01No x 2B3P - 700 sqft - 65.0 sqm
 19No x 2 bed

40No Total
Total - 24213 sqft -2249.5 sqm

Figure 9.1 - Extract from the proposed accommodation schedule.

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings		Built-in storage
1b	1p	39 (37) *		1.0
	2p	50		1.5
2b	3p	61		2.0
	4p	70		

Figure 9.2 - Extract from the NDSS Standards for 1 storey dwellings (including apartments)

- 9.23 When undertaking an assessment of the proposed apartments to determine whether they comply with NDSS, the results are as follows:



Table 9.1 - NDSS Compliance schedule

Size (Bed/Person)	NDSS Standard (m ²)	Actual (m ²)	Difference NDSS v Actual (+/-) m ²	No of Plots
Ground Floor Flat 1b2p	50	50	0	3
Ground Floor Flat 1b2p	50	53	3	2
Ground Floor Flat 2b3p	61	61.4	0.4	2
Ground Floor Flat 2b3p	61	61.7	0.7	2
First Floor Flat 1b2p	50	50	0	3
First Floor Flat 1b2p	50	53	3	2
First Floor Flat 2b3p	61	61.4	0.4	2
First Floor Flat 2b3p	61	61.7	0.7	4
Second Floor Flat 1b2p	50	50	0	3
Second Floor Flat 1b2p	50	53	3	2
Second Floor Flat 2b3p	61	61.4	0.4	2
Second Floor Flat 2b3p	61	61.7	0.7	4
Third Floor Flat 1b2p	50	50	0	3
Third Floor Flat 1b2p	50	51.7	1.7	1
Third Floor Flat 1b2p	50	53	3	2
Third Floor Flat 2b3p	61	61	0	2
Third Floor Flat 2b3p	61	65	4	1
			TOTAL	40

- 9.24 Looking at Table 9.3 above, 100% of the proposed apartments either meet or exceed the NDSS thresholds. It is important to note that this goes above and beyond the minimum which is expected for affordable units (that being 85% of the threshold) in order to qualify for Homes England grant funding.
- 9.25 During pre-application discussions Officers requested that the proposals demonstrate that a good proportion of units be M4(2) compliant; it was recommended that all ground floor units be made adaptable to M4(2) standard so that they could come forward later, if required.
- 9.26 As a direct response to those discussions, the proposals now include 20 no. units (50%) which would be M(4) 2 (Building Regulations) compliant, where the new apartments make reasonable provisions for most people to access the units and incorporate features that make it potentially suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users. These M(4) 2 units are located across all floors of the apartment block, with 5 no. proposed at ground floor, 6 no. on the first floor, 6 no. on the second floor, and 3 on the third floor, thereby providing choice to future residents and not just restricting them to occupying ground floor units



only. This also means that the lifts to all floors and the corridors are to be made wide enough to accommodate wheelchair users.

DESIGN AND LAYOUT

- 9.27 Policy EN 1 (Design Principles and Strategic Character Areas) advises that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance. Table 8.3 in the preceding chapter, demonstrates how the proposals comply with the principles contained in the National Design Guide.
- 9.28 According to the Development Plan, the application site falls within the Southern Character Area where it is recorded that there is a notable presence of older development (1750-earlier 1900) at key junctions and along historic radial routes that are often but not exclusively associated with District Centres. This remains true, however, these older buildings are now interspersed throughout the local Chorlton area with newer buildings which have been built over recent times, ranging from functional commercial and retail buildings - such as the existing building at the application site, those at Albany Road Trading Estate and the local Morrisons supermarket - and more modern residential buildings, such as the adjoining Quadrangle apartment block and Cosgrove Hall Court (Retirement Living) both on Albany Road, and the Unicorn Grocery Store on Manchester Road.
- 9.29 The Core Strategy contains a policy which deals with tall buildings, that being Policy EN 2. Tall buildings are defined in the Core Strategy as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline.
- 9.30 The proposed building would be marginally taller than the existing Quadrangle building next door. However, the Quadrangle does have planning permission for an additional story to be added to the roof (refer to Paragraph 3.2 in Chapter 3), and after completion that building would be taller than the proposed building subject to this current application. It is acknowledged that the new building would be taller than the existing dwellinghouses on the opposite side of Albany Road (taller by 1.93 m approximately), however the parapet level would be lower than the existing ridge level of the opposite dwellinghouses. Furthermore, there is a separation distance of 21.9 m between the two facing elevations, with the tallest part of the building set back even further (23.8 m), and there is a public highway (Albany Road) in between. A precedent in terms of size and scale has been set in the immediate area by the Quadrangle building.
- 9.31 Notwithstanding this, the planning application is supported by a Daylight and Sunlight Assessment which assessed site facing windows and habitable rooms of numerous neighbouring buildings.



Land at Autometers Systems Ltd, 4B Albany Road, Chorlton, Manchester, M21 0AW
Planning and Economic Statement
Bowsall Developments Ltd and MSV Housing

- 9.32 The assessment concludes that the proposed development is not detrimental to neighbouring properties and the impacts of the proposed development on daylight and sunlight amenity would not be significant.
- 9.33 Given the above, that the proposals would be similar in height to the adjoining Quadrangle building, and similar in height to the predominant housing opposite (with the tallest element more than 23 m away), it is not considered in this context they would be substantially taller and that an assessment against EN2 is required in this instance.
- 9.34 A Design and Access Statement has been submitted in support of the proposed development, which explains how the scheme has evolved to take into account the pre-application advice received from the Council as well as the site's opportunities and constraints. The proposed development adheres to the long-standing, fundamental principles for good design as alluded to in the National Design Guide.
- 9.35 The redevelopment proposals not only offer the opportunity to deliver a significant number of affordable homes in the local area, but also improve the streetscene by removing a dated commercial building and replacing it with a building which would create interest and activity.
- 9.36 The proposals accord with the policies contained in the Development Plan which deal with design.
- 9.37 The National Design Guide is outlined in Chapter 8 and Table 9.2 below demonstrates how the proposed development will deliver the aforementioned ten characteristics.

Table 9.2 - How the Proposals comply with the National Design Guide

Characteristic	How the Proposals Achieve high-quality design
Context	The proposals understand the key features of the site and respond positively to the existing residential properties in the surrounding area as well as the local vernacular.
Identity	The proposals are visually attractive and distinctive.
Built Form	The site makes best use of previously developed land. The layout of the built form has been guided and influenced by the positioning of the existing built form of neighbouring development.
Movement	The proposals are safe to access and provide enough space for pedestrians and vehicles to move around safely.
Nature	The development provides an opportunity to introduce new planting and soft landscaping to the boundaries of the site which will contribute to and enhance the biodiversity of the site.
Public Spaces	The public spaces are proportionate to the size of the development.



Land at Autometers Systems Ltd, 4B Albany Road, Chorlton, Manchester, M21 0AW
Planning and Economic Statement
Bowsall Developments Ltd and MSV Housing

Uses	The new apartments would contribute to the sense of community in this locality.
Homes and buildings	The new apartments will be adequate in size by meeting and exceeding NDSS thresholds and they would provide good quality internal and external environments for future occupants, promoting health and well-being.
Resources	The proposals will make best use of available land. The construction processes could use high quality and innovative materials.
Lifespan	The new apartments have been designed for long-term stewardship by future occupants, contributing to the community for a very long time, and especially for people with additional accessibility needs through the provision of a number of units which meet the M(4) 2 standards.

VEHICULAR ACCESS, PARKING, ACCESSIBLE AREAS (SUSTAINABLE TRANSPORT) & THE FALLBACK POSITION

- 9.38 Pre-application discussions were held with the Local Highway Authority and these have informed, alongside the highways-related comments from the Planning Officers, the submitted proposals as follows.

VEHICULAR ACCESS

- 9.39 Vehicular access to the site will be achieved via a proposed new access arrangement with Albany Road. Referring to the details set out in the accompanying Transport Statement and proposed site drawings, the proposed access arrangements should be found to be acceptable in highway terms.
- 9.40 It is proposed to reinstate the former access to the site which sits in between the accesses to The Quadrangle and the Trading Estate. The former access will be widened to 5.5m with 6m corner radii, as discussed with the Local Highways Authority at pre-application stage.
- 9.41 The proposed access strategy is shown in Drawing P22058-001A in Appendix B of the Transport Statement. The drawing also demonstrates 2.4m x 43m visibility splays. Whilst the signed speed limit is 20mph which would require less onerous visibility splays, it is recognised that some traffic will likely be travelling faster than the signed speed limit so the splays shown should provide a degree of comfort.
- 9.42 Furthermore, in direct response to comments from the Local Highways Authority it is proposed to amend the existing Traffic Regulation Order (TRO) at the site frontage by providing double yellow lines on the corner radii of the proposed access and approximately 5 m either side of the access on Albany Road to discourage parking that may interfere with the free flow of pedestrian and traffic



movements at the access. The proposed double yellow lines to the south extend slightly further than 5m to encompass the pedestrian access.

- 9.43 The proposals comply with Policy DM 1 of the Core Strategy in respect of vehicular access.

PARKING

- 9.44 Policy CC 5 (Transport) states that the Council will seek to ensure that development includes adequate parking provision for cars and bicycles.

- 9.45 Highways Officers noted during pre-application discussions that whilst the location is highly accessible, and affordable housing is being provided (with traditionally lower car-ownership levels), parking demands are very high in this area and on-site parking is required. For the 20 parking spaces being provided, the provision of 2 accessible bays accords with the Core Strategy.

- 9.46 It was also requested that 20% of the parking provision should be provision with Electric Vehicle (EV) charging with the remaining parking spaces to provided with the infrastructure (ducting) to ensure all other spaces could come forward for EV charging in the future. Both of these have been incorporated into the proposed scheme.

- 9.47 Secure and covered cycle parking for 40 bicycles (including cargo bikes) is included in the proposals - the secure parking is within the fabric of the building.

- 9.48 The Transport Statement sets out how the proposed level of car parking is appropriate to meet the future operational requirements of the site - the level of car parking was found to be acceptable by the Local Planning Authority and the Local Highways Authority at pre-application stage.

ACCESSIBLE AREAS (SUSTAINABLE TRANSPORT)

- 9.49 Policy T 1 (Sustainable Transport) sets out how the Council will deliver a sustainable, high quality. integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. To achieve this, the Council will support proposals that (amongst others) *"Improve choice by developing alternatives to the car"*.

- 9.50 The application site lies just outside the Chorlton District Centre, to the north of the Albany Road industrial estate, in a predominantly residential area which benefits from an exceptional level of accessibility by sustainable modes of travel, particularly, walking, cycling and numerous forms of public transport.



Land at Autometers Systems Ltd, 4B Albany Road, Chorlton, Manchester, M21 0AW
Planning and Economic Statement
Bowsall Developments Ltd and MSV Housing

- 9.51 In terms of walking, local footways are well established with street lighting and crossing facilities in place. The site is a short walk to the multitude of amenities in Chorlton town centre, including the numerous shops, restaurants, cafés, bars, banks and other local businesses on Wilbraham Road, Barlow Moor Road and Manchester Road which are largely within a 400m walking distance which the Chartered Institute of Highways and Transportation considers to be a desirable walking distance for local service trips.
- 9.52 In addition, the local Morrisons food store is less than a 250m walk from the site with numerous convenience retailers also being located nearby.
- 9.53 With regards to cycling, numerous cycle routes and cycle facilities are present in the local area. Albany Road itself forms part of the National Cycle Route (NCR) 55 which to the south connects to NCR 6 along a traffic-free section near St Werburgh's Road. To the north, NCR 55 passes through Old Trafford and continues towards Salford Quays including Media City UK and to Eccles.
- 9.54 The national routes are supplemented by on-road infrastructure on Wilbraham Road, Barlow Moor Road, Upper Chorlton Road and Seymour Grove. Three cycle shops are available in Chorlton.
- 9.55 The submitted Transport Statement elaborates further on the cycling benefits of the proposed development.
- 9.56 The site is around a 2 minute walk to the Chorlton Metrolink stop which sits on the Victoria - Manchester Airport, Rochdale - East Didsbury and Shaw - Crompton - East Didsbury lines, all of which provide connection to Manchester City Centre. Connection can also be made at Cornbrook to the Trafford Centre and Salford Quays.
- 9.57 Numerous bus stops are within a short walk of the site, including stops on Wilbraham Road, Barlow Moor Road and Manchester Road. These stops provide access to services that run to Piccadilly Gardens, Gorton and The Trafford Centre.
- 9.58 The submitted Travel Plan presents measures to promote and encourage future residents of the proposed development to adopt sustainable modes of travel. This will be through welcome packs and these will include details of walking and cycling routes and public transport routes and timetables.

FALLBACK POSITION

- 9.59 The site has a lawful industrial use which could result in disruption to nearby residential streets and residents. It is considered that the proposed residential use of the site would not result in any greater material impact on highways than the fallback position.



TRANSPORT SUMMARY

- 9.60 The submitted Transport Statement and Travel Plan have demonstrated that the proposed development is compliant with Policy T 1 (Sustainable Transport).

WASTE STRATEGY

- 9.61 The bin store is located to the front of the building. Bin lorries will collect refuse from Albany Road kerbside on collection day, in line with the arrangements for adjacent residential properties.
- 9.62 These arrangements could be formally confirmed as part of details of a Waste Management Strategy, including the details and locations of the storage of waste bins, which could be subject to further approval from the Council via a condition on any forthcoming planning permission.
- 9.63 A Waste Proforma is included in the planning application submission.

ECOLOGY

- 9.64 A Phase I Habitat Survey and Daytime Bat Survey report has been undertaken which accompanies the planning application and concludes that the development is acceptable in relation to ecology.
- 9.65 The application is also accompanied by a Biodiversity Enhancement Scheme which sets how the proposed enhancements would provide valuable wildlife habitats and achieve biodiversity gain within the application site area through enhanced soft landscaping and additional measures to encourage more wildlife onto site, through bat and bird boxes, log piles and hedgehog holes in fencing. The proposed development includes reasonable opportunities to enhance biodiversity on-site - the development would comply with Policy EN 15 (Biodiversity and Geological Conservation).

RESIDENTIAL AMENITY

- 9.66 Policy DM 1 (Development Management) advises that all development should have regard to specific issues such as (but not limited to):
- Appropriate siting, layout, scale, form, massing, materials and details.
 - Impact on the surrounding areas in terms of design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
 - Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.



- Accessibility, buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable travel modes.
- Adequacy of internal accommodation.
- Community safety and crime prevention.
- Vehicular access and car parking.

9.67 The layout has been designed having regard to the surrounding residential properties. There is a separation distance of 14.634m between the closest facing habitable windows of the proposed development and the nearest residential windows at the Quadrangle.

9.68 Following pre-application discussions, the Local Planning Authority requested that the design of the fenestration facing the existing industrial units to the south be revisited. In response to this the fenestration on this elevation has been altered and re-designed to back angled bay windows and external balconies have been removed.

9.69 As already mentioned in Paragraphs 9.31-9.32 above, a Sunlight and Daylight Impact Assessment has been submitted which concludes that the proposed development would not detrimentally impact upon existing residential neighbouring properties.

9.70 Urban Design Principles have been applied to the proposed development ensuring that:

- The proposed development has been designed with positive frontages which would enhance safety, security and surveillance and minimise the opportunity for crime and antisocial behaviour.
- Clear pedestrian and vehicular routes into and out of the site have been provided.
- Building height, form and massing reflects the surrounding context and character of the area.
- All units are NDSS compliant.

9.71 A Crime Impact Assessment has been submitted with the application which concludes that:

"Several positive considerations have already been made to good crime prevention within the design. This will aid natural surveillance. The proposed layout also encourages natural surveillance and provides a defensible space. This plan also provides opportunities to enhance perceived ownership which will increase territoriality. The



layout of the car parking provides good natural surveillance opportunities from the properties".

- 9.72 Based on the above the proposed development would adhere to Policy DM 1 (Development Management) and the guidance contained within the Guide to Development In Manchester SPD and Planning Guidance Adopted April 2007 by providing a high quality environment which has been designed having full regard to the sites existing surrounding character and context.

LANDSCAPING AND ADDITIONAL PLANTING OF TREES

- 9.73 The site does not currently benefit from any quality vegetation. The proposals include a complementary soft landscaping based on native species planting, creating not only a pleasant amenity aspect around the building, but also resulting in benefits towards a gain in biodiversity within the application site. The proposals accord with Policies EN 9 and EN 15.

ENERGY AND SUSTAINABILITY

- 9.74 Policies EN 4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) and Policy EN 6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) regulate energy and sustainability. The submitted Energy Statement demonstrates how the proposed development would contribute to reducing the need for energy through design features and energy efficient features such as improved insulation and glazing.
- 9.75 Policy EN 6 requires applications for residential development of 10 or more units and all other development over 1,000 sqm to meet minimum targets in relation to domestic CO₂ emissions reduction targets.
- 9.76 The submitted Energy Statement confirms that the proposed development has the potential to secure a minimum carbon dioxide reduction rate of 57.22%, thereby significantly improving upon current Part L Volume 1 (2021) requirements and Manchester City Council's Core Strategy Policy EN6 emission reduction targets.

DRAINAGE

- 9.77 Policy EN 14 (Flood Risk) requires new development to minimise the risk of flooding to people, property and the environment within the site, without increasing risk elsewhere.



- 9.78 The majority of the site is located within Flood Zone 1, an area with a low probability of flooding. A very small proportion of the site along the eastern boundary is within Flood Zone 2 where there is medium risk of flooding, however, for the avoidance of doubt, no development is to be included within Flood Zone 2, only landscaping and a small area of car parking.
- 9.79 The Drainage Strategy shows that it is proposed that the flow of surface water would be dealt with via an attenuation tank which is to be positioned underground, below the proposed area of car parking. The attenuation tank would provide storage space for 30 m³ which allows for surface water flows plus the 45% climate change allowance as per Environment Agency guidance, with the surface water rate being restricted (to 14.5 l/s) before it flows to the existing combined sewer on site. Foul water would also be connected into the existing combined sewer on site.
- 9.80 The submitted Flood Risk Assessment and Drainage Strategy demonstrate that the proposed development would not have an unacceptable impact on matters of flood risk or drainage and in that regard, the proposed development is compliant with Policy EN 14 (Flood Risk).

CONSTRUCTION MANAGEMENT

- 9.81 A Draft Construction Management Plan (CMP) has been submitted with the application. This demonstrates that measures would be employed to minimise any potential amenity impacts from construction on existing residents in the area through the implementation of appropriate construction management measures such as working hours, noise and dust management, wheel washing measures etc. These matters could be controlled by the Council by way of a planning condition attached to any forthcoming planning permission, should that be deemed necessary.

THE BENEFITS OF THE PROPOSALS

- 9.82 Paragraph 7 of the Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. The three strands of sustainable development are defined as having an economic, social and environmental role (Paragraph 8). The purpose of the planning system is to deliver these benefits and play an active role in securing positive developments which improve the built environment, improve the lives of people and communities and deliver economic growth.
- 9.83 The points below summarise the main economic, social and environmental benefits of the scheme:
- The proposed development is a 100% affordable housing scheme meaning there would be a significant benefit delivered in an area where there is an acute need for affordable housing for older people.



- The proposed development could provide much-needed affordable homes for younger families.
- The proposed development would make best use of a site which is previously developed land.
- All of the apartments would meet minimum NDSS standards, plus 50% of the units would be M(4)2 compliant.
- The proposed development would improve the visual amenities of the site compared to how the site is currently used and/or could be used.
- There are no known constraints to development that cannot be dealt with by way of standard mitigation and the Council could expect the scheme to be complete within circa 2 years.
- The proposed development is in a sustainable location, in close proximity to the strategic road network, bus network and passenger railway/Metrolink network, making it a highly sustainable site from an accessibility point of view.
- The proposed development would encourage sustainable modes of transport.
- New tree and soft landscape planting would be delivered around the boundaries of the site resulting in biodiversity benefits.
- The development would have positive economic benefits (investment in jobs, services and supplies) during the construction phase.
- The proposals would result in increased household spending in the area once completed and would help to support the local economy and jobs.
- The proposals would support and sustain local services and facilities.
- The proposals would have a labour supply impact (i.e. those economically active residents of the new development (those in work or seeking work)).
- The proposals comprise a high quality development that would improve the immediate locality.
- The proposed development would perform strongly against energy standards.

THE DISBENEFITS OF THE PROPOSALS



Land at Autometers Systems Ltd, 4B Albany Road, Chorlton, Manchester, M21 0AW
Planning and Economic Statement
Bowsall Developments Ltd and MSV Housing

- 9.84 At this stage the Applicant considers that there are no disbenefits of the scheme that need to be weighed into the overall planning balance.

CONCLUSIONS

- 9.85 Taking into account the provisions of the adopted Development Plan and the other material considerations identified at the local and national level, the proposals would comprise high quality development and hence we would respectfully request that the Council grants full conditional planning permission for the proposed scheme.



10. PLANNING CONDITIONS

10.1 The applicant is agreeable to discussions with the Council with regard to any relevant conditions that would need to be imposed should the Council be minded to grant planning permission.

10.2 Pre-application discussions with the Council resulted in the Council confirming that they would be agreeable to the delivery of the affordable housing (in perpetuity) via the mechanism of a condition, and the draft wording of such a condition has been provided; this is shown below:

Prior to the commencement of the development (excluding demolition works), a scheme for the provision of affordable housing on the site shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall comprise:

- i. i. the type and tenure (such tenures being consistent with the definition of affordable housing in Annex 2 of the NPPF or any definition of affordable housing that replaces it) which shall consist of 100% of the dwelling houses;*
- ii. ii. confirmation that the affordable dwellings will be made available on affordable housing terms for both first and subsequent occupiers of the affordable housing dwellings (subject to such exclusions and exemptions as may be approved by the City Council);and*
- iii. iii. the eligibility criteria to be used for determining who may occupy the affordable housing dwellings (which shall not be required to include any local connection criteria in the case of shared ownership housing).*
- iv. iv. The approved affordable housing scheme shall be implemented as part of the development and thereafter observed in perpetuity subject to the exclusions and exemptions set out in the approved affordable housing scheme.*

10.3 The applicants would be agreeable to this draft condition.

10.4 The Applicant is also amenable to discussions relating to planning obligations which may be deemed necessary to make the proposals acceptable in planning terms. If required, discussions will be held with the Council in that regard.

10.5 Given the significant economic, social and environmental benefits of this scheme it is important that a start is made on site as soon as possible after any positive determination. Put simply, the sooner the applicant is able to start on the development the quicker the benefits will materialise and hence the applicant will be looking for the minimum use of pre-commencement conditions.



11. CONCLUSION

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

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

11.2 Bowsall Developments Ltd and MSV Housing have submitted a full planning application to Manchester City Council relating to an area of previously developed land at Autometers Systems Ltd, 4B Albany Road, Chorlton, Manchester, M21 0AW. The development comprises the complete demolition of the existing building, and the redevelopment of the site for 40 no. apartments across a 4 storey apartment. All of the apartments would comprise affordable housing, in the form of shared ownership tenure.

11.3 This is a scheme that has been shown to be compliant with the provisions of the Development Plan taken as a whole. Moreover, the scheme would deliver significant benefits in the form of 40 no affordable homes which would make a positive contribution to meeting the need to deliver more affordable homes in the city.

11.4 In light of the foregoing, we respectfully ask the Council to grant conditional full planning permission for the proposed development.