



Supporting Planning Statement

Victoria Park Probation Centre, Laindon Road

On Behalf of Britannia Victoria Limited

December 2022

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Report title: Supporting Planning Statement

Prepared by: LN/NS

Reviewed by: NL

Status: Final

For and on behalf of Avison Young (UK) Limited

1. Introduction

- 1.1 This Supporting Planning Statement ('SPS') has been prepared by Avison Young ('AY') on behalf of Britannia Victoria Limited ('the Applicant'), in support of an application for full planning permission submitted to Manchester City Council ('MCC') for a high-quality residential development at the former Victoria Park Probation Centre, Laindon Road, Manchester ('the site'), as shown on Location Plan at **Appendix I**.
- 1.2 The application proposes the following description of development
- "Full planning permission for the demolition of existing buildings and the erection of a residential development (Use Class C3), comprising 72 units, along with associated hard and soft infrastructure, access and associated works"
- 1.3 The proposed development is described fully in the Design and Access Statement prepared by Ollier Smurthwaite Architects and presented on the submitted application drawings. The application proposals have been developed in consultation with MCC officers, other key stakeholders and the local community.
- 1.4 This SPS assesses the development proposals against relevant planning considerations, including national and local planning policy and other material considerations. It provides the planning justification for why the proposal represents policy compliant sustainable development and should be approved.
- 1.5 The application is accompanied by a suite of supporting documents, the scope of which has been prior agreed with MCC Officers through pre-application discussions. A schedule of submission documents which accompany the submission can be found at **Appendix II**.

Structure of this SPS

- 1.6 This SPS is intended to address the relevant planning considerations and the case for development on the site. It considers the proposals in light of national and local planning policy and is structured as follows:
- **Chapter 2-** describes the site and surrounding area, including any known environmental constraints and planning history;
 - **Chapter 3-** describes the proposed development;
 - **Chapter 4-** sets out a Statement of Community Involvement;

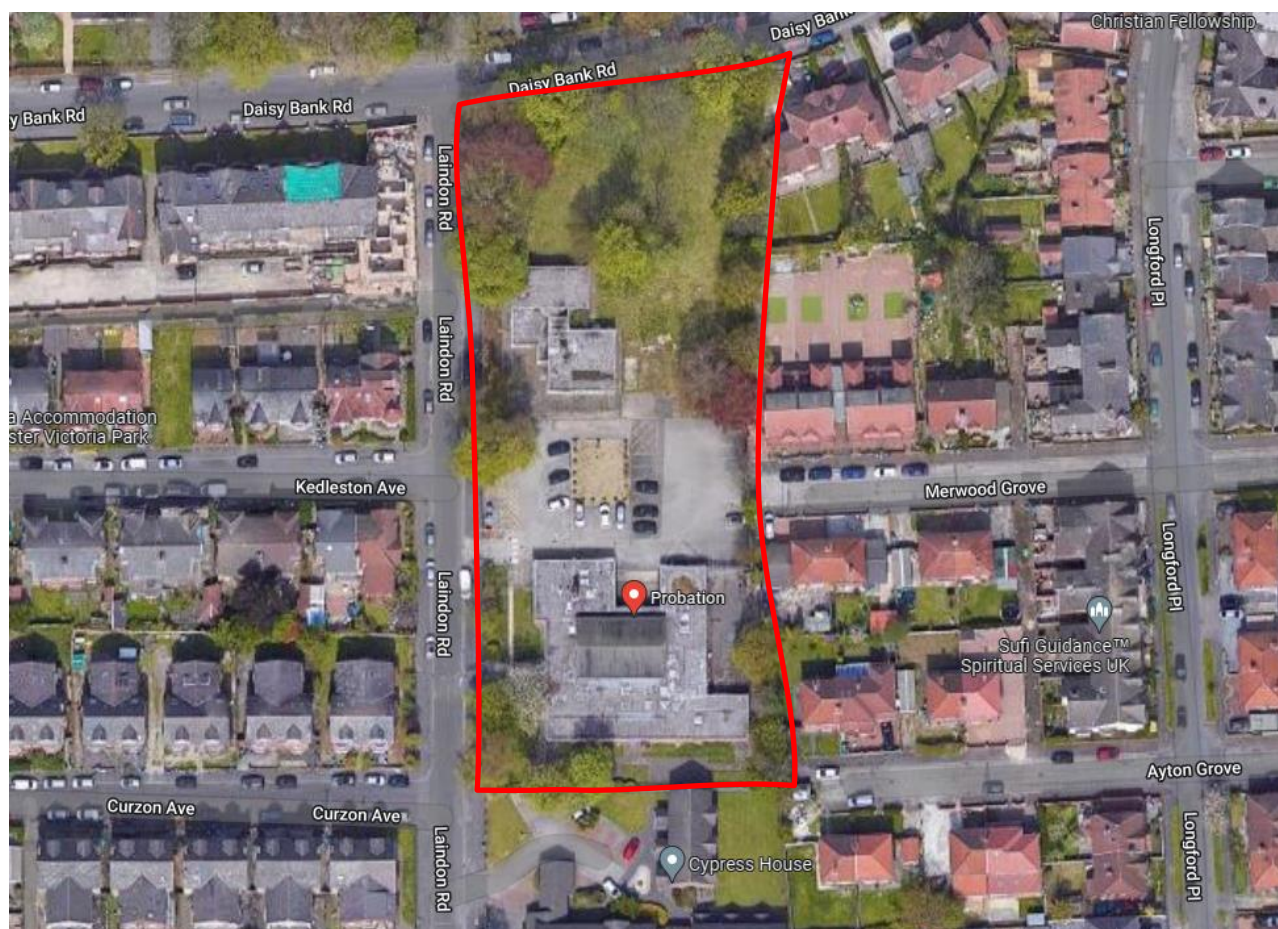
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- **Chapter 5-** sets out the relevant planning policy framework and any material considerations;
 - **Chapter 6-** appraises the development proposals against the statutory Development Plan and other material considerations;
 - **Chapter 7 -** appraises the proposals against key technical and environmental matters;
 - **Chapter 8 -** summarises the scheme benefits;
 - **Chapter 9 -**sets out a summary and conclusion.

2. Site and Surroundings

- 2.1 This chapter discusses the site's location, characteristics of the surrounding area, its sustainability, and statutory designations.

The Site

- 2.2 The site extends to approximately 0.66ha (1.64 acres) and is located within the administrative boundary of Manchester City Council ('MCC'). A copy of the Site Location Plan is contained within **Appendix I** and an aerial view of the site has been provided below.



Aerial view of the site (red line indicating site boundary)

- 2.3 The site is located on the corner of Laindon Road and Daisy Bank Road in Victoria Park, a predominantly residential area of Manchester that is situated approximately 4km south of the city centre.
- 2.4 The site is generally rectangular in shape and currently comprises two vacant, one-storey buildings with associated hardstanding areas and a car park. The buildings on site were previously used as a probation centre. However, the probation centre has now been closed since May 2021 and the site has lain vacant.

- 2.5 Since being vacated, the two existing buildings on site have been subject to squatters, vandalism and extensive fire damage. The current condition of the buildings are illustrated in the images below, which show the state of disrepair the buildings are in, creating an eyesore in the local community.



Images illustrating examples of the current condition of existing buildings on site

Surrounding Area and Accessibility

- 2.6 The site is bound by Daisy Bank Road to the north, Laindon Road to the west, residential houses to the east and supported living accommodation/ residential apartments south. The site is located within the popular residential area of Victoria Park. As such, the majority of surrounding land uses are residential. Additionally, Victoria Park has a large student population, with many student halls of residence and rental houses in the surrounding area. Victoria Park is also recognised for its substantial green space and mature trees. Building heights of the immediate surroundings vary between 2 and 3.5 storeys.
- 2.7 The site is situated in a sustainable location, within walking distance of a wide range of services and facilities. It is located approximately 550m west of Stockport Road High Street which is occupied by a wide range of facilities including retail and food and beverage uses.
- 2.8 Regarding public transport infrastructure, there are three bus stops located approximately 300m east of the site (Clarence Road, and Plymouth Grove). These bus stops provide regular services to Manchester City Centre, Stepping Hill, and Hazel Grove. Ardwick Train Station is 1.3 km north of the site. As aforementioned, the site is 4km south of Manchester City Centre, and as such is within an accessible distance of the city centre's wide range of services and facilities.

Statutory Designations

- 2.9 **Flood Risk-** Based on the Environment Agency's Flood Risk Map for Planning, the entirety of the site is located within Flood Zone 1 where a low probability of flooding is anticipated.
- 2.10 **Heritage-** According to Historic England there are no listed buildings within or in close proximity to the site. The closest listed building is Grade II Listed Summerville (list UID: 1283098) which is located approximately 200m west of the site. The site is outside of but adjacent to the Victoria Park Conservation Area, at the closest point, the site is 20m south east of the Conservation Area.
- 2.11 **Trees-** There are no Tree Preservation Orders (TPO) within the site.

Planning History

- 2.12 According to Manchester City Council's online planning register, the site has been subject to the following applications:
- 043920/AO/CENTL3/93- One free standing direction sign. Approved 16th September 1993.

- 044035/FO/CENTL3/93- Formation of pitched roof on existing flat roofed building. Approved 1st February 1994.
- 046705/FO/CENTL2/94- Erection of a single storey building to form a workshop. Approved 6th February 1995.
- 048722/FO/CENTL2/95- Erection of a workshop and offices following demolition of existing workshop. Approved 22nd February 1996.
- 053098/FO/CENTL2/97- Installation of a metal storage container for a temporary period of two years. Approved 8th December 1997.
- 054653/FO/CENTL2/98- Siting of 2no. metal storage containers for a temporary period of two years and retrospective application for the re-siting of a temporary storage container. Approved 7th August 1998.
- 079002/CO/2006/N2- CROWN DEVELOPMENT erection of a two storey pre-fabricated office building for a temporary period of nine months and provision of additional parking. Approved 31st May 2006.
- 082344/JO/2007/N2- Variation of Condition No. 1 of planning approval 079002/CO/2006/N2 to allow proposed temporary office accommodation and car parking until 30th June 2008. Approved 20th April 2007.
- 086371/JO/2008/N2- Variation of Condition 1 of planning permission 079002/CO/2006/N2 to allow further retention of temporary office building until 30 June 2009. Approved 8th July 2008.

2.13 Locally, to note, there has also been a recent application on the site directly south of the application site for a change of use from supported living accommodation into residential accommodation for the over 55s (Class C3), including alterations to elevations, demolition of garage / carport, creation of new parking area and association external works alterations (ref: 134076/FO/2022). This application was approved on 8th August 2022.

Summary

2.14 To conclude the site represents a brownfield development opportunity located in a highly sustainable, predominantly residential area which is well-served by public transport and within walking distance of a wide range of services and facilities.

3. Proposed Development

- 3.1 This section of the SPS provides a summary of the proposed development. A Design and Access Statement prepared by Ollier Smurthwaite Architects has been provided in support of this application and provides a detailed description of the proposals. This should be read in conjunction with this statement.

Description of Development

- 3.2 The planning application seeks full planning permission to redevelop the site and provide a new, high-quality residential development. The full description of the development is:

“Full planning permission for the demolition of existing buildings and the erection of a residential development (Use Class C3), comprising 72 units, along with associated hard and soft infrastructure, access and associated works”

Overview of Development

- 3.3 The proposals are discussed in more detail throughout this section; however, a brief overview of the key proposals has been provided below:
- Demolition of existing buildings on site;
 - Regeneration of brownfield site;
 - 41 high quality apartments;
 - 31 high quality townhouses; and
 - New and improved hard and soft landscaping, parking and access.

The Applicant

- 3.4 Britannia Victoria Limited is a dynamic property development and investment company based in Manchester, building and investing in opportunities throughout the UK.
- 3.5 Operating since 1986, Britannia Victoria Limited has delivered numerous large scale developments promoting regeneration of urban landscapes, enhancing the local community and creating quality design. They are therefore a committed and reliable applicant with a host of experience that has and will continue to help inform and deliver the scheme as set out in this application.

Demolition

- 3.6 As part of this application, it is proposed to demolish the existing buildings on site to make way for the new residential development.
- 3.7 As aforementioned, the existing buildings on site have been vacant for some time now and have been subjected to use by squatters, fire damage and vandalism. The existing buildings therefore do not currently provide a safe or reusable development and presently detract from the surrounding area.
- 3.8 The buildings are therefore proposed to be demolished in full to facilitate the new development and allow for this site to be re-imagined and re-introduced into the community.

Proposed Use and Quantum of Development

- 3.9 The proposal, subject to this planning application, is for the demolition of the existing buildings on site, to allow for the erection of a new, high quality residential development with associated infrastructure which will sit appropriately within the surrounding context.
- 3.10 It is proposed the residential development will be delivered through the provision of 72 residential dwellings, made up of 41 apartments (37 in a single 4-storey block and 4 maisonettes in a separate block) and 31 townhouses (across 7 terraces and one detached house).
- 3.11 The apartment block has been designed to sit at 4-storeys in height, with the townhouses designed at 3-storeys. The entirety of the site will fall within use class C3.
- 3.12 The proposed development has evolved in consultation with Manchester City Council, the local public and key stakeholders and seeks to be appropriate in its setting through its siting, massing and appearance that take cues from the surrounding area.
- 3.13 An accommodation schedule has been provided below which sets out the housing mix proposed.

Accommodation Schedule

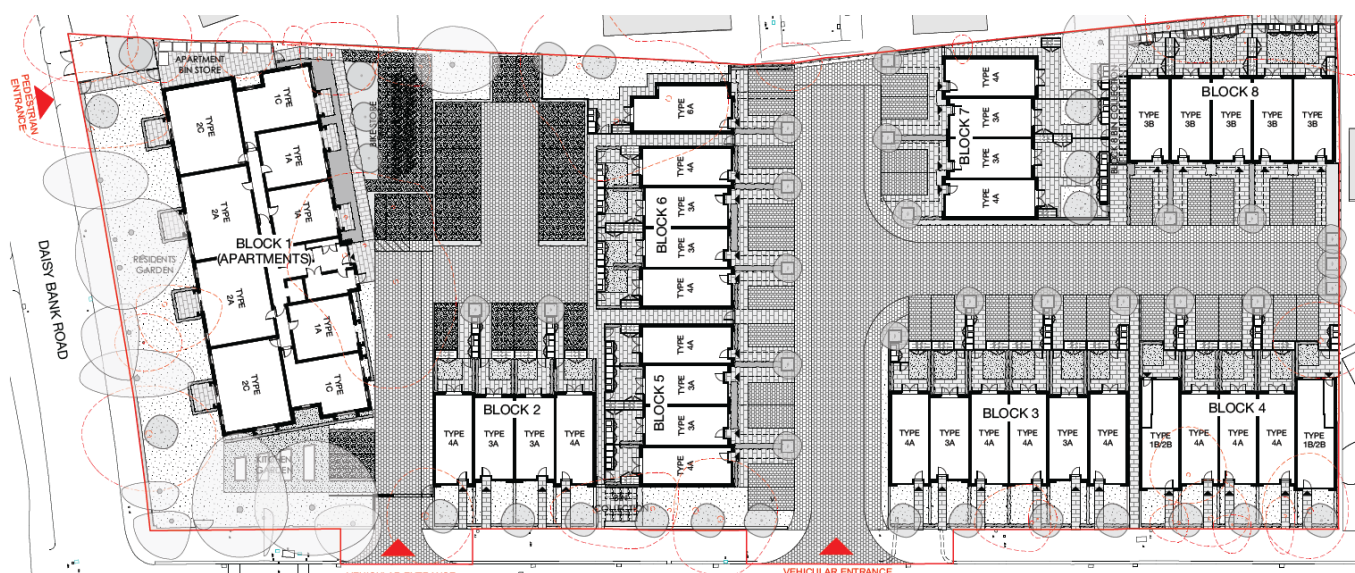
Dwelling Type	Bedrooms	Quantity
Apartment	1 bedroom	25
Apartment	2 bedrooms	16

House	3 bedrooms	15
House	4 bedrooms	15
House	6 bedrooms	1

- 3.14 This mix has been proposed in order to create a sustainable and stable population within Manchester, with a focus on housing which is suitable for families. The provision of one-bedroom units is equivalent to 34.7% of the dwellings in the development, which is acknowledged to be slightly in excess of the Council's target for 33% of residential developments to comprise one-bedroom units. This slight increase in one-bedroom units is considered acceptable in this development given its highly sustainable location and popularity with a younger demographic who are more likely to require 1-bedroom dwellings.
- 3.15 It should be noted that all units are of a size which complies with the Nationally Described Space Standards and the emerging Manchester Space Standards as detailed within Manchester City Council's Residential Quality Guidance document (2018).

Scale and Layout

- 3.16 The apartment block will be located in the most northern part of the site and has been designed to align with the adjacent frontages to create a cohesive addition fronting Daisy Bank Road. The apartment block will be supported by a resident's garden which will also stretch along Daisy Bank Road, a kitchen garden which faces onto Laindon Road, and a bike store.
- 3.17 The remainder of the site will comprise the 31 townhouses which be delivered across the site in 7 rows of terraces, and one detached house. The townhouses are supported by car parking and infrastructure, as well as a cohesive high quality landscaping scheme including gardens.



Extract from Site Plan

- 3.18 With regard to scale, the apartment block has been designed at 4 storeys, with the townhouses at 3 storeys. This is considered in keeping with the general character of the local neighbourhood and it is considered that the development is of an appropriate scale and will respond positively to surrounding uses.
- 3.19 The buildings on site have been considered fully with regard to the local context with regard to key views, neighbouring properties and retention of mature trees (where possible) on the site boundary. The development has thus been designed and orientated to allow for maximum privacy for both existing and proposed residents. The units have also been given sufficient set back from the surrounding roads in light of further privacy and safety measures.
- 3.20 The orientation of the scheme has also been developed in line with sustainability principles with the layout of each unit, both internally and externally, having been considered thoroughly to allow for maximum energy efficiency and energy reduction.

Appearance

- 3.21 As detailed in the submitted Design and Access Statement, the façades of the development will be composed of high quality durable materials appropriate for this key site.
- 3.22 The design of the development has sought to respond to the local context and the palette of materials that have been chosen therefore reflect those used in the local vicinity. A summary of the material palette to be used in the key elements of the proposals is provided below:

- Multiple exposed red brick types with features;

- Slate roofs;
- Slate grey and light grey paving;
- Double height glazing; and,
- Grey aluminium windows and doors.



Visualisation of proposals (top: junction of Laindon Road and new site access and bottom: Daisy Bank Road)

Access and Parking

- 3.23 It is proposed that the existing vehicular access point would be stopped up, and two new vehicular access points would be created off Laindon Road. The first access point (serving the apartment block (Block 1) and the houses within Block 2) will be located south of the Laindon Road / Daisy Bank Road junction, whereas the second access point (serving the remaining housing blocks) will be located to the south of the junction, staggered opposite the Laindon Road / Kedleston Avenue junction. These access points would lead into the new internal roads proposed within the site boundary.
- 3.24 In terms of pedestrian access, the site would be made permeable to Daisy Bank Road and Laindon Road across its northern and western perimeters respectively, with the main pedestrian entrance to the apartments (Block 1) proposed at the north-west corner of the site, off Daisy Bank Road. The cycle access point for residents of the apartments would be via the new access junction off Laindon Road, similar to vehicular access to the apartment car park, as there would be access to the apartment bike store located adjacent to the car park.
- 3.25 The remaining houses and blocks would be accessed by pedestrians and cyclists at the vehicular access points, which have been designed to include footways on at least one side of the carriageway. The houses fronting Laindon Road can also be accessed directly off the footway. To encourage low vehicular speeds and create a pedestrian-centric sense of place, the access roads would be designed as shared surfaces with small upstands where appropriate.



Access plan

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- 3.26 Car and cycle parking for the development is provided in accordance with the Manchester Residential Quality Guidance (2017) with the apartments having c. 18 car parking spaces associated (c. 49% provision), the maisonettes having 2 car parking spaces associated (50% provision), and the houses having c. 32 car parking spaces associated (100% provision at an average of 1 space per property, with the exception of the 6-bed property which comprises 2 parking spaces), plus 1 visitor space. Including the visitor space, this equates to a 73.6% provision across the entire development.
- 3.27 There would also be provision of 1 disabled parking bay (5% of total parking provision) located at the apartment parking courtyard and all parking spaces for both houses and apartments will be provided with electric vehicle (EV) charging facilities.
- 3.28 Cycle parking spaces will be provided in the secure cycle store at a 1:1 ratio for the apartments (37 spaces provided). Each of the houses would have access to a secure bike store within their gardens, appropriately sized to accommodate up to 2 bicycles and the maisonettes would have space to store 1 bicycle inside.
- 3.29 As set out further in the Transport Statement, it is considered the level of parking provision is appropriate based on transport policy, residential guidance and with respect to the nature of the site, the needs of the end users and in relation to the proximity of the site to sustainable modes of transport.

Servicing

- 3.30 It is proposed that service vehicles would service the apartment blocks on-street by pulling up on Daisy Bank Road, adjacent to the pedestrian entrance. The apartment block bin store is located to the south of the building. With this arrangement, bins can be pulled out from the bin storage by waste operatives, unloaded onto refuse vehicles, then pulled back to the bin stores.
- 3.31 The houses within Blocks 2 and 5 can be serviced on-street from Laindon Road. With this arrangement, residents in the houses would be responsible for presenting the bins at the designated collection point on collection day so that it is ready for refuse operatives to pick up and unload, then placed back at the designated collection point for residents to return the bins to their premises.
- 3.32 Whilst there are no parking restrictions preventing loading / unloading, there is on-street parking along Daisy Bank Road / Laindon Road. It is therefore envisaged that a 15m-long single yellow parking restriction (no waiting between certain hours of the day) would be beneficial in ensuring service access. These parking restrictions are proposed along Daisy Bank Road near the apartment bin store, and along Laindon Road in the vicinity of the proposed southern access point.

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- 3.33 Refuse vehicles would turn into the southern access point to service the remainder of the houses within Blocks 3, 4, 6, 7, and 8. Residents would be responsible for presenting the bins along the footway (except for Block 8, where there is a central bin store). This would allow the refuse vehicle to remain parked alongside the footway whilst waste operatives pick up the bins, unload them, and place them back along the footway / at the central bin store.
- 3.34 Further details on the servicing arrangement can be found in the Transport Statement, Design and Access Statement and pack of drawings submitted with the application.

Landscaping

- 3.35 The scheme is supported by a high-quality landscaping proposal, as detailed further within the Design and Access Statement and the Landscape Plan submitted in support of this application.
- 3.36 The landscaping scheme has focused on the retention of the existing trees on site where possible, which will provide stature and maturity to the development. A scheme of new tree planting has also been incorporated to increase the landscaping across the site and mitigate the loss of any trees which will need to be removed to facilitate the development. The trees chosen encompass a mixture of native and ornamental trees and locations have been carefully chosen in regard to the orientation and design of the dwellings.
- 3.37 Hedges have been included to break up and soften the hard landscape areas and create visual interest. Hedges have also been used to provide enclosure to front gardens and define spaces. A variety of different hedges have been used including a mixed native hedge, a mixed beech/holly hedge, beech hedges and a variety of ornamental hedges.
- 3.38 Areas of ornamental shrub planting will also be included, the species chosen to have a variety of colour, form and texture which will enhance the development and contribute to the overall street scene.
- 3.39 This landscape scheme will be developed across the whole site, focusing on enhancing the specific landscape areas which will be utilised the most, including the residents garden; which the residents of the apartments will use for communal recreations and socialisation, the kitchen garden; which can be used by residents to grow vegetables and herbs, and the front and rear gardens; which will provide private recreational space for the houses.

Summary

- 3.40 The full planning application proposes the development of a high-quality residential scheme. The housing development will comprise 41 apartments and 31 townhouses. The proposal is supported by

associated infrastructure and landscaping which will overhaul the existing site. The scheme therefore represents a comprehensive and high-quality development undertaken in line with best practice guidance and policy.

4. Statement of Community Involvement

4.1 This section provides an overview of the pre-application consultation process with the Council, other statutory bodies and the local community prior to the submission of the planning application. This section aims to:

- Provide an overview of national and local policy that is relevant to pre-application community engagement in Manchester;
- Summarise the public consultation for the proposed development undertaken; and
- Outline the comments received during the pre-application consultation and how these have informed the final proposals.

Planning Policy and Legislative Context

4.2 This sub-section provides an overview of local and national planning policy which promotes community involvement in the preparation of planning applications. In particular, the following policy guidance is considered:

- 'Statement of Community Involvement', Manchester City Council (adopted June 2018);
- The Localism Act, House of Commons (November 2011); and
- The National Planning Policy Framework (NPPF) (July 2021).

Manchester Statement of Community Involvement (June 2018)

4.3 MCC's Statement of Community Involvement ('SCI') was adopted in June 2018, the purpose of this document is to let residents, businesses, the voluntary sector and other stakeholders in the area know how they can get involved in planning activity.

4.4 Section 9 of MCC's SCI regards commenting on planning applications. This Section states that for significant development proposals MCC encourages developers to consult with the community before they submit a planning application. The decision on whether a proposal will need more in-depth consultation will be based on its nature or scale and will be made by MCC planning officers in conjunction with regeneration teams, ward co-ordinators and local community groups where appropriate. Developers should be mindful that the Council will need to satisfy its public sector equality duty when making planning decisions, so as well as consulting with the public, MCC will encourage developers to consult with various parties, which could include equalities groups, as well as with specific

infrastructure and service providers who can advise developers on any need for increased provision of services etc. This will be done on a case by case basis depending on the nature of the application.

4.5 The SCI states pre-application consultation is beneficial to both the community and the developer as it allows the developer to design a proposal which takes on board the opinions of the community. This will mean that there are likely to be fewer objections once an application is submitted.

4.6 It is suggested that pre-application discussions with the Council can help to determine the scope of consultation needed. The following methods of consultation are listed within the SCI to be used when appropriate:

- Letters sent to residents and businesses in nearby streets telling them what is proposed, how they can get more information and how they can give the developer their views
- Public exhibition in an accessible location close to the development (e.g. library or supermarket) which tells the public about what is happening and gives them an opportunity to make comments
- A website set up by the developer
- Leaflets distributed to nearby streets and placed in facilities near the proposed developments which have a tear off slip for comments
- Social media used by the developer to advertise the development and associated consultation events

4.7 Representations received will be considered and will be summarised in the officer's report when making decision on applications.

4.8 Appendix 1 of MCC's SCI contains guidance on developer-led early engagement. The Appendix states early engagement has significant benefits to improve both the efficiency and the effectiveness of the planning system for all parties, including the potential outcome for the community. Developers are, therefore, encouraged to engage with stakeholders, including local communities, at an early stage in the production of masterplans, planning frameworks or before submitting a planning application. This guidance includes best practice principles and a good practice case study for community involvement.

4.9 The best practise principles include the following points:

- Consideration of how best to identify all stakeholders;

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- Utilising ward member's knowledge of local community groups;
 - Using a range of consultation methods;
 - Ensuring consultation venues and documents are accessible; and,
 - Providing information to stakeholders about timescales.

The Localism Act (2011)

- 4.10 In November 2011 the Localism Act received Royal Assent. This is the Government's method of devolving greater powers to Councils and neighbourhoods in order to give local communities more control over planning decisions. It is a material consideration in the determination of this application.
- 4.11 Paragraph 122 of the Localism Act introduces a new requirement for developers to consult local communities on a wider range of developments before submitting planning applications. Developers must consider any responses received before proposals are finalised and show how they have been taken into account when submitting applications. It is hoped that this will give local people a chance to comment when there is still genuine scope to make changes to any draft proposals.

National Planning Policy Framework (2021)

- 4.12 In July 2021, the Government published the most recent iteration of the National Planning Policy Framework ('NPPF'). This document aimed to simplify the planning system in the UK by reducing over 1,000 pages of national policy and guidance into just over 50 pages. It is this newfound accessibility which aims "to put unprecedented power in the hands of communities" directly affected by development.
- 4.13 NPPF Paragraph 39 states how early engagement can "improve the efficiency and effectiveness of the planning application system for all parties" therefore leading to "better coordination between public and private resources and improved outcomes for the community".
- 4.14 Paragraph 40 further states that whilst a Local Planning Authority (LPA) cannot require that a developer engages with them before submitting a planning application, they should nevertheless encourage take-up of any pre-application services they do offer. Furthermore, and where deemed to be beneficial, the LPA should "encourage any Applicants who are not already required to do so by law to engage with the local community before submitting their applications". This is to ensure that any potential issues are resolved as early in the planning process as possible.

Pre-Application Engagement

- 4.15 The approach to community and stakeholder involvement undertaken by the Applicant has been comprehensive and fully aligns with the consultation requirements set out in MCC's SCI, and it is proportionate to the scale and nature of the proposed development. Furthermore, the community consultation exercise fully accords with the requirements of the NPPF and Localism Act.
- 4.16 In summary the key consultation activity has included the following:
- Initial discussion with MCC Planning Officers on the principle of development in Q4 2022;
 - A pre-application meeting held with MCC Planning Officers in August 2022;
 - Early engagement with Local Councillors including an on-site meeting in September 2022;
 - Engagement with Design by Security to prepare a Crime Impact Statement;
 - A local leaflet drop inviting residents to attend a consultation event or visit the dedicated consultation website and provide feedback comments in September 2022;
 - An in-person public consultation event on 8th September 2022; and,
 - A dedicated online consultation website which included details of the scheme and invited feedback on the scheme proposals. The consultation website was live from 14th – 23rd September 2022.
- 4.17 Further detail on each aspect of the consultation is outlined below.

Consultation with MCC Planning Officers

- 4.18 Engagement with MCC Planning Officers has been undertaken cumulating in a formal meeting on the 22nd August 2022 at the Town Hall. Key topics which were discussed at the meeting can be summarised as follows:
- The principle of development and proposed use;
 - The design of the development;
 - The landscape design and landscape elements;
 - Parking and access provision;
 - Advice on planning application strategy and follow up feedback on consultation requirements and strategy, application requirements and other measures.

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- 4.19 The general feedback was supportive with Officers and recommendations regarding the scheme proposals, consultation strategy and information requirements have all been taken on board and reflected in the final submission by the Applicant.

Consultation with Local Councillors

- 4.20 The following Rusholme Ward Councillors were invited to attend an onsite meeting on 7th September 2022.

- Councillor Rabnawaz Akbar (Labour);
- Councillor Ahmed Ali (Labour); and,
- Councillor Jill Lovecy (Labour).

- 4.21 The general feedback from Councillors was positive and discussions and comments received by Councillors have been taken on board and reflected in the final scheme submission.

- 4.22 A letter was also sent out via email to the Councillors on 8th September 2022 to inform them of the upcoming online and in-person consultations events. Councillors were invited to make comments through the online website or directly back to AY via email.

Consultation with Greater Manchester Police

- 4.23 Greater Manchester Police were consulted on the proposals in regard to design and security. A Crime Impact Statement ('CIS) has been prepared by Greater Manchester Police assessing the development against the principle of 'Crime Prevention Through Environmental Design' (CPTED), in order to reduce the opportunities for crime and fear of crime.

- 4.24 The full assessment of the development is set out within the CIS which has been submitted in support of this application. This Statement includes Greater Manchester Police's feedback on the application proposals and any recommendation which they have put forward to be included in the design/management of the scheme.

- 4.25 The recommendations provided within the CIS that have been able to be incorporated into the scheme design at this stage have been taken forward by the Applicant and can be seen to be reflected in the final scheme design. Key items which have been altered in the final design as a result surround the following topics:

- Cycle store location and covering

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- Access gates
 - Bin store location and protection
 - Fencing
 - Boundary heights

Consultation with Public

- 4.26 Consultation with the public comprised a leaflet drop within a defined area boundary surrounding the site which was agreed with Manchester City Council officers beforehand.
- 4.27 The leaflet drop for the public took place on 8th September 2022. The leaflet (**Appendix III**) provided local residents and businesses with details of the proposal and the upcoming online and in-person consultation opportunities for them to share their views on the scheme. The leaflet was delivered to 440 properties in proximity to the development site.
- 4.28 The in person public consultation event was held on 8th September from 3pm until 7pm at St. Joseph's RC Primary School, Richmond Grove, Manchester M13 0BT.
- 4.29 The event was attended by representatives from the following companies:
- Britannia Group (applicants);
 - Ollier Smurthwaite (Architects); and,
 - Avison Young (Planning Consultants).
- 4.30 The event was attended by approximately 11 members of the local community.
- 4.31 A number of boards were exhibited (**Appendix III**) at the event to provide further information on the proposals. These boards addressed the following topics:
- The existing site;
 - Site context;
 - Proposed site plan;
 - House and apartment types;
 - Visualisations; and,

- Environmental measures.

- 4.32 Feedback forms were made available during the event to allow members of the public to provide their written feedback on the proposals.
- 4.33 A dedicated consultation webpage was also set up by Avison Young to provide interested parties with details on the proposed development. The webpage included an email address to provide feedback on the proposals. This webpage became live on 14th September 2022 and remained open until 23rd September 2022. Community members were made aware of the webpage through the leaflet drop and the feedback form available at the in-person consultation event.
- 4.34 In total 13 responses were received from the community, of these 11 were either supportive or partially supportive of the development, while two were not supportive. The table below summarises the main topics included in the feedback received and the Applicants response to any concerns/recommendations.

Comment Received	Applicants Response
Development will enhance the neighbourhood and be beneficial to the area.	N/A
Support for redevelopment of derelict buildings.	N/A
Support for provision of much needed homes.	N/A
Three respondents stated they were opposed to a road or footpath connecting the development site to Merwood Grove.	The applicant also had many discussions with residents who attended the in-person consultation event about this aspect of the scheme. Residents expressed their concern over the safety of the community if a road or footpath was provided and preferred to have an enclosed new community area as opposed to connecting this through with existing houses. Given the general consensus of local neighbours and potential future residents, the Applicant has updated the layout so there is no longer a

	footpath linking the development to Merwood Grove.
Concerns surrounding congestion on roads and lack of parking.	The application is supported by a comprehensive Transport Assessment which concludes that the development will not cause any adverse traffic impacts on the surrounding highway network. The level of parking is considered sufficient in accordance with local planning policy and is not expected to lead to an increase in on-street parking. In terms of parking, it should also be noted that the site comprises a highly sustainable location within walking distance of public transport infrastructure. The proposal is also supported by bicycle parking provisions to encourage more sustainable modes of transport.
Concerns surrounding density of development.	The density of this scheme is considered appropriate as it is reflective of the massing and character of the surrounding area. Additionally, as a highly sustainable location, in close proximity to existing transport infrastructure, services and facilities, this site is considered suitable to accommodate the proposed density of dwellings.
Request for applicant to remove trees beside 14 Merwood Grove as they impact daylight/ sunlight for adjacent property.	The application is supported by an Arboricultural Impact Statement which assesses the existing trees on site. The Applicant has sought to retain as many trees on site as possible and only sought to remove trees where it is entirely necessary to facilitate development or to improve the amenity of the neighbouring occupier, at their request. Where trees have had to be removed, new tree planting is also proposed to counteract this loss.

Would support the provision housing which is affordable to those within the community.	Consideration has been given by the Applicant for the scheme to provide Affordable Housing as required in the submitted Viability Assessment , in line with planning policy. N/A
Opposed to any loss of mature trees.	The proposal is supported by an Arboricultural Impact Statement which demonstrates the applicant has sought to retain as many trees as possible. Where trees have had to be removed to facilitate the development, new tree planting is also proposed to counteract this loss.
Concerns that junction between Daisy Bank Road and Laindon Road will be dangerous.	The application is supported by a comprehensive Transport Statement which establishes the proposal will not have any adverse impact on surrounding road safety.
Concern that the pathway by the bike store will encourage crime.	The pathway has been removed from the scheme in the final plans and the bike store is considered in a safe and secure location. The scheme is supported by a Crime Impact Statement which evidences the scheme has been designed to minimise opportunities for crime.
Questions surrounding the sustainability of the site in terms of EV charging provisions and sustainable energy generation, such as solar panels.	100% of car parking spaces will include EV charging infrastructure in line with Part L building regulation and local policy. The application is also supported by an Environmental Standards Statement which looks at the ways in which further sustainable measures will be considered as the design progresses to completion.

Summary

- 4.35 The Chapter of the SPS has summarised the community involvement in the preparation of this application. The Applicants have undertaken a comprehensive pre-application consultation exercise in full accordance with local and national policy guidance. The local community, elected Members, key stakeholders and the Council have been consulted. All comments received have been taken into consideration and responded to by the applicant.

5. Planning Policy Context

- 5.1 This chapter describes the relevant adopted local planning policies as well as national planning policy and other material considerations relevant to the determination of this application.
- 5.2 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.3 For the purposes of this application, the Development Plan comprises:
- The Manchester City Council Core Strategy Development Plan Document (2012); and
 - The saved policies of the Unitary Development Plan (1995).
- 5.4 According to Manchester City Council's Interactive Planning Policy Map, the site is not allocated for a specific use, however it is identified as being located in Central Manchester and in an Inner Area.

Core Strategy Development Plan Document (Core Strategy) 2012

- 5.5 The Core Strategy was adopted on 11th July 2012 and it is the key document to guide development in the City over the plan period (2012-2027).
- 5.6 The key policies of the Core Strategy, relevant for this application are outlined below:
- **Policy SP1 (Spatial Principles)**- This policy sets out the key spatial principles which will guide the strategic development of Manchester to 2027. It states that there is an emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The policy states the majority of new residential development will be in the Inner Areas. New development should maximise the potential of the cities transport infrastructure and make a positive contribution to neighbourhoods of choice.
 - **Policy H1 (Overall Housing Provision)**- This policy states approximately 60,000 dwellings will be provided for in Manchester within that plan period. Within the Inner Areas densities will be lower but generally around 40 units per hectare. The type, size and tenure of the housing mix will be assessed on a site by site basis. The policy continues by stating 90% of residential development will be on previously developed land. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which

contain vacant or derelict buildings. Proposals for new residential developments should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
 - Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area;
 - Address any existing deficiencies in physical, social or green infrastructure;
 - Prioritise sites which are in close proximity to centres or high frequency public transport routes; and,
 - Be designed to give privacy to both its residents and neighbours.
- **Policy H5 (Central Manchester)-** Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. Priority will be given to high value, high quality development.
- **Policy H8 (Affordable Housing)-** This policy applies to all residential development sites of 0.3 hectares and above or where 15 or more units are proposed. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. It is envisioned that 5% of new housing will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.
- **Policy T1 (Sustainable Transport)-** This policy specifies that in order to deliver a sustainable, high quality transport network and support a modal shift away from car travel to public transport, the Council will support proposals that promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services , improve access to transport services, improve pedestrian routes, and take account of the needs of road users in accordance with the broad hierarchy which prioritises pedestrians and people with disabilities.
- **Policy T2 (Accessible areas of opportunity and need)-** This policy states the Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, is easily accessible by public transport connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Development should accord with the car parking standards, however the Council

will take the circumstances of each proposal into account to establish what level of parking is appropriate.

- **Policy EN1 (Design Principles and Strategic Character)-** According to this policy, all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.
- **Policy EN3 (Heritage)-** This policy encourages development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New development must be designed to support the Council in preserving and enhancing the historic environment, including conservation areas.
- **Policy EN4 (Reducing CO2 Emissions by Enabling Zero and Low Carbon Development)-** This policy requires new development to follow the energy hierarchy, being designed to reduce the need for energy through sustainable design features. New development and refurbishment schemes should use building materials with low embodied carbon.
- **Policy EN6 (Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies)-** Applications for residential development of 10 or more units in a micro generation area will be expected to achieve a minimum of a 15% increase on Part L 2010 Building Regulations, unless shown not to be viable. This will be expected to be demonstrated through an energy statement which should set out the projected regulatory energy demand and associated CO2 emissions for all phases of the development. Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.
- **Policy EN9 (Green Infrastructure)-** This policy states new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function.
- **Policy EN8 (Adaption to Climate Change)-** In accordance with this policy all new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of both buildings and external spaces.

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- **Policy PA1 (Developer Contributions)**- This policy states, where needs arise as a result of development, the Council will seek to secure planning obligations. The nature and scale of planning obligations sought will be related to the form of development and its potential impact upon the surrounding area.
 - **Policy DM1 (Development Management)**- All development should have regard to the following specific issues:
 - Appropriate siting, layout, scale, form, massing, materials and detail;
 - Impact on the surrounding areas in terms of the design, scale and appearance;
 - Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation;
 - Accessibility;
 - Safety and crime prevention;
 - Adequacy of internal accommodation and external amenity space;
 - Refuse storage and collection;
 - Vehicular access and car parking;
 - Effects relating to biodiversity, landscape, archaeological or built heritage;
 - Green Infrastructure including open space, both public and private; and,
 - Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques, new residential developments should meet Code Level 6 of the Code for Sustainable Homes Standards.

Other Relevant Core Strategy Policies

5.7 The following additional Core Strategy policies are relevant to this planning application:

- Policy EN6 – Target Framework for CO2 reductions from low or zero carbon energy supplies
- Policy EN8 – Adaptation to Climate Change
- Policy EN16 – Air Quality

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- Policy EN19 – Waste

Extant Unitary Development Policies (UDP) 1995

5.8 The key policies of the UDP relevant for this application are outlined below:

- **Policy DC7.1 (New Housing Development)**- This policy states the Council will negotiate with developers to ensure new housing is available at ground floor level to people with a disability. All new developments containing family homes will be expected to be designed so as to include safe areas within which children can play.
- **Policy DC18.1 (Conservation Areas)**- According to this policy development proposals adjacent to Conservation Areas will only be granted where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

Other Material Considerations

5.9 There are a series of other planning policy guidance documents at the national level that are relevant to the determination of this application comprising:

- National Planning Policy Framework ('NPPF') (July 2021);
- National Planning Practice Guidance (March 2014);
- Manchester City Council Green and Blue Infrastructure Strategy (July 2015);
- Providing for Housing Choice Supplementary Planning Document and Planning Guidance (2008);
- Manchester Residential Quality Guidance (2017);
- Guide to Development in Manchester SPD and Planning Guidance (2007);
- The Manchester Strategy; and,
- Manchester Climate Change Strategy 2017-50.

National Planning Policy Framework (NPPF) (2021)

- 5.10 The revised NPPF was published in July 2021. The NPPF sets out the Government's planning policies and guidance and how this can be applied. The NPPF is a material consideration in the determination of planning applications.

Achieving Sustainable Development

- 5.11 Central to the NPPF is the presumption in favour of sustainable development and the need for the planning system to support economic growth. Paragraph 11 of the Framework sets out the presumption in favour of sustainable development and the application of the policy for decision making states:

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

For decision-taking this means:

*c) approving development proposals that accord with an up-to-date development plan without delay;
or*

d) where there are no relevant development plan policies, of the policies which are most important for determining the application are out-of-date, granting permission unless:

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

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

- 5.12 Paragraph 8 of the Framework emphasises that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 defines "sustainable development" and highlights the three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways:

***"a) an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”

Delivering Sufficient Supply of Homes

- 5.13 Chapter 5 of the NPPF relates to delivering a sufficient supply of homes. Paragraph 60 states “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.”
- 5.14 Chapter 5 continues by stating the type, size and tenure of housing needed for different groups within the community should be assessed and reflected in planning policies, one of such groups identified within Paragraph 62 are older people.
- 5.15 Paragraph 69 states small and medium sized sites can make an important contribution to meeting the housing requirements of an area and are often built out relatively quickly.

Promoting Sustainable Transport

- 5.16 Chapter 9 of the NPPF regards promoting sustainable transport. The NPPF sets out that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

Making effective use of land

- 5.17 Chapter 11 of the NPPF is entitled Making effective use of land. Paragraph 120 of this Chapter states planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and promote and support the development of under-utilised land and

buildings, especially if this would help meet identified needs where land supply is constrained and available sites could be used more effectively.

Achieving Well Designed Places

- 5.18 Paragraph 126 of the 2021 Framework sets out that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 5.19 Paragraph 134 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to 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.

National Planning Practice Guidance (NPPG) (2014)

- 5.20 National Planning Practice Guidance ('NPPG') was introduced in March 2014. The NPPG replaced a considerable amount of former guidance comprising Planning Policy Guidance Notes and Planning Policy Statements.
- 5.21 Guidance regarding the effective use of land was published in 2019. The NPPG emphasises the importance of good design and making effective use of land. It recognises design as an integral part of sustainable development. Good design 'responds in a practical and creative way to the function and identity of a place'. With regards to supportive more effective uses of land, the NPPG provides guidance on what tools and evidence should be used in the determination of applications.

Manchester City Council Green and Blue Infrastructure Strategy (July 2015)

- 5.22 The Manchester Green and Blue Infrastructure Strategy and Action Plan aims to build on investment to date and create a high quality, well maintained green and blue spaces which are integral part of neighbourhoods. The objectives of the Strategy include using appropriate infrastructure to create successful neighbourhoods and support the city's growth.
- 5.23 The strategy sets out that urban green spaces, including private gardens, pocket parks, street trees, verges, green roofs and green walls are all considered to be green infrastructure. These types of infrastructure play an important role as part of Manchester's overall resource.

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- 5.24 The Strategy identifies this site as being located with “Central Manchester”, where new developments are largely restricted to the redevelopment of key sites of the refurbishment of existing buildings. The strategy acknowledges the importance of existing parks in central Manchester for the local communities and suggests smaller scale GI interventions such as street tree planting and community greening also have the potential for increasing the area’s image, attractiveness and climate resilience.

Providing for Housing Choice Planning Guidance- Manchester City Council (2008)

- 5.25 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. This guidance acknowledges the need for a diverse range of housing provision, which varies according to need at a neighbourhood level.

Manchester Residential Quality Guidance (2017)

- 5.26 The Residential Quality Guidance explains how the City Council will interpret its adopted plan policies relevant to residential development. Significant weight will be given to this Guidance in planning decisions. The Guidance contains 10 distinct Sections, each containing specific guidance for applicants. The key sections are outlined below.
- 5.27 The Section entitled Make it Manchester states applicants will be required to demonstrate how proposals fully consider and appreciate the existing context and character, are distinctive and rooted in a sense of place, are well considered and use a high-quality material palette, properly consider architectural detailing to safeguard the future quality of proposal and are of an appropriate scale. The Guidance states the distinctive character of Manchester should be supported via the design of new high quality residential development. Furthermore, the guidance specifies that an increase in density should be encouraged in those parts of the city that are well connected to public transport. With regards to scale, the Guidance states there is a need to demonstrate how height and massing would fit within its context. However, it also states new design approaches will be embraced and encouraged.
- 5.28 The Section entitled ‘Bring People Together’ states the Council will require applicants to demonstrate how proposals meet the need of the market/ neighbourhood, address the needs of diverse and inclusive communities, create opportunities for meeting and getting to know neighbours and encourage activity and social interaction.
- 5.29 The Section entitled ‘Easy to Get Around’ states applicants should demonstrate how proposals facilitate and encourage walking and cycling, create clear, safe and obvious connections to the public transport

network, define a clear street hierarchy, and support opportunities to improve wayfinding and orientation.

- 5.30 The Section entitled 'Work with the Landscape' states the Council will require applicants to demonstrate how proposals have a clear rationale for how the scheme sits within the landscape, connects to the wider green and blue infrastructure network, introduces street trees, incorporates rain water management, and considers both quality and functionality of green and blue infrastructure in design.
- 5.31 The Section entitled 'Make it Practical' includes recommended parking standards for residential developments. According to these standards new apartment developments outside the city centre will be expected to provide 100% parking provision, however reduced on site provision may be justified if any of the following exceptions apply:
- there is secure cycle parking in excess of 50% provision
 - there is an identified sufficient supply of off-site capacity within a 5-minute walk of the proposed development
 - there is provision of designated on-street parking
 - there is a demonstration that full parking provision will unacceptably compromise the development; or,
 - there is provision of robust research to demonstrate that lower levels of car parking demand will be appropriate.
- 5.32 This Section also states, sufficient bin storage should be provided to accord with MCC's standards.
- 5.33 The Section relating to 'Making it Future Proof' states the Council will require applicants to demonstrate how proposals have mitigated for a higher risk of extreme weather events, are able to be adaptable to accommodate change and consider the use of technology to reduce energy use.
- 5.34 Finally, the Section relating to 'Making it a Home' requires applicants to demonstrate how proposals seek to exceed the Nationally Described Space Standards, provide sufficient storage space, maximise opportunities for daylight, provide sufficient private amenity space, and considered the balance between the number of homes accessed from lift cores and neighbourliness.

Guide to Development in Manchester SPD and Planning Guidance (2007)

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- 5.35 Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, such as high quality developments that are safe, secure and accessible to all. The document summarises the main development principles in Manchester and encourages developers and investors to apply these consistently. The document also provides details regarding the delivery of achievable and financially viable approaches to all aspects of sustainability.

The Manchester Strategy

- 5.36 The Manchester Strategy sets out a long-term vision for the city following a period of consultation in 2015. The vision includes the objective to 'be a beacon for sustainable design' in order to be a thriving and sustainable city. The planning process is identified as being a facilitator in delivering these objectives

Manchester Climate Change Strategy 2017-50

- 5.37 This document represents the most up to date Climate Change Strategy for Manchester which sits as a key part of the overarching policy framework 'Our Manchester', the city's strategy for 2016-25.
- 5.38 This document provides a strong vision for 2050 with Manchester playing a full part in limiting the impacts of climate change, locally and globally. It sets out key objectives for achieving the targets set out within local, national and global policy, relating to key areas such as transport, education and engagement, waste, green spaces, energy efficiency and buildings, and provides implementation, monitoring and reporting guidelines to ensure that progression is made.

Summary

- 5.39 This chapter has identified a series of Development Plan Documents and other material considerations to be taken into account in the determination of this application. The following Chapter assesses the principle of development against the local and national planning policy framework in greater detail.

6. Planning Assessment

- 6.1 Under the provisions of Section 38 of the Planning & Compulsory Purchase Act 2004, Local Planning Authorities ('LPAs') are required to determine planning applications in accordance with policies contained within the statutory Development Plan unless material planning considerations indicate otherwise.
- 6.2 This chapter demonstrates that the proposed development fully accords with the Development Plan and supports the Council's aspirations for the development of the site.
- 6.3 Consideration is given to the following key issues:

Principle of Redevelopment

- 6.4 The site comprises unallocated land in Central Manchester and within an identified 'Inner Area' as per the Core Strategy. The Strategy promotes the use of land within these locations for sustainable development and redevelopment (Policy SP1). The site sits at a prominent location and has been laid vacant since the closure of the previous probation centre, falling into a state of dilapidation, having been the subject of significant fire damage and vandalism, as set out earlier in this Statement.
- 6.5 In the site's current state, it is therefore negatively impacting the appearance and vitality of the surrounding area, creating an eyesore. There is an important link between economic growth, regeneration and the provision of a range of good quality residential developments. The redevelopment of this site into a high-quality residential scheme will thus have positive economic and social impacts which will not only be beneficial to the site but the wider Victoria Park locality and across Manchester as a whole.
- 6.6 The NPPF strongly advocates for the effective use of land, specifically in meeting the need for homes, and planning polices and decisions are encouraged to promote and support the development of underutilised land and buildings to meet identified housing need (Paragraph 120). Chapter 11 of the NPPF also states that substantial weight should be given to the value of sustainable brownfield land within settlements, and promotes the use of this land for development. These policies accord with Core Strategy Policy H1 which additionally encourages 90% of development to be located on previously developed land. This proposal represents a direct example of brownfield development, on currently underutilised land in a sustainable location.
- 6.7 Overall the redevelopment of the site for a residential development will thus ensure that a large and vacant area of previously developed land is brought back into use. The redevelopment of the site would

therefore constitute the effective use of land, making an important and positive contribution to the Council's housing figures, whilst significantly enhancing the wider streetscape and visual appearance.

The Principle of Residential Development

- 6.8 The site is located within Central Manchester, falling within an 'Inner Area'. The principle of residential development is therefore supported by Core Strategy Policies H1, H5 and SP1 which all encourage new residential development to be focused within the Inner Areas/ Central Manchester.
- 6.9 Policy H5 sets out that Central Manchester should accommodate around 14% of new residential development with priority being given to high value, high quality development. The overall target is also set for 60,000 new dwelling to be provided in Manchester between 2009 and 2027 with 8,200 dwellings expected to be delivered in the Central Manchester area over this period. The proposed development will deliver 72 high quality residential homes in an Inner Area/ Central Manchester and as such, will accord with and contribute towards the housing targets and policies outlined above.
- 6.10 Whilst the site was previously used for a probation centre, the principle of residential development is nonetheless established in the surrounding area, with Victoria Park representing a diverse residential area with a multitude of housing types. The development is thus seen to be appropriate in nature giving the surrounding uses and will marry well into the community, adding to the housing offer.
- 6.11 The NPPF further supports the principle of residential development, with Chapter 5 being dedicated to delivering a sufficient supply of homes. This Chapter highlights the importance of ensuring a sufficient amount of land comes forward where it is needed and that sites are developed without unnecessary delay. Paragraph 69 emphasises the importance of small and medium sized sites in contributing to meeting housing requirements for an area and are often built out relatively quickly. As such, this proposal would be supported by national planning policy, as it represents a smaller scale development in a sustainable location where there is a demonstrated need for housing.
- 6.12 Policy H1 of the Core Strategy includes a list of criteria which new residential development should account for. This proposal will meet all criteria contained within this Policy, as outlined below:
- The proposal will contribute towards creating mixed communities by providing house types which will meet the need of a diverse and growing Manchester population;
 - In terms of the schemes design and density it will contribute towards the character of the area;
 - The scheme is supported by an extensive landscaping proposal and as such will aim to help address any deficiencies in green infrastructure;

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- The site is located in close proximity to Manchester City Centre and is near to high frequency public transport routes; and,
 - The scheme has been designed to give privacy both to its future occupiers and existing neighbours of the site.

6.13 Overall, the proposal for 72no. residential homes will make a considerable contribution to the housing target for Central Manchester, contribute positively towards the Council's housing targets, and optimise the potential of currently under-utilised, previously developed land. The residential development proposed in this location is thus considered appropriate.

Residential Quality

6.14 The proposal would regenerate a previously developed site with a high-quality development and would be in keeping with the aspirations of the Council's Residential Growth Strategy.

6.15 The design of the individual residential units has evolved with reference to the overarching principles of the Manchester Residential Quality Guidance, as well as the key design aspirations relating to thresholds, space and daylight, storage, and privacy.

6.16 In addition, the units have been considered in light of the space standards referred to within the document and the layout and planning of the units has evolved to ensure all apartments and houses make best use of the space, and views, afforded to them. This is illustrated on the proposed floorplans and the accommodation schedule submitted with the application which both demonstrate that all units will meet the minimum Nationally Described Space Standards.

6.17 The development contains a mix of 25 one-bedroom units (34.7%) , 16 two-bedroom units (22.2%), 15 three-bedroom units (20.8%), 15 four-bedroom units (20.8%) and 1 6-bedroom unit (1.3%). The development therefore provides an appropriate mix and type of residential units in line with MCC's preferred mix and the delivery of larger family homes. The mix proposed is considered reflective of the existing local area, and will therefore be in keeping with the needs of the community which has a diverse mix of single occupants, couples and small and large families.

Affordable Housing and Viability

6.18 The National Planning Practice Guidance (PPG) provides guidance for Applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.

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- 6.19 The Applicant's desire is to provide high-quality new homes through the redevelopment of a key brownfield site, and expressed at the pre-application stage an intention to explore the provision of affordable housing as part of the new development in conjunction with Arcon, a Housing Association that owns and manages the adjacent block to the south of the site. In line with the PPG it has been necessary, however, to assess the deliverability of the overall scheme as part of this planning application in light of the current turbulent global and national economic conditions, significant rising costs, and queries over the application of Vacant Building Credit to this development.
- 6.20 A Financial Viability Assessment is, therefore, submitted to accompany the planning application which considers the financial viability of the proposals, taking into account development costs and the anticipated value of the proposed development on completion. This will be used to determine if the development can contribute to the delivery of affordable housing, as well as any other potential requested developer contributions. The submitted Assessment has tested appraisals of both a scheme for 100% open market sale and a scheme containing 20% on site affordable housing and found that with 20% affordable housing, a negative residual land value is generated, resulting in a viability deficit and an undeliverable scheme. It therefore recommends that the affordable housing and planning obligations are reduced accordingly to reflect scheme viability. Nevertheless, the proposed development will provide high-quality new homes and the redevelopment of a key brownfield site to help meet Manchester's housing and regeneration needs in the City Centre.
- 6.21 Despite the above, the Applicant is still committed to exploring the potential to apply grant funding to this development post-planning to allow the delivery of up to 20% affordable housing on-site for use by Arcon. Any grant funding from Homes England can, however, only be applied to create "additionality" in the provision of affordable housing and, therefore, it has to be demonstrated that the Proposed Development on its own cannot provide affordable housing in isolation, with no commitments as such to affordable housing in an approval, to subsequently allow for the application of grant funding. The Proposed Development has, however, been designed in close collaboration with Arcon to ensure it can meet its needs and requirements, and can be managed alongside its existing block, should grant funding be available to provide affordable housing on this site in the future.

High Quality Design

- 6.22 The NPPF places significant weight on the good design of buildings and this is emphasised by Core Strategy policies EN1 and DM1 which both expect the design of development to be of the highest standard in terms of appearance and function. This proposal comprises a residential development which will transform the site from a state of disrepair, into a high-quality residential scheme, re-invigorating the site and repairing the urban grain and local streetscape.

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- 6.23 The proposed development is being purposefully designed to create a first class residential development which will attract new residents to this location and the Applicant has sought a contextual approach to the architecture that relates to the surrounding context. The internal layouts have been designed to suit the end users of the site, to provide well-functioning, energy efficient and homely residential units that will appeal to potential buyers. The site will be completely re-imagined through the new homes which have been designed to a very high standard to ensure that they provide an exciting and innovative design that aids in the revitalisation of this area.
- 6.24 The proposed materials marry well with the local area and have been developed to reflect the style of housing in the neighbourhood to ensure cohesivity. The proposed elevational treatments for the homes include exposed red brick, tall window proportions and feature brickwork, which are all features taken from interrogation of the surrounding development. The proposed elevational treatments will thus integrate the newly refurbished site into the community, whilst creating visual interest and modernising the site.
- 6.25 The architecture has been designed to change the poor public perception of the site as it currently stands. The proposals soften, enliven and add character to the site in replace of the bland exterior of the existing buildings and in addition will provide greater transparency to give views into the site and units (whilst still protecting privacy), which will better engage the site with the surrounding streets. The large level of glazing to be used on site will also maximise daylight and sunlight into the residential units and windows have been carefully placed to allow maximum energy efficiency.
- 6.26 The massing of the development follows the same principles of the surrounding development and will better utilise the space on site in line with both national and local planning policy which promotes effective use of land and increased density in appropriate locations. The height ranges from 3-4 storeys and the buildings have been placed carefully throughout the site with regards to privacy, overlooking and daylight and sunlight. The height of the scheme is therefore considered appropriate given the prominent location along key roads within the area and the massing is not considered overbearing, but instead will create a landmark yet contextual residential development at a key junction.
- 6.27 The existing site does little to offer in terms of functional green space, as such, the redevelopment of the site as proposed will drastically improve this overall element by providing a well-considered landscaping scheme. Existing trees on site have been retained where possible and further landscape measures have been employed to add further trees on site, shrubbery and planting and create welcoming gardens for all residents. The greenspace proposed on site will therefore not only be beneficial to the new residents but will overhaul the visual impact of the site, improving the public realm to the benefit of all local residents.

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- 6.28 Given the above, the proposals will accord with Core Strategy Policy EN1 which states all development is expected to follow the seven principles of urban design as identified in national planning guidance. Further in accordance with Policy EN1, the proposal is supported by a Design and Access Statement which details how the proposal meets design principles and reinforces and enhances the local character of that part of the city.
- 6.29 As required by Policy DM1, during the design of the development, regard has been given to ensuring appropriate siting, layout, scale form, massing, material and detail. The proposal will have a positive impact on surroundings in terms of scale, design and appearance, and this will be a substantial improvement on the current vacant, derelict buildings on site which are detrimental to the appearance of the surrounding area. As such the proposal should be positively considered as it complements its surroundings in terms of form, lighting and material, while adding visual interest in the form of its innovative design features.

Heritage Assessment

- 6.30 There are no heritage assets within the site, but the site does lie adjacent to the Victoria Park Conservation Area and a number of listed buildings are located nearby. Therefore, in determining the submitted full planning application, Manchester City Council (MCC) has a statutory duty to have special regard to the desirability of preserving the special interest and setting of listed buildings and assets.
- 6.31 The NPPF states local planning authorities should look for opportunities for new development within and in the setting of heritage assets and conservation areas (paragraph 206), and that not all elements of a conservation area will necessarily contribute to its significance (paragraph 207). In this instance the derelict vandalised site will currently be detrimental to the setting of the Victoria Park Conservation Area, and the sensitive, high-quality redevelopment of the site will greatly improve the visual appearance of the area.
- 6.32 In terms of local planning policy, the proposals will be required to demonstrate that it will complement and take advantage of the distinct historic and heritage features, in line with Policy EN3. Furthermore, UDP Policy 18.1 specifies that proposals adjacent to conservation areas will only be permitted where it can be shown that they will not harm the appearance or character of the area, including views into and out of the conservation area. As demonstrated in the previous section, the proposal will comprise a significant improvement in appearance compared with the site's current state of dilapidation. The proposals have been designed to complement and include motifs relating to the character of the area, such as double windows and projecting gables, and therefore will not lead to any negative heritage impacts in terms of the visual character of the area.

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- 6.33 Examination of the surrounding heritage assets has been undertaken throughout the design process and this can be seen in the design development as set out in the supporting Design and Access Statement. The final scheme design has therefore taken account of any impact the design of the development could have on nearby assets and it is considered through the careful and considerate scale, massing and materiality of the scheme that there would be no direct impact on the local heritage asset, nor their setting.
- 6.34 Instead the proposals will result in a strong animated street frontage onto Laindon Road and Daisy Bank Road, transforming the site into a high-quality development which will improve the overall visual appearance of the area and create a landmark development. A series of CGIs and illustrative views have been provided within the Design and Access Statement to further highlight the proposed appearance and scale of the development in relation to the surrounding area.
- 6.35 For the reasons set out above, supported by the design work outlined in the Design and Access Statement, it is therefore concluded that the requirement of S66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 can be satisfied if MCC grants planning permission.
- 6.36 In accordance with Paragraphs 197 and 198 of the National Planning Policy Framework (NPPF), the proposed development will also sustain the significance and setting of the heritage assets identified in this Statement and will make a positive contribution to local character and distinctiveness. The proposals will therefore be in accordance with Paragraph 206 of the NPPF and policies DC18.1 and DC19.1 of the Development Plan.

Green and Blue Infrastructure

- 6.37 The Manchester Green and Blue Infrastructure Strategy and Action Plan (2015) aims to build on investment to date and create a high quality, well maintained green and blue spaces which are an integral part of neighbourhoods.
- 6.38 The scheme is supported by a landscaping proposal which aligns with the visions and objectives of the Green and Blue Infrastructure Strategy. As detailed in the landscape plans, and landscape sections of the Design and Access Statement, the scheme will retain as many as possible trees on the site, and supplement these with a high quality extensive planting scheme which will replace trees lost to facilitate the development. The green infrastructure of the scheme has also been maximised through the provision of front and rear private gardens for the townhouses and a resident's garden and kitchen garden for the apartments.

6.39 The proposals have therefore sought to include as much green infrastructure across the site and this has been uplifted and will be significantly more beneficial and usable in comparison to the infrastructure on site at the moment. The proposals therefore accord with the requirements of the Green and Blue Infrastructure Strategy, as well as Policy EN9 of the Core Strategy which requires new development to maintain and enhance green infrastructure where possible.

Summary

6.40 In summary, the principle of development is acceptable due to the need for housing identified in local and national planning policies, the site's sustainable location and surrounding development and the reuse of underutilised brownfield land. The scheme will significantly transform the site from the vacant state it is currently in to provide wide reaching social, economic and environmental benefits across the site and neighbourhood.

6.41 The proposal is demonstrated to be a high quality and innovative design which responds positively to the character of the surrounding area and it has been evidenced that the proposal will not negatively impact the amenity of surrounding or future occupiers. It has also been shown that the development will not impact upon surrounding heritage assets but instead will create a betterment to them and their setting and that the scheme will deliver a positive contribution to the green infrastructure in the local area. As such, the scheme is considered to be fully compliant with both local and national planning policies and thus represents a considered and appropriate scheme.

7. Environmental Constraints

- 7.1 The compliance of the proposals against environmental and technical-based planning policies is considered within the comprehensive suite of individual technical reports undertaken and submitted in support of the planning application. A number of technical matters have been robustly assessed and the acceptability of the proposals in this regard is summarised below.

Air Quality

- 7.2 An Air Quality Assessment has been prepared by BWB Consulting in support of the application proposals.
- 7.3 This report concludes that following a qualitative construction phase dust assessment a number of measures have been recommended for inclusion in a Dust Management Plan to minimise emissions during construction activities. With the implementation of these mitigation measures the impact of construction phase dust emissions is considered 'not significant' in accordance with Institute of Air Quality Management guidance.
- 7.4 A detailed operational phase road traffic emissions assessment was also undertaken to consider the impact of development-generated road traffic on local air quality at identified existing receptor locations. The development is not predicted to result in any new exceedances of the relevant air quality objectives and the impact of the development on local air quality is predicted to be 'negligible' in accordance with guidance.
- 7.5 The suitability of the Site for the proposed residential use was considered with regard to the current relevant air quality objectives. Pollutant concentrations are predicted to be below the current relevant air quality objectives and the Site is therefore considered suitable for the proposed residential use.
- 7.6 Given the conclusions of this report, the scheme accords with Policy EN 16 and DM 1 of the Manchester Core Strategy.

Arboricultural Impact

- 7.7 An Arboricultural Impact Assessment has been prepared by Trevor Bridge in support of this application.
- 7.8 This report assesses the potential impacts to trees as a consequence of the development proposals, as well as specifying the necessary methodologies required during construction to ensure that trees being retained are afforded adequate protection from harm.

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- 7.9 In total 40 items were surveyed as part of this assessment and it was found that 3 trees were of high value (A), 22 trees of moderate value (B), 12 trees of low value (C) and 3 trees of removal value (U).
- 7.10 This assessment is supported by Tree Protection Plans which outline those trees which will be required to be removed in line with the assessment and to facilitate development.
- 7.11 A scheme of new tree planting has been incorporated into the Landscaping Plan which seeks to mitigate any loss of trees on site. This encompasses a mixture of native and ornamental trees planted at heavy standard size. The species have been chosen to suit the location and allow them to develop into mature trees, smaller trees have been located close to the buildings, however, where space is available, such as close to the boundaries, larger trees have been used. These will provide structure and height to the development. Fruit trees have also been proposed, these will also contribute to the bio-diversity of the site by providing foraging opportunities.

Archaeology

- 7.12 An Archaeology Assessment has been prepared by the University of Salford in support of this application.
- 7.13 This Assessment found the potential for the site to contain buried archaeological remains is considered to be high. As such it is anticipated that the Greater Manchester Archaeological Advisory Service ('GMAAS') may require a programme of archaeological evaluation trenching is conducted to establish the presence or absence of buried archaeological remains and, if present, their extent and significance.
- 7.14 The development will be carried out in accordance with any recommendations of the GMAAS and as such is considered acceptable in terms of archaeological impact, therefore according with Policy EN1 of the Manchester Core Strategy.

Crime Impact Statement

- 7.15 A Crime Impact Statement has been prepared by Design for Security (Greater Manchester Police) in support of this application.
- 7.16 The report sets out that the development has been assessed against the principles of 'Crime Prevention Through Environmental Design' (CPTED), to reduce the opportunities for crime and the fear of crime.
- 7.17 The report concludes that the development is broadly acceptable, in terms of designing out crime; however, points are raised in section 3.3 which will be addressed by the Applicant team in the final design stages, which can be secured by way of a condition.

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- 7.18 Subject to the points in section 3.3 being implemented, it is therefore summarised that Design for Security are supportive of the planning application. The scheme is thus compliant with Policy DM1 of the Core Strategy.

Daylight/ Sunlight

- 7.19 A Daylight and Sunlight Assessment has been prepared by GIA Surveyors in support of this application.
- 7.20 This assessment involved a technical analysis using the methodologies set out within the Building Research Establishment Guidelines entitled 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (2022)'.
- 7.21 The assessment concludes that 100% of the surrounding properties will fully accord with the BRE guidelines with regard to VSC Daylight, NSL Daylight and APSH Sunlight.
- 7.22 Overshadowing analysis was also undertaken as part of this assessment to the rear gardens serving the surrounding residential properties. This analysis indicates that 7/7 (100%) of gardens assessed will continue to receive at least two hours of sunlight on 21 March with the proposed development in place in full accordance with the BRE Guidance.
- 7.23 The overall impact of the scheme on the surrounding residential properties is therefore considered wholly acceptable in the assessment. This proposal is therefore acceptable in terms of daylight and sunlight impacts, in accordance with Policy DM 1 of the Manchester Core Strategy.

Environmental Standards Statement

- 7.24 The planning application is accompanied by an Energy Standard Statement which has been prepared by Crookes Walker Consulting (CWC) as a means of clarifying how compliance with the Councils Core Strategy Policy EN4 & EN6 is to be achieved; it also expands on the project teams' approach to achieve low energy / low carbon dwellings.
- 7.25 This report outlines that CWC is working collaboratively with a team of design consultants and industry professionals including the applicant, the architect and the structural engineer to develop sustainable design solutions for the new residential scheme.
- 7.26 This report identifies several technological solutions which will help reduce operational energy consumption of the building; the energy benefits of such technologies have been assessed using 'Standard assessment Procedure' (SAP) calculation software. The final specific design solutions will be

determined at a later date (following further community engagement, design details (e.g. thermal bridging) and in-depth calculated assessment of the benefits of each solution.

7.27 In accordance with Policy EN6 of Manchester City Council's Core Strategy 2012-2027 the development is required to achieve a 15% reduction in CO2 emissions compared against Part L (2010) regulations.

7.28 The predicted energy and CO2 emissions for the residential accommodation has been calculated for a variety of solutions as can be seen within Appendix 2 of the document. The solutions which were deemed as a 'Pass' under the SAP 10.2 software indicate that the 'dwelling emission rate' achieved around a 50% betterment over the minimum requirements for Part L 2021. Therefore all solutions identified so far exceed the minimum council betterment of a 15% over Part L 2010.

7.29 At this stage the report does not however wish to define the exact arrangement of solutions, as there is a strong desire by the Applicant to push the energy efficiency of the homes and the Applicant does not wish to limit solutions at this stage of the project. For example, the project team have a desire to improve thermal bridging details at a later stage, but this cannot be determined at this stage. Solutions for achieving compliance and exceedance Part L 2021 are likely to include some of the following:

- High-end fabric solutions - E.g. triple glazing
- Air tight building – potentially less than 3 m3/h/m2@50Pa
- Solar photovoltaics
- Air to water heat pumps
- Mechanical Ventilation with Heat Recovery
- Efficient lighting

7.30 In accordance with Core Strategy policies EN4 and EN6 the proposal has therefore been designed to include several sustainable design features and will meet the minimum betterment over the Part L regulations. The development is therefore considered to be appropriate with regards to sustainability.

Ecology

7.31 An Ecological and Biodiversity Assessment has been prepared by ArbTech Consulting in support of this application.

7.32 The Ecological and Biodiversity Assessment concludes that if the recommended measures are followed and biodiversity enhancements provided, the development will not result in a negative ecological

impact in relation to designated sites, habitats and flora, amphibians, reptiles, roosting bats, foraging and commuting bats, badgers, hazel dormouse, hedgehogs, riparian mammals, birds, or invertebrates.

7.33 The development will utilise opportunities for ecological enhancement on the site. This includes bat and bird boxes being attached to or incorporated into the fabric of the building and hedgehog highways being provided at the base of all fences. The proposed fruit trees and hedges on site will also contribute to biodiversity by providing foraging opportunities for bats, birds and insects.

7.34 As such, the proposal is not expected to result in any adverse ecological or biodiversity impacts in accordance with Policy EN 15 of the Manchester Core Strategy.

Flood Risk and Drainage

7.35 A Flood Risk Assessment and Drainage Statement has been prepared by The LK Group in support of this application.

7.36 This report confirms that the site lies within Flood Zone 1 and that, in correspondence with all relevant consultees, there is a negligible to low risk of flooding to this site from all sources.

7.37 This report goes on to recommend:

- The finished floor level should be set at a nominal height above the finished ground levels to allow for overland flow routes in extreme events and drainage failures.
- Pedestrian and vehicular safe access to and from the site is achievable under all conditions via the access road off Laindon Road.
- Potential for soakaway use for rainwater disposal is low; a shallow water table was recorded in follow up testing in the boreholes suggesting that there is some artesian water pressure below the superficial soil however, this could be investigated further at the detailed design phase if required.
- Surface water flow will likely need to be attenuated to the 5l/s runoff rate or a rate agreed with the LLFA and United Utilities.
- Surface water arising from the site could potentially discharge into the combined sewer located to the west of the site in Laindon Road.
- Foul sewage could be discharged into the existing public combined sewer in Laindon Road to the west subject to the agreement of United Utilities.
- A formal evacuation plan is not considered to be required.

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- 7.38 Given the above it is therefore considered that the development accords with Policy EN 14 of the Core Strategy.

Ground Conditions

- 7.39 Phase I and Phase II Ground Condition Surveys have been prepared by the LK Group in support of this application.
- 7.40 These surveys demonstrate that the proposal are acceptable in terms of ground contamination, and that appropriate measures will mitigate any potential risks. As such this proposal is acceptable in accordance with Policy EN 18 of the Core Strategy.

Lighting

- 7.41 A Lighting Assessment has been prepared by BWB in support of this application.
- 7.42 The assessment has been produced to identify the proposed lighting strategy and subsequent impact of the external lighting installation on the existing site environment and the wider locality.
- 7.43 The report reviews the potential effects of new lighting and reviews methods of lighting the proposed external areas while limiting potentially obtrusive effects to receptors that may have a negative response to a change in their lighting condition. Nearby residential properties and wildlife / habitat which are found on, near or utilising the site are typical receptors considered for analysis.
- 7.44 The assessment concludes that the potential significant effects from new lighting for the proposed development can be adequately managed and all tested parameters are expected to meet recommended guidance benchmarks.
- 7.45 The indicative lighting design strategy will achieve the required minimum lighting levels and distribution to meet the applicable standards while causing negligible light trespass to the adjoining land and negligible increase in local sky glow.
- 7.46 The impact of the proposed development lighting is considered to be negligible with respect to sensitive receptors. The most noticeable effect due to the proposed lighting installation expected to remain is a negligible increase in sky glow.
- 7.47 The scheme in terms of lighting is therefore considered to be acceptable and in line with Core Strategy Policy DM1.

Noise

- 7.48 A Noise Assessment has been prepared by Hann Tucker Associates in support of the application proposals.
- 7.49 The Noise Assessment demonstrates that appropriate target internal noise levels are achievable using conventional mitigation measures. Mitigation advice, including the use of suitably specified glazing and acoustically attenuated ventilation, have been recommended to reduce to a minimum the adverse impact on health and quality life arising from environmental noise.
- 7.50 The assessment shows the site, subject to appropriate mitigation measures, is suitable for residential development in terms of noise. The proposal therefore accords with Policy DM 1 of the Manchester Core Strategy.

Signal Impact

- 7.51 A Broadband Connectivity Assessment and a Television and Radio Impact Assessment have been prepared by GTech in support of this application.
- 7.52 With regards to Broadband Connectivity, a desk-based assessment was undertaken to determine the current availability of broadband services near to and adjacent to the proposed Victoria Park Probation Centre development. This concludes that existing broadband infrastructure and good connectivity is already available, with existing fibre installed along streets adjacent to the Site. Good download speeds are likely to be experienced and it is suggested that the developer engages with BT Openreach to facilitate a connection to their fibre network.
- 7.53 With regard to Television and Radio a baseline (pre-construction) signal survey and reception impact assessment was undertaken to determine the potential effects on the local reception of television and radio broadcast services from the proposed development. This concludes that the proposed development is unlikely to cause any interference to the reception of any television or radio broadcast platform. As no interference is expected, no mitigation measures are required to restore the reception of any broadcast service.
- 7.54 The proposal therefore accords with Policy DM 1 of the Manchester Core Strategy.

Transport

- 7.55 A Transport Statement (TS) has been prepared by Curtins in support of this application.

7.56 The main purpose of the TS is to review the proposed access and parking provision, to consider the impacts of traffic generated by the site on the local road network, and review the accessibility of the development for pedestrians, cyclists, and users of public transport, ensuring there are sustainable choices of transport.

7.57 The TS is supported by a range of appendices, with swept path assessments showing the proposed servicing arrangements. Additionally, the TS is supported by an Interim Travel Plan which includes measures and initiatives to encourage active and sustainable travel.

7.58 The TS concludes as follows:

- The apartments have 18 car parking spaces associated (c. 49% provision), the maisonettes have 2 car parking spaces associated (50% provision), the houses have 32 car parking spaces associated (100% provision at an average of 1 space per property, with the exception of the 6-bed property which comprises 2 parking spaces), plus 1 visitor space. This level of provision is appropriate based on existing car ownership, and is a significant improvement compared with existing residential streets in the locality, which have very little off-road parking.
- A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is concluded that there is no existing safety issue in the study area that is likely to be exacerbated by the proposed development.
- Relevant details of the proposed development quanta, site layout, access and parking facilities, and servicing arrangements have been provided.
- It is considered the site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.
- Trip generation forecasts using TRICS data has demonstrated that there would be a negligible increase in vehicular trip generation for the proposed uses of the site during the network AM and PM peak hours.
- Notwithstanding, measures outlined in the accompanying Interim Travel Plan will be implemented to encourage residents to travel by sustainable modes, reduce reliance on the private car, and further reduce the number of vehicular trips associated with the development.

7.59 Given the above it is therefore considered by Curtins that the proposed development is in accordance with Paragraph 111 of the NPPF in that it would not have an unacceptable impact on highway safety, nor would there be a severe residual cumulative impact on the surrounding highway network.

7.60 From a traffic and transportation perspective, it is therefore stated that there are no reasons why the development proposals should not be granted planning approval. The development thus accords with Core Strategy policies T1 and T2.

Summary

7.61 In summary, a suite of technical assessments has been undertaken in support of the planning application, which demonstrate that, subject to appropriate mitigation, the application proposals are acceptable in terms of environmental considerations. Further technical documents have also been submitted alongside those documents summarised above which should be read in full and in conjunction with this Statement:

- Fire Statement and Fire Strategy;
- Construction Management Plan; and,
- Waste Proforma.

8. Scheme Benefits

- 8.1 Section 38(6) of the Planning and Compulsory Planning Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise. As demonstrated in this Statement the application proposals accord with the majority of relevant policies of the Development Plan when read as a whole and should therefore be approved without delay in accordance with the NPPF.
- 8.2 Notwithstanding the above, if the Council identifies conflict with any policies of the Development Plan, any potential harm is clearly outweighed by the substantial economic, social and environmental benefits, as set out below:

Economic Benefits

- Redevelopment of brownfield site to provide new housing;
- Generation of both temporary and full-time equivalent construction jobs, including higher skilled professions and lower skilled jobs;
- Support for a number of other off-site employment opportunities in the local building trade;
- Provide investment into the local area through the construction process;
- Provide a catalyst for further investment and development within the local area;
- A significant investment by the developer into the local area;
- Generate increased spending in the local area through the 72 new dwellings, which will subsequently support job creation and support local businesses; and,
- Demolition and redevelopment of a dilapidated site which will contribute to raising the value of the area.

Social Benefits

- Deliver a well-designed residential scheme to provide much needed housing which will meet a demonstrated need;
- Bring back into use a key vacant site, increasing the quality of new buildings in the area and providing landscaping and trees;

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- Being designed to promote opportunities for interaction between neighbours to contribute towards the Victoria Park community;
 - Considers community safety in the design, layout, and management of the development;
 - Eliminating anti-social behaviour at a currently vacant site, which has been subject to vandalization and fire damage;
 - Deliver a sustainable redevelopment which is well located next to shops, local services, jobs, transport links, and
 - Attract new residents to the area which will broaden the skills base to local employers and potentially benefit local businesses.

Environmental Benefits

- Deliver the regeneration of a prominent site, which is well located within the Victoria Park neighbourhood and significantly increase the appearance and streetscape;
- Deliver a scheme which ensures efficient use of land by maximising its development whilst taking into account key site opportunities;
- Provision of new and improved green landscaped areas including private gardens and communal gardens along with perimeter planting;
- Retention of existing trees where possible and additional new planting of trees, bushes and shrubbery;
- Delivering homes in a sustainable location within proximity to services and facilities as well as existing public transport infrastructure, which will reduce the need to travel by car. The scheme also incorporates cycle storage for all proposed dwellings encouraging active transport;
- Meeting Climate Change objectives by delivering the aspirations of a more sustainable building design and construction; and,
- Inclusion of biodiversity measures such as bird and bat boxes, hedgehog highways and fruit trees.

Summary

- 8.3 In summary, the proposed development represents a sustainable form of development on a brownfield site which will deliver a high quality, visually attractive development. The scheme proposals fully accord with the Development Plan and associated supporting planning guidance and the substantial economic, social and environmental benefits of the scheme have been clearly set out above.

9. Summary and Conclusions

- 9.1 This Supporting Planning Statement ('SPS') has been prepared by Avison Young on behalf of Britannia Victoria Limited ('the Applicant'), in support of an application for full planning permission for the following development at Victoria Park Probation Centre, Laindon Road, Manchester:

"Full planning permission for the demolition of existing buildings and the erection of a residential development (Use Class C3), comprising 72 units, along with associated hard and soft infrastructure, access and associated works"

- 9.2 The site currently comprises two buildings and associated hardstanding which were previously in use as a probation centre but have laid vacant for some time now. The Applicant therefore proposes to transform this site back into economic use through the provision of a high-quality residential development which meets planning policy targets and will be integrated into the local community.
- 9.3 The proposed development comprises the demolition of the two existing buildings on site, and the erection of 72 residential units, delivered through 41 apartments (37 single block and 4 maisonettes in separate block) and 31 townhouses (across 7 terraces and one detached house).
- 9.4 The proposals have been designed with due regard given to the results of pre-application consultation and technical assessments undertaken by the Applicant's project team. The proposed development represents a comprehensive scheme undertaken in line with best practice guidance and will provide high-quality residential dwellings together with new and improved landscaping, providing a positive redevelopment of the site in keeping with the local area.
- 9.5 As evidenced within the Planning Appraisal section of the Planning Statement, the proposal is considered to accord with all requirements of local and national planning policy. The principle of development is demonstrated through its sustainable location, reuse of underutilised, previously developed land and the demonstrated need for residential development within the inner areas. The proposal is to be of a first class nature and innovative design which will respond positively to the character of the surrounding area. It has been evidenced that the proposal will not negatively impact the amenity of surrounding or future occupiers, nor will it impact upon local heritage assets and overall the scheme will deliver significant economic, social and environmental benefits which would outweigh any harm.
- 1.1 To summarise, the proposed development represents a 'Plan led', high quality, sustainable form of development which will realise the potential of this site through the delivery of a new residential

development. The scheme proposals accord with the Development Plan and are in line with national planning policy, it is therefore respectfully requested that planning permission is granted.

Appendix I

Site Location Plan

Appendix II

Schedule of Supporting Documents

Appendix III

Consultation Documents

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