



STATEMENT OF COMMUNITY INVOLVEMENT

DIDSBURY POINT CONSULTATION
OCTOBER 2022

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SITE LOCATION



The site was formerly part of the old Withington Community Hospital before its closure in 2002.

The site is a brownfield site and one of the remaining development plots within Didsbury Point.

The site is well connected to both the rail and road network allowing easy access to the City Centre as well as being only 6 minutes to the West Didsbury Local Centre.

INTRODUCTION

This Statement of Community Engagement has been prepared by UK NETWORKS on behalf of the Applicant 'Southway Housing Trust (SWHT) in support of the submission of a detailed planning application for the 'Redevelopment of the site for a residential building (Class C3) with ground floor medical centre use (Class E(e)) varying in height from 6 to 8 storeys to provide 76 apartments (7x1bed 2person apartments, 37 x 2bed 3 person apartments, 26 x 2 bed 4 person apartments, 6 x 2B bed 4 person duplex) with associated landscaping and other works'

The National Planning Policy Framework (NPPF) recognises that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for everyone. In preparing the consultation strategy, the relevant provisions of the Localism Act 2011 and Manchester City Council's Statement of Community Involvement (SCI) 2018 have been considered.

The consultation strategy has sought to ensure that relevant stakeholders and members of the public are given every opportunity to review the plans and provide their feedback. The strategy has included a combination of traditional and modern means of consultation and engagement including a consultation event with exhibition boards and feedback forms, resident notices, face to face meetings, online briefings, a project website and online feedback form and availability of a project telephone line and Freepost address so those without access to a PC can engage with the project team and the plans.

This report sets out a summary of the pre-application consultation that has taken place so far and with whom. The report identifies key themes and issues raised and sets out the Applicant's response to these, including changes to the design which have resulted as a direct response to consultation with stakeholders and the local community, where appropriate.

The project team is committed to ongoing engagement and will continue to maintain dialogue with relevant stakeholders and members of the local community as appropriate.

DESCRIPTION OF DEVELOPMENT



Redevelopment of the site for a residential building (Class C3) with ground floor medical centre use (Class E(e)) varying in height from 6 to 8 storeys to provide 76 apartments (7x1bed 2 person apartments, 37 x 2bed 3 person apartments, 26 x 2 bed 4 person apartments, 6 x 2B bed 4 person duplex) with associated landscaping and other works.

CONSULTATION SUMMARY

Over the span of the consultation (11/02/22 – 11/03/22) there were:

- Approximately **145** individual feedback comments received across all channels/platforms of communication.
- **923** Total visits to the consultation website.
- **1636** residential and commercial properties engaged via notices delivered to thousands of residents and businesses by Royal Mail.
- **115** Completed Online Surveys/Feedback forms.
- **1** Physical consultation events with a total of **53** local residents and elected members attending.

CONSULTATION OVERVIEW

Stakeholders Engaged

- Local residents and businesses
- Local schools
- Local amenity/community groups
- Local landowners
- Elected members (MPs, Manchester City Council)

The public consultation was advertised via:

- Letters sent to stakeholders
- Community notices sent via Royal Mail to 1636 local residences and businesses
- Letters sent to local amenity/community groups

Engagement has included

- Letters to stakeholders
- Video briefings with elected members
- A consultation website
- Online survey
- Consultation event with exhibition boards
- Feedback forms
- Dedicated project telephone line and Freepost address

CONSULTATION TIMELINE

31st January 2022

Letters sent to elected members

9th February 2022

Video briefings held with elected members

10th February 2022

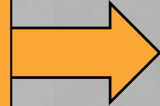
Video briefings held with elected members

11th February 2022

Letters sent to all stakeholders

11th February 2022

Consultation and project website launched (www.swhtdidsburypointconsultation.co.uk)



11th February 2022

Consultation and project website launched Resident notices distributed via Royal Mail

18th February 2022

Video briefings held with elected members

28th February 2022

Consultation held for residents at Didsbury High School

3rd March 2022

Consultation extended by 1 week following request from Councillor Leech



11th March 2022

Video Briefing with local MP, Jeff Smith and ward members (Councillor Hilal and Councillor Stanton)

March 2022

Feedback from members of the public via consultation website, project telephone, Freepost address of received and reviewed by the Project Team

CONSULTATION MATERIAL – STAKEHOLDER LETTER

Letters were sent to all stakeholders, informing them of the plans, consultation event details and how to view the plans and provide feedback.

The following stakeholders were sent letters via e-mail:

- Manchester City Council Elected Members (Key cabinet members, Didsbury West Ward Members: Councillor John Leech, Councillor Debbie Hilal, Councillor Greg Stanton)
- MP Jeff Smith
- West Didsbury Resident Association
- Didsbury High School
- Didsbury Civic Society

Throughout the consultation there were open lines of communication between stakeholders and residents and the project team, via telephone, e-mail and online meetings.



CONSULTATION MATERIAL – STAKEHOLDER PRESENTATION

Video briefings were held with Didsbury West Ward Members on 9th and 10th February. A further briefing was held on the 18th February with Jeff Smith MP and Cllr James Wilson Didsbury East Ward Member. During the video briefings the project time presented the below presentation which provided elected members further details of the plans. During the briefings there was an open dialogue between the project team and elected members.

See full version of the presentation here: [Didsbury Point Stakeholder Presentation](#)



INTRODUCTION

The purpose of this briefing is to provide members with an early opportunity to review the plans for SWHT Didsbury Point site, and ask any questions of the design team.

The briefing will be followed by direct one-to-one consultation with local residents and stakeholders prior to submission of a planning application.

Southway Housing Trust (SWHT) is a not-for-profit local housing organisation passionate about providing excellent homes, and outstanding customer care. SWHT own and manage almost 5,000 homes locally in Burslem, Chorlton, Didsbury and Withington.

SWHT have owned a prominent site at Didsbury Point for some time. Originally approved for the development and construction of a purpose-built headquarters building for the trust, it's a subsequent opportunity to secure and secure an exciting building created systems for alternative use and the potential to develop the site for much needed affordable housing within the core area of the trust's estate.



SITE LOCATION



The site is well connected to both the rail and road network allowing easy access to the City Centre as well as being only 5 minutes to the West Didsbury Local Centre.

SITE AND PLANNING BACKGROUND

The site was formerly part of the old Withington Community Hospital before its closure in 2001.

The site is a brownfield site and one of the remaining development plots within Didsbury Point, which has come forward over several years as part of the redevelopment of the former Withington Hospital site.

Being located within South Manchester Core Strategy Policy H6 is relevant and seeks to promote the ongoing provision of a mix of housing types with a focus upon family housing including affordable housing options.



SITE PARAMETERS PLAN



Key

- Developing site boundary
- Adjacent development (Didsbury High School, Chorlton High School, etc.)
- Existing residential (Didsbury High School)
- Adjacent buildings
- Manchester University Centre
- Existing low voltage supply houses
- Proposed new low voltage supply houses
- Proposed new low voltage supply houses
- Proposed new low voltage supply houses
- Proposed new low voltage supply houses

CONSULTATION MATERIAL – STAKEHOLDER PRESENTATION

DESIGN PRINCIPLES



Movement and Connections

The Avenue serves as access road to Didsbury High School.
Access along the Boulevard adjacent to the site is one way only.
Access to the site is off Princess Parkway



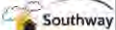
Corner Active Frontages

Emphasis on the tower on approach from Princess Parkway.
Building turns the corner on The Boulevard and The Avenue to create active facades along both roads.



Scale and Massing

Creating height on key corner.
View from Princess Parkway is key.
Adjacent blocks relating to nearby developments.
Duplex apartments set back to break down mass.



DESIGN PRINCIPLES



Active Ground Floor

Medical Centre
Residents Cycle Store
Residents Entrance



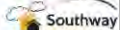
Parking and Landscaping Space

Rear Parking Courtyard
Parking Along the Avenue
Emergency Vehicle / Servicing Lay By
Landscape Buffer to adjacent houses



Unit Mix

9% 1B2P Apartment
34% 2B3P Apartment
49% 2B4P Apartment
8% 2B4P Duplex



THE PROPOSALS



At least one 70-day dwelling and premises for a Medical Centre.

At least 100% affordable.

Passive Design.

Secure storage for 70 Cycles.

Sensitive landscaping strategy.

Minimised parking provision through parking stack service (25 Resident and 25 Medical Parking).

Designed to Manchester Space Standards.

100% AFFORDABLE HOMES

Block A – LCHO (Low Cost Home Ownership) – 45 apartments
7 x 1B2P homes
7 x 2B3P
26 x 2B4P
6 x 2B4P duplex apartments.

Block B – Affordable Rent*
30 x 2B4P homes.

*Rent Charge AR at 80% of market rent or the Local Housing Allowance (LHA) cap whichever is lower. AR rents are inclusive of Service Charge.



ACCESS



Key

- Primary Residents Access
- Secondary Residents Access
- Public Access - Medical Centre
- Escape Access - Medical Centre
- Vehicle Access - Residents & Medical Centre



CONSULTATION MATERIAL – STAKEHOLDER PRESENTATION

FLOORPLANS – ROOF LAYOUT



APARTMENT TYPES



2B4P Type A1



2B3P Type A1



APARTMENT TYPES



1B2P Type A



2B4P Type B

APARTMENT TYPES

Six duplexes are included in the scheme and accessed from the fourth floor. Over two floors, each duplex includes an open plan living, kitchen, dining space with an individual staircase providing access to a main bathroom and two double bedrooms. The areas and layouts of the duplex apartments vary slightly to allow for riser and smoke shaft locations.



2B4P Duplex 0F



2B4P Duplex 1F

LANDSCAPING



Existing vegetation (including trees and shrubs)

- 1. Mature trees to be retained
- 2. New trees to be planted
- 3. New shrubs to be planted
- 4. New shrubs to be planted
- 5. New shrubs to be planted
- 6. New shrubs to be planted
- 7. New shrubs to be planted
- 8. New shrubs to be planted
- 9. New shrubs to be planted
- 10. New shrubs to be planted

LANDSCAPING

1. Biophilic podium with quiet social seating, raised planters and small trees
2. Eastern boundary edge-landscaping with planting to pool parking, as well as ground level native planting and habitat creation
3. Corner soft landscape/essential rain garden
4. Biophilic planting, grass swales and trees to frontage
5. Existing landscaping retained, will be enhanced with trees to be retained
6. New block paved threshold to the building tying into the Boulevard



LANDSCAPING – PRECEDENT IMAGES

01) Contemporary garden

02) Biophilic garden

03) Green roof



NEXT STEPS

Ongoing pre-application consultation with Manchester City Council and Statutory Stakeholders

Stakeholder briefings offered to elected members and WORA etc.

Wider consultation throughout February 2022 (Resident Notices, Project Website, Public Consultation Event 28/2)

1636 Residential and Commercial addresses to receive a resident notice

Review of Feedback and Planning Application submission – March 2022

Target determination of Planning Application – June/July 2022



CONSULTATION ASSETS

consultation Website www.southwayhousingtrust.co.uk/didsbury-point-consultation



ELECTED MEMBER FEEDBACK – BRIEFING 09/02/22

Didsbury West Ward Member Councillor John Leech

Kathryn Hanna – Project Manager in the Growth & Development Directorate also attended

Comments

- Expressed concerns over parking
- Advised WDRA should be offered a briefing
- Advised there is an active WhatsApp residents group who should also be consulted

Questions

- How many storeys is the building at the key corner?
- Clarification on the parking on the Avenue and the parking spaces allocated proposed for the medical centre and apartments
- Is there a safe parcel storage area as part of the proposals?
- What is the planning density of the site?
- Out of the 25 car parking spaces how many will be for staff and how many will be for visitors of the medical centre?
- How will the car park be controlled to ensure unauthorised parking doesn't happen? i.e., of parents on the school run
- Will there be a service charge charged in addition to the rent charge?
- How will the car parking spaces be allocated for the apartments?
- When will the public consultation be held, and if it will be before the middle of March due to purdah?

ELECTED MEMBER FEEDBACK – BRIEFING 09/02/22

Didsbury West Ward Members Councillor Debbie Hilal and Councillor Greg Stanton

Kathryn Hanna – Project Manager in the Growth & Development Directorate also attended

Comments

- Advised the WDRA has a very knowledgeable and driven Environmental officer and so Cllr Stanton was keen to hear if there was anything problematic within the Ecology report
- Generally impressed with the high-quality design of the scheme
- Concerns about impact on patients if potentially relocating from another medical centre to DP.
- Preference for the ground floor to be a medical centre rather than a commercial space
- Boulevard Visual should also include the square
- Parking is already a concern with residents
- Widen distribution area for public consultation to include Cavendish Road
- Importance of public consultation
- Generally supportive
- Concerns about the car parking with 76 apartments proposed and 59 car parking spaces in total with 25 allocated for medical centre

Questions

- Has anyone approached Southway re purchasing the land?
- What plans are there for consultation with other stakeholders?
- What is the potential for overlooking to nearby residents of Clearwater Drive?
- How tall are the trees (in front of the proposed car park) in relation to the new building?
- Can residents park in the Medical Centre car park when the Medical Centre is not in operation i.e., evenings/weekends?
- Was there an opportunity to link up with a Car Club e.g. Enterprise?
- Is there an opportunity to have a Beryl Bikes (Bee Network) station?

ELECTED MEMBER FEEDBACK – BRIEFING 10/02/22

Councillor Gavin White, Executive Member for Housing & Employment

Comments

- Strongly supports the plans in principle, adding it would be great to have affordable housing on the site.
- Raises the concern on parking and questions if 35 parking spaces for the apartments is enough regardless of its sustainable location.
- 50% parking feels the right balance given the site's sustainable location.
- Lower carbon Passivhaus aspiration for this project are very welcomed.
- Wider issues with car parking in the area is the responsibility for council to enforce the yellow lines that are already there at drop off times.
- Important that the scheme is 100% affordable.
- Expressed his, Cllr Hilal and Cllr Stanton support for the proposals.

Questions

- Is low-cost home ownership different to shared ownership?
- Will the apartments be marketed through Gekho?
- Is there a service charge, charged in addition to the affordable rent?
- Explore possibility for the Medical Centre car parking to made available for parking for the apartments in the evening and at the weekends when the medical centre is closed? This may help alleviate local residents concerns on issues relating to car parking.

ELECTED MEMBER FEEDBACK – BRIEFING 18/02/22

Jeff Smith MP Meeting - Also attended by Councillor James Wilson, Didsbury East Ward Member

Comments

- Strongly supports the plans in principle, adding it would be great to have affordable housing on the site.
- Raises the concern on parking and questions if 35 parking spaces for the apartments is enough regardless of its sustainable location.

CONSULTATION MATERIAL – RESIDENT NOTICE

Resident notices were delivered to **1636** residential and commercial addresses via Royal Mail on 11th February 2022.

The notice provided information on the plans and included details of how members of the public could view the plans and provide feedback via the website or in person at the consultation event.



DIDSBURY POINT CONSULTATION

Dear Resident,
Southway Housing Trust is inviting pre-application feedback from residents on plans for our Didsbury Point site, located off Princess Parkway.

The Proposals
The plan is to deliver an exemplar residential led scheme of 76 apartments, associated amenity space (and 59 parking spaces). The development at Didsbury Point also includes space provision for a medical centre at ground floor level and we are adopting Passivhaus principles to ensure the building's energy needs are dramatically reduced.
The development would accommodate a mix of units for Affordable Rent and Shared ownership in a quality environment with good levels of amenity space and parking for residents. This could help local people, to take their first step on the property ladder by buying their first home under a shared Ownership model.

Southway Housing Trust
Southway Housing Trust (SWHT) is a committed and forward-thinking not-for-profit local housing organisation.
Shared Ownership is a government backed scheme that allows those who can't afford to buy outright to get on the property ladder. It allows them to buy a part share in a home and pay a subsidised rent on the remaining share. These homes will be managed/sold by Gecko Homes (www.geckohomes.co.uk) who are part of SWHT. The trust will own, operate and maintain the units for Affordable Rent.



To find out more about the plans and provide your feedback, you can:
Visit the project website
www.swhtdidsburypointconsultation.co.uk
Or
E-mail: contact@swhtdidsburypointconsultation.co.uk
Telephone: 0161 460 0062
Write to: **Freeport LIX NETWORKS**
Attend the public consultation event: (Details overleaf)
Please provide comments by Thursday 3rd March 2022.

Site Location Map



Site Background

The site, located just off Princess Parkway, was formerly part of the old Withington Community Hospital before its closure in 2002, and was predominantly occupied by the Operating Theatre unit during its use.

The site is a brownfield site and one of the last remaining development plots within Didsbury Point, which has come forward over several years as part of the redevelopment of the former Withington Hospital site. Being located within South Manchester, Core Strategy Policy H6 is relevant and seeks to promote the ongoing provision of a mix of housing types with a focus upon family housing including affordable housing options.

The trust has owned the site at Didsbury Point for some time. Originally acquired for development and construction of a purpose-built headquarters building for the trust, a subsequent opportunity to secure and occupy an existing building created options for alternative use and the potential to develop the site for much needed affordable housing within the core area.

You are invited to attend a consultation event:
Monday 28th February
5.00pm – 7.30pm

Didsbury High School,
4 The Avenue,
Didsbury, Manchester,
M20 2EY

Consultation Website



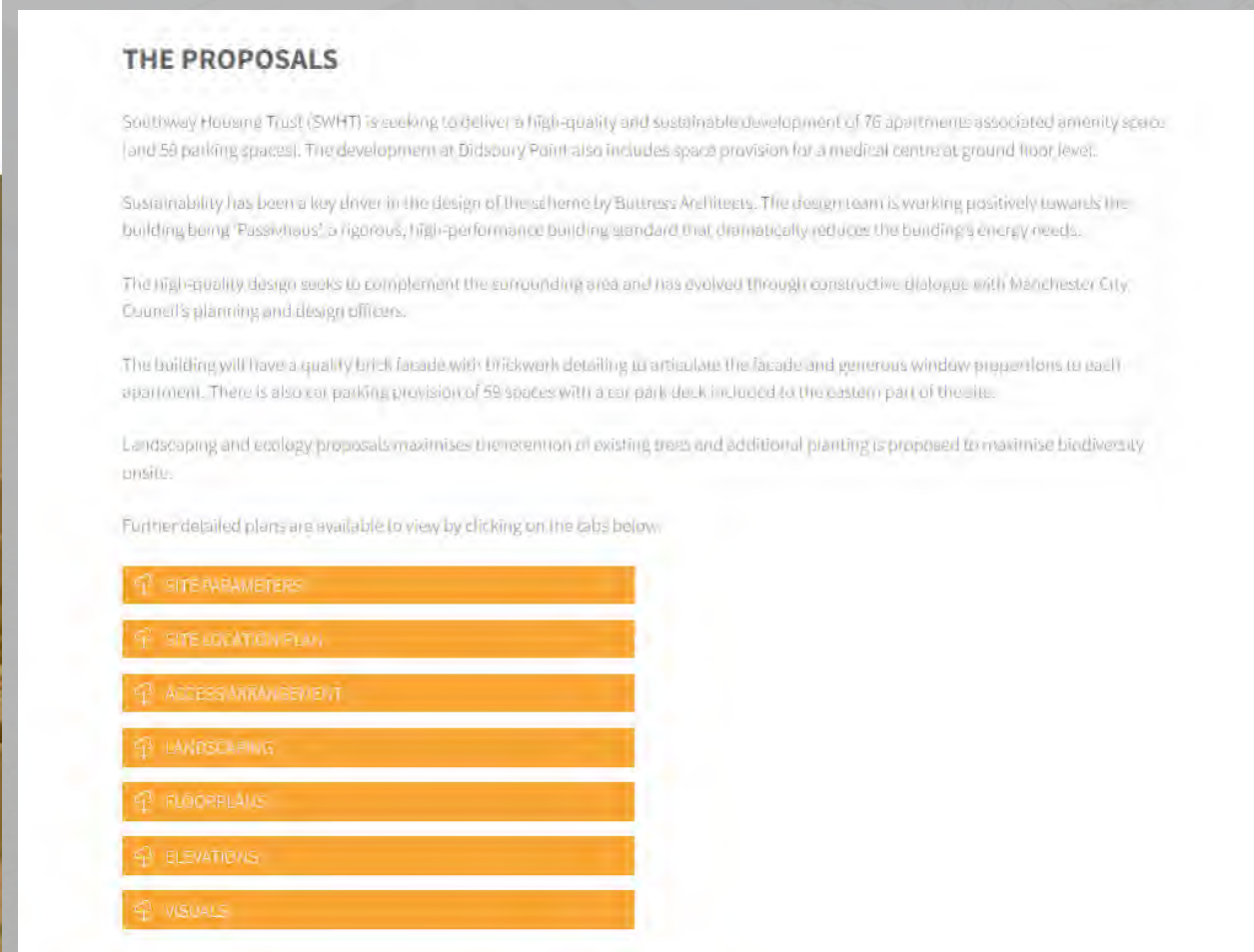
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Or
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Telephone: 0161 460 0062
Write to: **Freeport LIX NETWORKS**
Attend the public consultation event: (Details on the left)
Please provide comments by Thursday 3rd March 2022.

CONSULTATION EVENT

A consultation event was held 28th February 2022 (5:00pm to 7:30pm) at Didsbury High School. It gave residents a chance to review the consultation boards and discuss the plans with members of the project team. Feedback forms were provided so members of the public could provide their feedback on plans. The event was advertised via the resident flyer and **53** people were in attendance with a total of **22** feedback forms completed.



CONSULTATION MATERIAL – CONSULTATION WEBSITE



www.swhtdidsburypointconsultation.co.uk launched on 11th February 2022 to provide members of the public and any other interested parties the opportunity to view the proposals and have the option provide comments/feedback via the online survey. There were **923** visits to the consultation website throughout the consultation.

CONSULTATION EVENT – FEEDBACK FORMS



Hard copy of the feedback forms (similar to the online survey) were made available for attendees of the Consultation Event to provide their feedback. **22** Feedback Forms were completed

1. Which of the below statements best describes you? (you may tick more than one box)

- ☐ I am a local resident
- ☐ I am a local business owner or work locally
- ☐ I am an elected member
- ☐ I am responding on behalf of an organisation (community, sports club, education etc)
- ☐ Other

2. How useful was the consultation event in helping you understand the plans for Didsbury Point?

- ☐ Useful
- ☐ Neutral
- ☐ Not that useful

3. Do you support the plans for Didsbury Point?

- ☐ Yes
- ☐ No
- ☐ Undecided

4. Please provide any further comments below if you answered 'No' or 'Undecided' to Question 3.

5. Please provide any further comments below that you would like the project team to consider.

6. Please provide your postcode details below. This is not compulsory but will help us consider emerging feedback themes in relation to proximity to the site.

7. If you would like to receive any updates on the project please provide your email address. [UK Networks are the appointed community engagement consultants for the project. They are collecting your data and feedback on behalf of SWHT as part of consultation on the proposed development. Your details will not be shared with any third parties.]

CONSULTATION MATERIAL – ONLINE SURVEY

SWHT - Didsbury Point Consultation

Southway Housing Trust (SWHT) is inviting pre-application feedback from residents on plans for our Didsbury Point site, located off Princess Parkway. Please review the information on the consultation website and provide your feedback via this survey.

SWHT plan to deliver an exemplary residential led scheme of 78 apartments, associated amenity space (and 59 parking spaces). The development at Didsbury Point also includes space provision for a medical centre at ground floor level and we are adopting Passivhaus principles to ensure the building's energy needs are dramatically reduced.

The development would accommodate a mix of units for Affordable Rent and Shared ownership in a quality environment with good levels of amenity space and parking for residents. This could help local key workers and young professionals to take their first step on the property ladder by buying their first home under a shared ownership model.

The site is a brownfield site and one of the last remaining development plots within Didsbury Point, which has come forward over several years as part of the redevelopment of the former Withington Hospital site. Being located within South Manchester Core Strategy Policy H6 is relevant and seeks to promote the ongoing provision of a mix of housing types with a focus upon family housing including affordable housing options.

These homes will be managed/sold by Gecko Homes (www.geckohomes.co.uk) who are part of SWHT. The trust will own, operate and maintain the units for Affordable Rent.

Please complete the survey below and provide us with your feedback on the proposals. Your feedback will be considered by the project team and where possible incorporated into the proposals prior to the submission of a planning application.

Privacy Notice and Data Protection

We are committed to respecting your privacy and complying with Data Protection Law. UK NETWORKS wishes to collect your comments on behalf of Southway Housing Trust (SWHT) regarding consultation on Didsbury Point. Your comments will be used in relation to the consultation and may be disclosed to or shared with SWHT, Manchester City Council and the project team working on this consultation. All comments may be included in published reports however, if you are an individual and decide to provide your name and contact details, only your comment will be published. If you are commenting on behalf of an organisation, only the organisation's name will be published alongside your comment. We are asking for your consent to contact you and keep you informed of the progression of the project. If you would like to be contacted on the project, please provide your name and contact details. These will not be used for any other purpose or be provided to any other company, other than the project team for the purpose of reviewing feedback from the consultation. If you do not want us to contact you with updates, please do not supply us with your contact information. Your name and contact details will be kept for the duration of the consultation before being securely destroyed, unless you withdraw your consent for contact which you can do so by emailing contact@swhtdidsburypointconsultation.co.uk. For further information about how your personal information will be processed, please e-mail us using the e-mail address above.

1. Which of the below statements best describes you? (you may tick more than one box) *

- ☐ I am a resident living closely to the site
- ☐ I work near or have a business near to the site
- ☐ I am an elected member
- ☐ I am responding on behalf of an organisation (community, amenity, education etc)
- ☐ Other

2. How useful was the consultation website in helping you understand the plans for Didsbury Point? *

- ☐ Useful
- ☐ Neutral
- ☐ Not that useful

3. Do you support the plans for Didsbury Point? *

- ☐ Yes
- ☐ No
- ☐ Undecided

4. Please provide further comments below if you answered 'No' or 'Undecided' to Question 3. *

Enter your answer

5. Please provide any further comments below that you would like the project team to consider.

Enter your answer

6. Please provide your postcode details below. This is not compulsory but will help us consider emerging feedback themes in relation to proximity to the site.

Enter your answer

7. If you would like to receive any updates on the project please provide your email address. [UK Networks www.uk-networks.com] are the appointed community engagement consultants for the project. They are collecting your data and feedback on behalf of Southway Housing Trust as part of consultation on the plans. Your details will not be shared with any third parties.]

Enter your answer

8. If you would like to register your interest in one of the new homes (subject to planning permission being granted) please provide your contact details (Name, address, e-mail) and we will add you to Southway Housing Trust's mailing list.

Enter your answer

The online survey provides a profile of those who provide feedback, it also gathers a diverse range of feedback due to the open nature of the questions. **93** online surveys were completed.

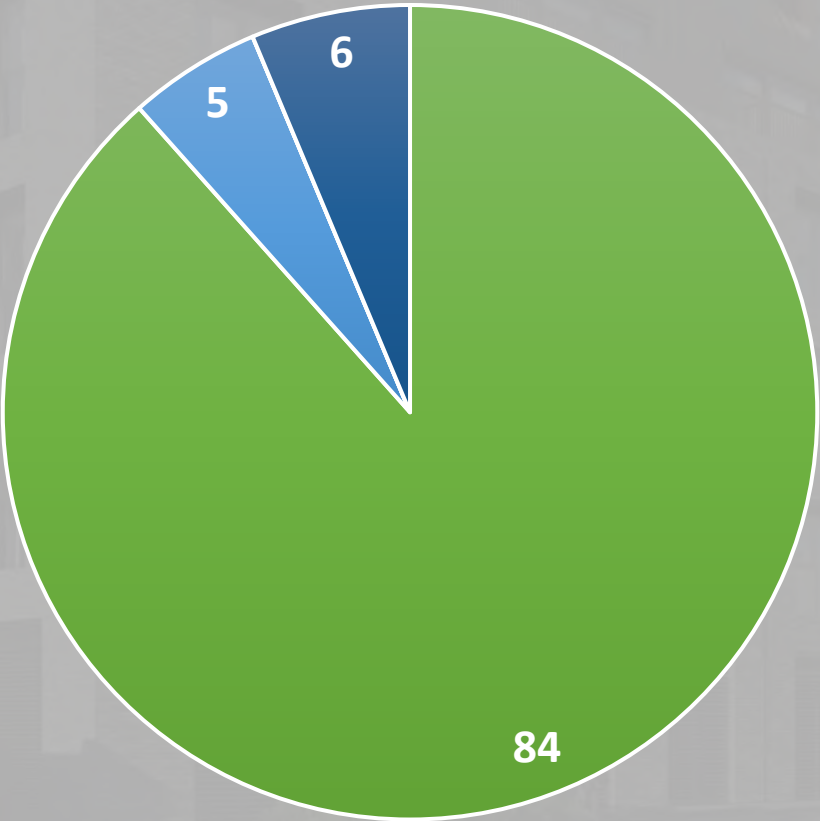
FEEDBACK RECEIVED – ONLINE SURVEY

QUESTION 1

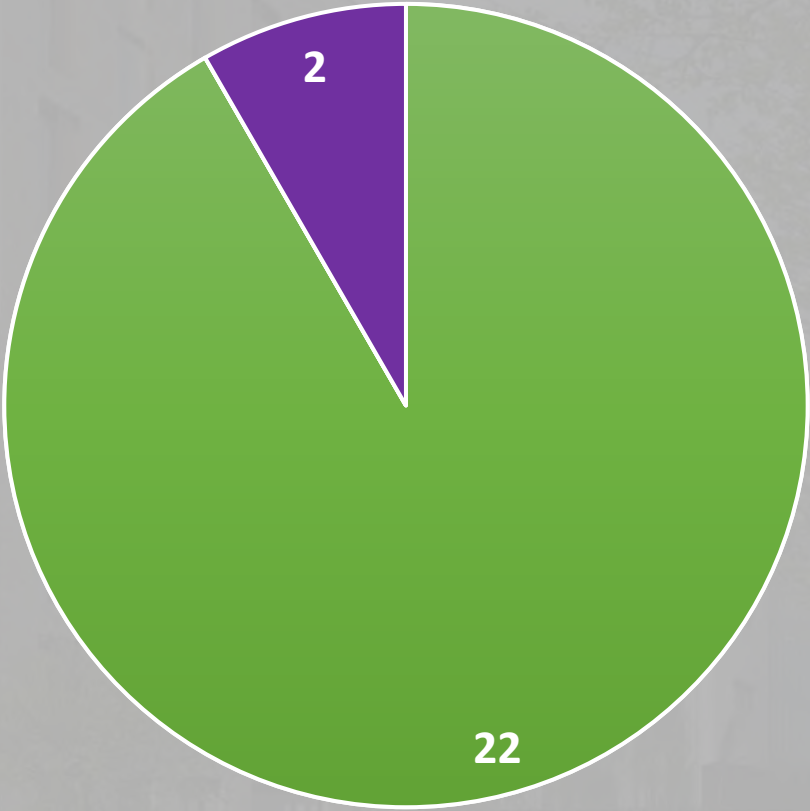
Which of the below statements best describes you?

- ☐ I am a local resident
- ☐ I am a local business owner or work locally
- ☐ I am an elected member
- ☐ I am responding on behalf of an organisation
- ☐ Other

ONLINE SURVEY



FEEDBACK FORM

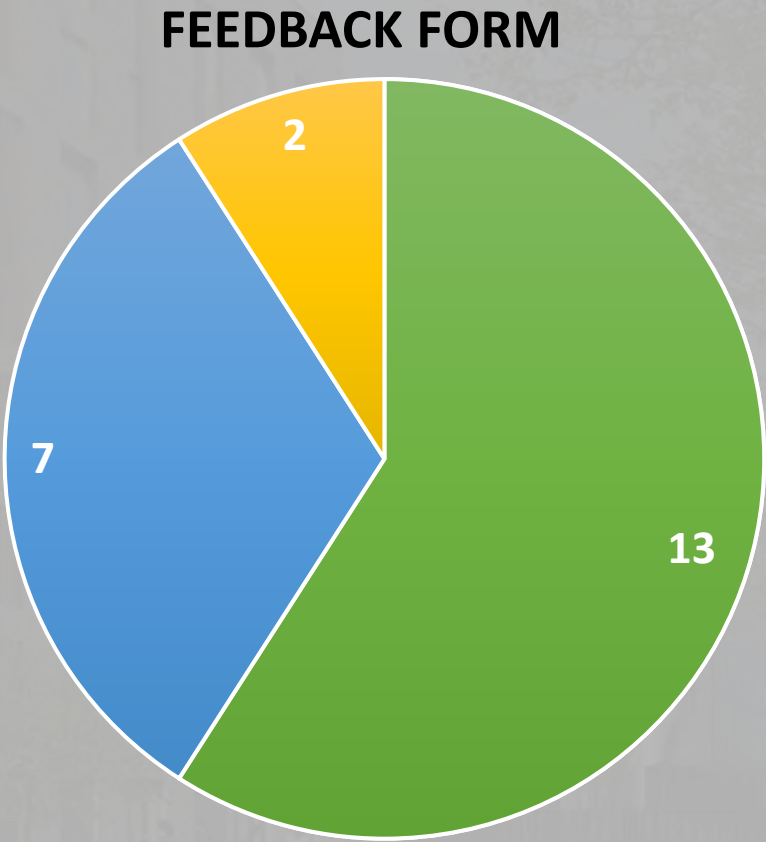
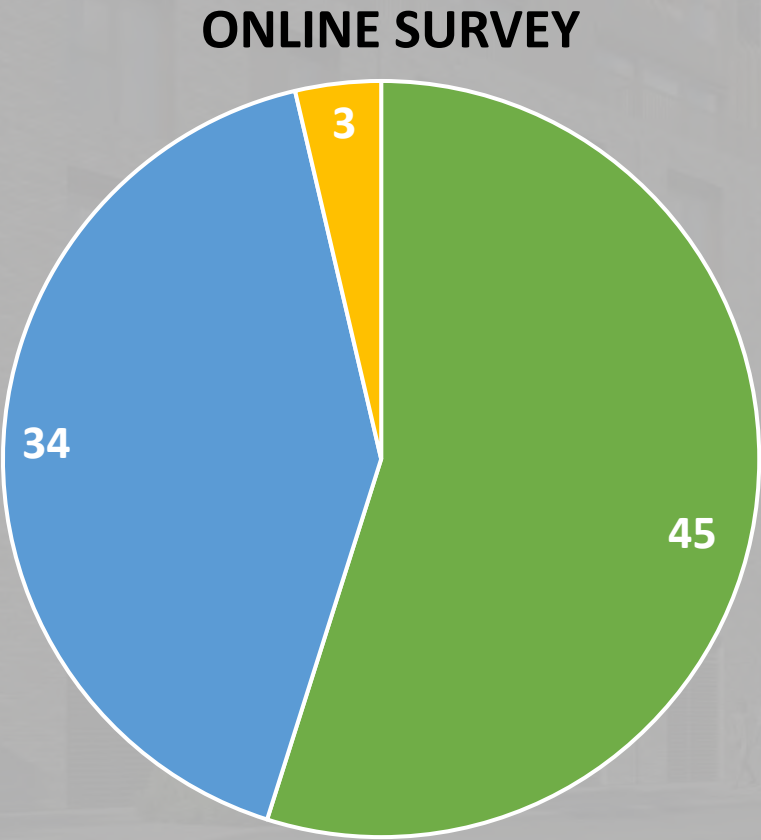


FEEDBACK RECEIVED – ONLINE SURVEY

QUESTION 2

How useful was this consultation website/event in helping you understand the plans for Didsbury Point?

- Useful
- Neutral
- Not that useful

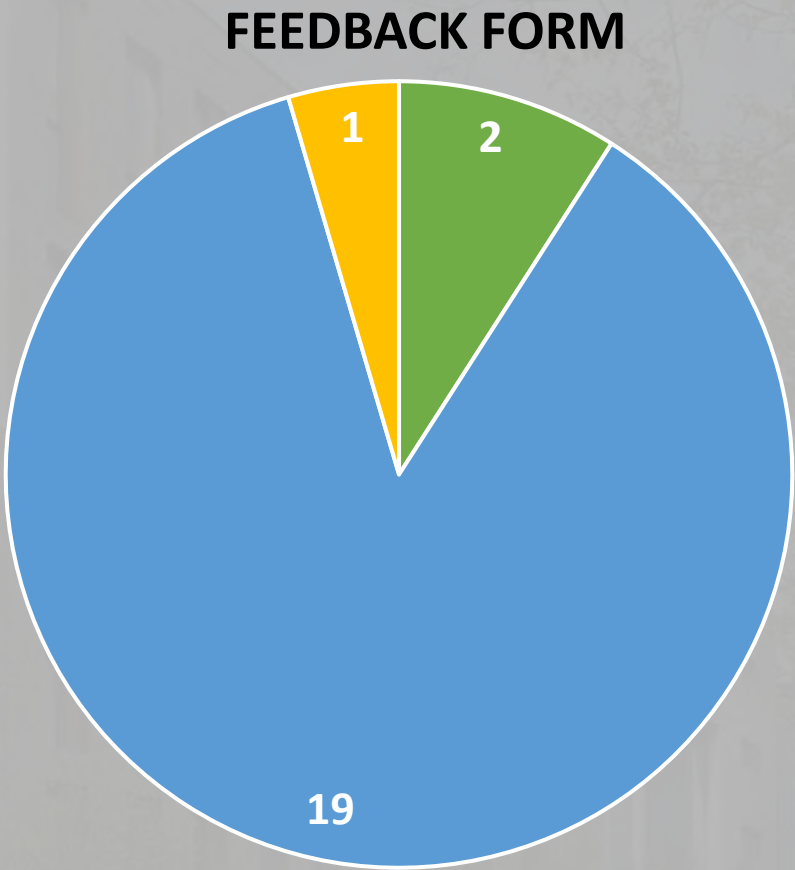
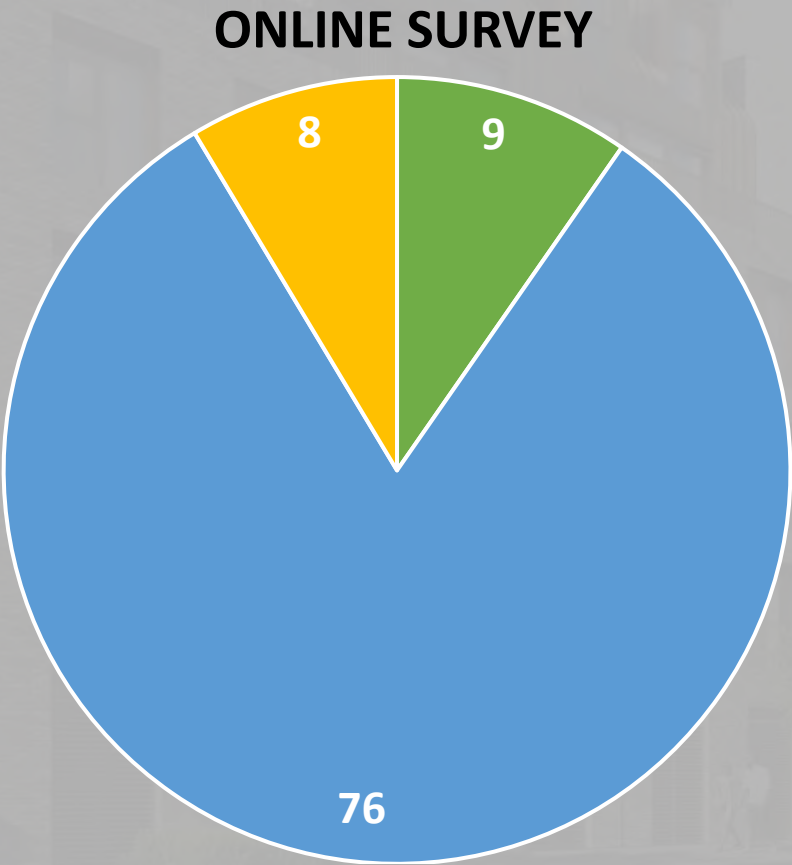


FEEDBACK RECEIVED – ONLINE SURVEY

QUESTION 3

Do you support the plans for Didsbury Point?

- Yes
- No
- Undecided



FEEDBACK RECEIVED – ONLINE SURVEY/FEEDBACK FORM

QUESTION 4

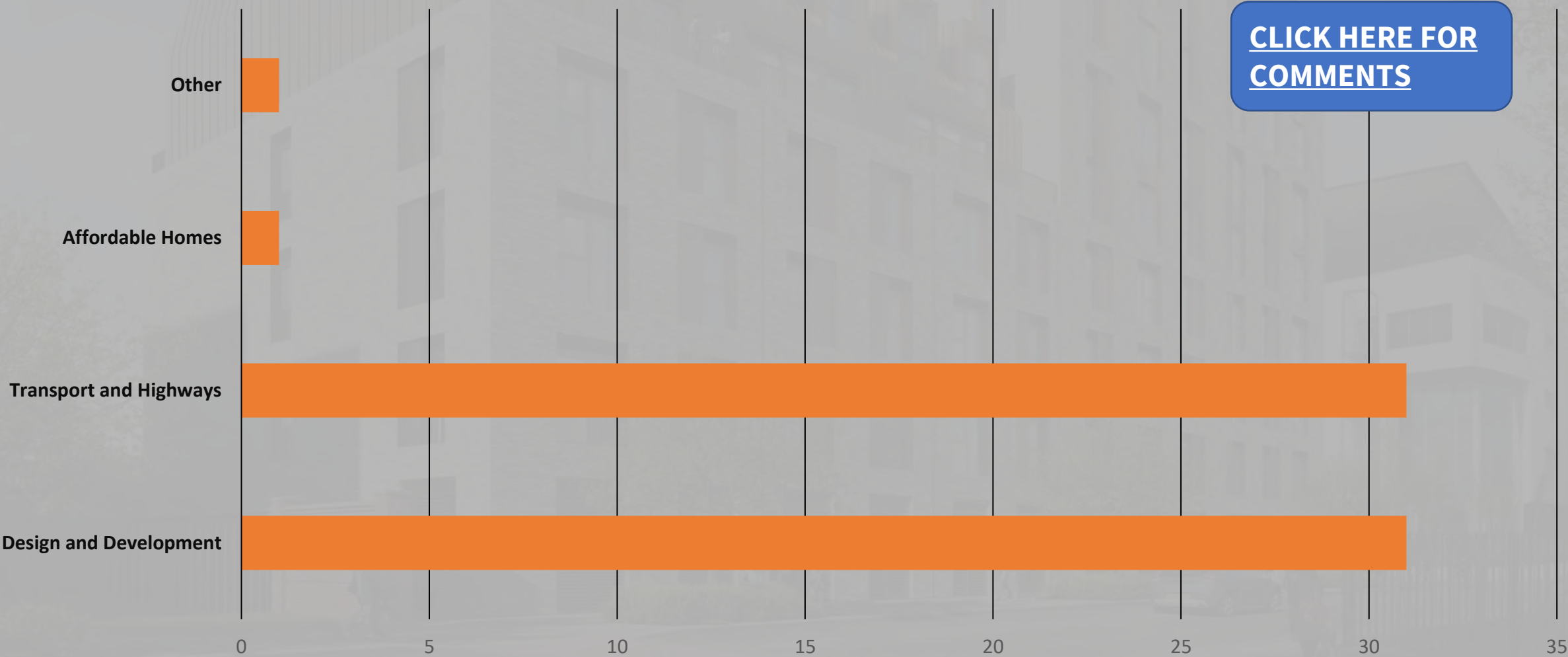
Please provide further comments below if you answered ‘No’ or Undecided to Question 3.



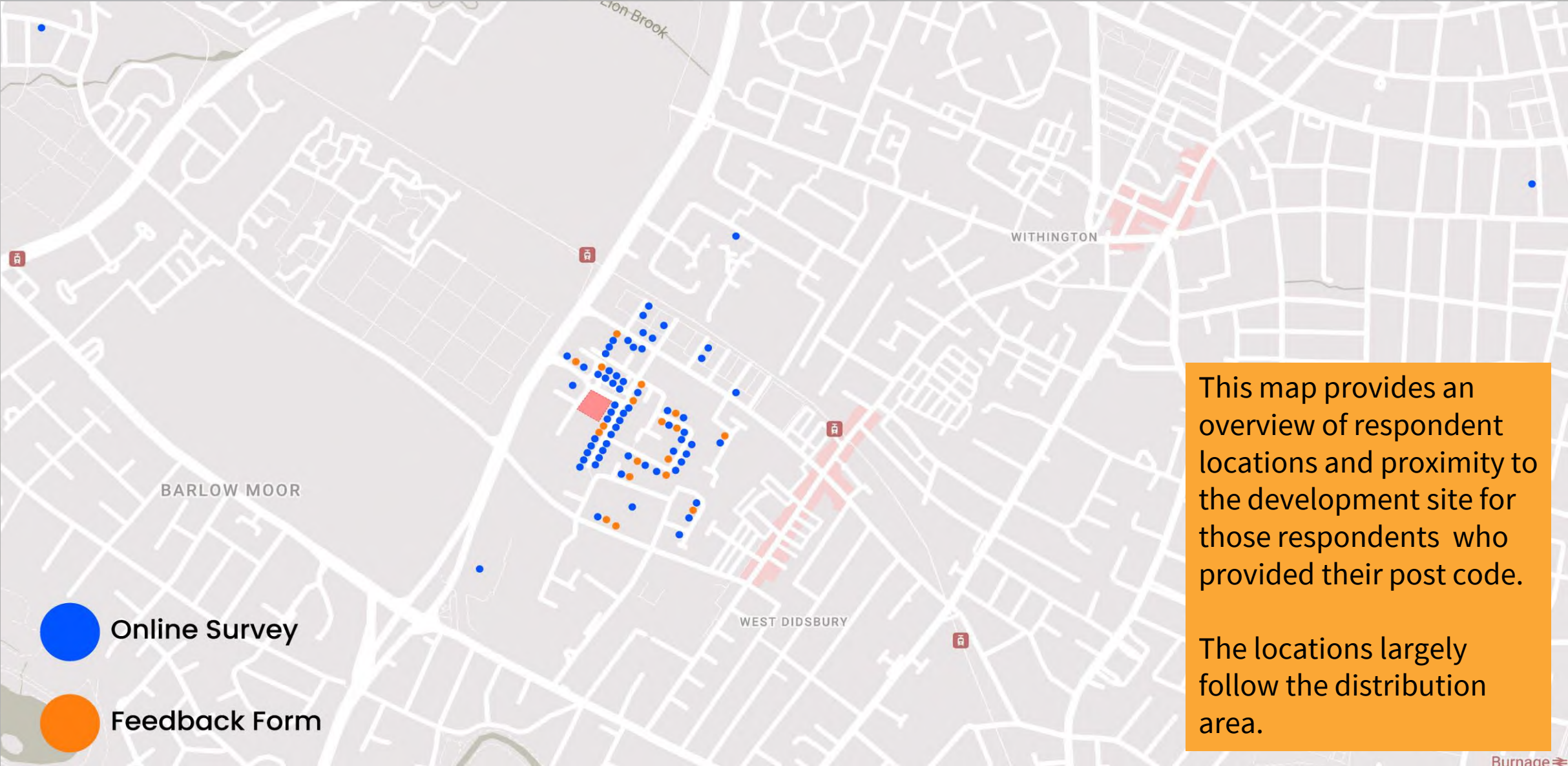
FEEDBACK RECEIVED – ONLINE SURVEY/FEEDBACK FORM

QUESTION 5

Please provide any further comments below that you would like the project team to consider



MAP OF RESPONDANTS



TRANSPORT AND HIGHWAYS

[Click here to view all comments on Transport and Highways](#)



SWHT received more feedback (122) relating to Transport and Highways matters than any other issue. The key Transport and Highways matters can be summarised under the following headings; **Lack of parking provision, Congestion, Stacked car park design and impact on adjacent properties of Clearwater Drive, Cycle storage provision and security** and **Road safety concerns**. Set out below is a summary of the Applicant's response to each of these issues. These matters are also covered in more detail in the Transport Statement and Car Parking Strategy prepared by Civic Engineers which has been developed following pre-application discussions with MCC Highways Officers and submitted with the planning application.

Congestion / Road Safety Concerns

All feedback from the consultation has been shared with Manchester City Council, Southway Housing Trust and the project team appointed by Southway Housing Trust. The feedback specifically relating to 'Transport' is being fully considered by the project team, which includes a specialist Transport Consultant who will look specifically at all transport matters.

A comprehensive Transport Statement and Car Parking Strategy will be submitted in support of a planning application, which will consider the impact of the development on the local highway network. The scope of the Transport Statement and Car Parking Strategy will be discussed with the Council and will ensure that the development will not contribute, or directly cause harm, to the road network in respect of vehicle movements or road safety.

Cycle storage provision and security

There will be cycle storage for 76 cycles within a secure internal store (equating to a 100% provision) as well as cycle parking for visitors in addition.

TRANSPORT AND HIGHWAYS

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Lack of parking provision

There is a car parking provision of 35 parking bays in the off-street car park are proposed for residents. This is a ratio of just under one space for every 2 apartments (46%).

The site is well connected to both the rail and road network allowing easy access to the City Centre as well as being only 6 minutes to the West Didsbury Local Centre.

Car parking for the medical centre

Provision for 60 no. car parking spaces within a two-storey decked car park at the rear of the Site, accessed from The Avenue. 35 no. spaces are proposed for residents and 25 no. spaces are proposed for use by the medical centre. There will be four disabled parking spaces within the car park and also electric vehicle charging points. A car park management plan will be in place.

Stacked car park design and impact on adjacent properties of Clearwater Drive

The development in this location will be screened visually and acoustically. The existing tree line will be retained where possible and enhanced with new trees. The top level of the car park deck will incorporate a vehicle barrier with integrated perforated edge protection which will prevent glare from car head lights. Car park directional lighting with no backwards light spillage will be used and supplementary climbing plants will be located where necessary at the car park perimeter to enhance the visual appearance and screening effect of the boundary landscaping. The application is supported by a Noise, Lighting and Daylight & Sunlight Assessment which consider the impact on the existing dwellings on Clearwater Drive

DESIGN AND DEVELOPMENT

[Click here to view all comments on Design and Development](#)



SWHT received (93) items of feedback relating to Design and Development matters. The key Design and Development issues can be summarised under the following headings; **Height (not in keeping with the surrounding buildings), Overdevelopment/density, Architectural design and materials, Overlooking/privacy concerns, Noise and light pollution, Apartment size, Need for medical centre, Interface of the proposed development with apartments to the east on the Boulevard, Flooding and drainage, Water pressure, Air quality, Lack of outside space/balconies and Ecology and Biodiversity.** Set out below and overleaf is a summary of the Applicant's response to each of these issues. These matters are also covered in more detail in the Planning Statement, Design and Access Statement and the suite of technical reports submitted as part of the planning application.

Height (not in keeping with the surrounding buildings)

Following public consultation, the residential floor to floor heights have been reduced by 1.05m. The west block is now 6m shorter than One Didsbury Point opposite with the exception of the north west corner which is 0.8m taller. The brickwork parapet on the north-east block is the same height as the adjacent apartments on The Boulevard with the Duplex apartments set back in the form of a pitched roof above.

Overdevelopment/density

The density of 251 dwellings/hectare has been reached as a careful balance taking into account; local character and context (which includes a school, commercial and residential uses), the site's connections to public transport and good access to public services, community facilities, amenity and recreation provision, the economic and social benefit of providing a medical centre and the viability of providing affordable housing.

DESIGN AND DEVELOPMENT

[Click here to view all comments on Design and Development](#)



Architectural design and materials

Didsbury Point is characterised by buildings of differing mass, height, style and materials. One Didsbury Point has a grand, corporate scale. Clad in terracotta and reconstituted stone with a brick base, with the exception of the glazed atrium it has a horizontal emphasis. Didsbury High School has buff and grey brick, curtain walling has a horizontal emphasis. The apartments are red brick, timber and calcium silicate cladding. Grey UPVC fenestration has a more vertical emphasis. As a result the area does not have a cohesive identity. We were keen that our proposals unify the disparate materials and styles by adopting a very restrained palette of brick used in a grid pattern

Overlooking/privacy concerns

The new apartments on The Avenue facing onto Clearwater Drive are 37m from the boundary and 48m from the first floor windows. Those to the rear of The Boulevard, perpendicular to the boundary are 10.5m from the boundary (at an angle of 45 degrees) and 26m from the first floor windows to avoid overlooking. The car park has also been set back from the boundary by 4m to ensure the existing brick wall and timber fence boundaries can be retained undisturbed. This ensures that the car park is a minimum of 13m from the first floor windows on Clearwater Drive. Existing trees will be retained where possible. This will help to screen the development visually and acoustically.

Noise and light pollution

The car park is a minimum of 13m from the first floor windows on Clearwater Drive. Existing trees will be retained where possible. This will help to screen the development visually and acoustically. The top level of the deck will incorporate a vehicle barrier with integrated perforated edge protection which will prevent glare from car head lights. Car park directional lighting with no backwards light spillage will be used. Supplementary climbing plants will be located where necessary at the car park perimeter to enhance the visual appearance and screening effect of the boundary landscaping.

DESIGN AND DEVELOPMENT

[Click here to view all comments on Design and Development](#)



Apartment size

All apartments in the proposal have been designed to meet or exceed the requirements set out in the Nationally Described Space Standard (NDSS) and Manchester Residential Quality Guidance. All double bedrooms have a floor area of at least 11.5m². The main bedroom is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide

Interface of the proposed development with apartments to the east on the Boulevard

The window on the south-east elevation is sited in front of the apartment gable on Clearwater Drive, ensuring a 10m distance between the two gable windows. The corridor window will have obscured glazing to prevent overlooking. The two storey increase between adjacent buildings replicates that on the north of The Boulevard, but is mitigated by the massing of the duplex apartments.

Flooding and drainage

A full Flood Risk Assessment & Drainage Assessment will be submitted with the planning application. The assessment will provide details of any mitigation that may be required.

Lack of outside space/balconies

Open space and amenity for the residents is provided within a podium landscape designed to maximise biodiversity, provide opportunities for socialising and relaxing outdoors. In addition the six duplex apartments and six first floor apartments have generous private external terraces.

DESIGN AND DEVELOPMENT

[Click here to view all comments on Design and Development](#)



Ecology and Biodiversity

The proposals will retain the as many of the existing trees on site as possible, particularly those along the eastern boundary. These will be supplemented by additional trees in this location as well as along both The Avenue and The Boulevard frontages.

We will be seeking to enhance the existing biodiversity of the site as much as possible and have been discussing how we can best do this with the Greater Manchester Ecology Unit. This is likely to include bat / bird boxes, maintaining routeways for hedgehogs across the site and appropriate planting on the roof terrace. These measures will be agreed with MCC as the scheme progresses.

AFFORDABLE HOMES

[Click here to view all comments on Affordable Homes](#)



Affordable Homes

Affordable Rent is a defined tenure delivered by most Housing Associations, which is normally charged at 80% of Market Rent, this is an affordable product type which may be funded by Homes England.

It is Southway's policy to cap rents at the lower of Affordable Rent or Local Housing Allowance (LHA) in our Core Area. Service charges are included in affordable rents and not charged in addition

This means the rent charges at Didsbury Point will be charged at LHA rates, which is lower than 80% of market rents in this location.

AMENDMENTS TO PLANS

Southway Housing Trust has carefully considered the feedback received during the consultation period and the following key amendments have been made in response:

- The floor-to-floor height of the building has been reduced by **150mm** (at each level) which means the overall building height reduces by **1050mm/ 1.05m (over 8 storeys) and 750mm (over 6 storeys)**.
- The design team are keen that the proposals unify the disparate materials and styles used in the area by adopting a very restrained palette of brick used in a grid pattern. The brickwork has been changed to a buff brick to be more in keeping with the colour palette used on the adjacent school.
- The development will be screened visually and acoustically. The existing tree line will be retained where possible and enhanced with new trees. The top level of the car park deck will incorporate a vehicle barrier with integrated perforated edge protection which will prevent glare from car head lights. Car park directional lighting with no backwards light spillage will be used and supplementary climbing plants will be located where necessary at the car park perimeter to enhance the visual appearance and screening effect of the boundary landscaping.

APPENDIX 1

FEEDBACK COMMENTS RECEIVED

WEBSITE/ONLINE FEEDBACK

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

This is a massive overdevelopment on the site. The traffic issues faced on the Boulevard, Clearwater and Georgia have not been addressed since the opening of the school. This site with access from the Boulevard will put enormous strain on the local parking and traffic situation. It is clear that the land was bought as a HQ for Southway not for housing that the organisation is trying to get back as much as it can for the investment in buying the land. But this is not what a Housing Association should be about. The buying of the land should not factor into the future financial claw back. It should be a happy coincidence that you now have this land and you can build real social housing that has as little impact on local provision as possible. The medical practice will increase parking and 25 spaces will not always be available because there is not enough for the flats. Despite suggestions that people will use public transport or bike - we have been told this time and time again and is not based in reality. This is too many properties on too small a footprint with no room or viability to provide 1.5 car parking spaces and will have a major impact on highway. I would ask you to go right back to the drawing board and comeback with something less dense.

There is nowhere near enough parking, you should consider less apartments and more parking. Having lived on Didsbury Point for 17 years, there is already not enough parking for the existing residents. A medical centre will also bring many more cars to the estate, with no space to park. What is the list size of the Doctors Surgery? Having worked as a GP for 23 years, there are always issues with parking when a medical centre cannot provide enough. Most flats will have 2 cars with not even one parking space each! We have 3 year groups in Didsbury high, it can be total gridlock on the estate at times, there will eventually be 7 year groups in the school. The size of the building and height is far too big for the plot, it is a total over development of the site.

To build 76 apartments with 59 parking spaces ????? How about 40 apartments as a compromise.

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

Hi, My views below: - Generally this is a very large number of new apartments to put in this space and little/no consideration seems to have been made on the impact to the existing area. - I understand your proposal only includes 35 parking spaces for 76 apartments, some of which will be 2 bedroom. I appreciate you are putting in cycle facilities and public transport is available, but looking at the surrounding area and existing developments I would imagine that each apartment would need 1 parking space per bedroom to avoid making the dreadful parking/road safety issues in the surrounding areas worse (including the school next to this development). The traffic and parking situation in the area is already terrible and dangerous for residents/children, and this is with the new school only half full at present, so will only get worse even without your development. Your proposal as it stands would undoubtedly exacerbate this and make it even more dangerous on the roads and pavements for local children. If you only have 35 spaces for 76 apartments I don't really understand where you expect all of your residents to park given the local streets are completely full 24/7. - There seems to be no accompanying proposal to improve facilities (green space/parks?) or infrastructure (roads, parking?) in the area, both of which are already well over capacity. - A 7 story building would be totally out of keeping with the local area and would significantly reduce light to existing homes. - There is little/no provision in your plan for any green space. This would be detrimental to the local environment and again increase pressure on existing local facilities.

Your site states that there will be over 200 people in this building and 59 parking spaces with 25 for the medical centre leaving 34 spaces for residents. If only 50% of the residents have cars this will push over 70 vehicles on to the surrounding roads as the Boulevard has double yellows and timelines spaces. This will cause major issues for local residents and make accessing the school even worse than it is currently. The number of people will also cause noise pollution plus the scale of the building is out of keeping with the area. It's quite clear no consideration has been given to local residents and the quality of life impact

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

The provision for parking is excessive. The site is well provided with public transport connections, and this volume of parking should not be required. Too much of the site is given to hard landscaping, e.g. provision of a large car park, with not enough space for planting and habitats suitable for wildlife. There should be more focus on providing green areas for people, and the decision to remove mature trees should be reviewed. The level of planting seems cursory, and inadequate for creating an attractive and sustainable environment which enhances the community. Consideration could also be given to providing an allotment or vegetable container area for residents, and to providing a wildlife pond. The plans should incorporate a secure indoor bike store. At least some apartments should be provided with balconies. The external aesthetic of the building does not appear a good fit with much of the residential property in the area.

Creating more traffic around an increasingly busy area given the recent school opening. Not enough parking planned. Would be better as a green site for the school and locals to enjoy. Likely to block the light to the communal garden in the middle of the boulevard.

As a resident of this area we are already massively impacted by traffic through the estate for the school and excessive parking issues caused by the offices close by (and people parking for the tram). The parking allocated to this development is completely inadequate!

First of all I would like to say that I have read carefully all the information provided which contributed to my below points : - Didsbury point is already struggling with parking space . -A 7 story building would cause more traffic and therefore more pollution to the area . - According to the proposal only 59 parking spaces would be available for 74 apartments. At least these two numbers should much. - A medical centre is not needed as Whittington hospital is nearby . Also where the patients would park? - Built houses would be more appropriate for this area.

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

There are already big problems in terms of traffic, parking, noise and littering despite school operating half capacity, already significant amount of traffic and parking issues due to overcrowding. Whilst we were hoping that this piece of land would be converted for school's use including extended parking more high density flats are being built. Residents are locked into their driveways during peak hours particularly when weather is bad due to traffic (during Covid times when many are WFH, this will get even worse whilst we started returning to the offices and school expanding). School also promised parents will not be dropping off and kids will be driving when they applied for planning permission and this did not capitalise. Have you considered lack of green space? Have you been to Cavendish park when the weather is good? There is no space for kids to play! It is so overcrowded. We are bringing lot more high density houses? This is outrageous. Cycling storage, etc does not work in practice with the current blocks in the neighbourhood (including previously sold shared ownership affordable houses, etc). Feel free to check we live in them! Many have more than 1 car without enough parking spaces. Streets are already full in the neighbouring streets! - Traffic from Burton Road is served through the boulevard, Clearwater Drive, Upper part of Cavendish Road, Georgia Avenue, Montmano Drive and The Boulevard properties have a SINGLE exit point through the Boulevard already making it very challenging. There is simply no capacity. There have been many reports of near misses with school children, accidents waiting to happen, building such a large property at the entrance of school drop of will increase the chances. Noise and Littering is a challenge in the area due to overcrowding. You are drowning us and converting the neighbourhood into a plastic/concrete jungle. Ethical org such as NHS pulled back their planning application in the neighbourhood and converted to houses after residents' outcry. Most of us comes from working backgrounds (this is cheaper end of Didsbury!) and fully support affordable housing but this is sadly the worse possible place due to existing issues. As a result we are going to actively oppose to this and organising as this is going to turn our neighbourhood into a hell. Already have 60+ houses signed up! Many will sell and go if politics comes before people's lives and greed wins.

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

Surprised with these proposals. Looks like you are too far from reality. We cant get in and out of our houses already during peak hours. We don't have any green space. Our neighbour is disabled she cannot even go on her wheelchair over the pavements and was about to run over a number of times trying to go on the road (due to irresponsible parking as there is simply no space). How discriminative to propose not enough car parking for houses!!!!!! Bin lorries are getting stuck every week due to crowding and they cannot collect bins. Imagine what will happen in case of fire? Who will be responsible if someone dies? You will pile in even more cars? Please don't propose that people will ride by tram or bikes. That's not the reality, 1.2 cars per household on average in this neighbourhood at the moment!

Parking and traffic in the area is already a problem. There is dramatically insufficient parking for this development. Real-life implications of adding this amount of traffic in this spot have not been considered.

There are already significant parking issues in this area which will exacerbate this ours. Reduce the number of homes in line with the number of parking spaces. Labour councillors are ignoring this issue

Not enough parking, medical practice will generate a lot of extra traffic with no where to park. A fire engine had difficulty getting through the estate today at school pick up time, due to parents picking up from the school. Currently 3 year groups eventually there will be 7 year groups. The traffic and parking on the estate is already unmanageable!

Too many flats - not enough parking. Existing roads are already strained by too many cars.

A minimum of one parking space per apartment/unit is absolutely essential

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

The parking since the school was built has been horrendous for people living in the area. People double parking on already narrow roads on Georgia Avenue, double yellow lines have been painted but has lead to more congestion as there's less parking. It's near impossible to get near my home at school times with no room for cars to pass through and it's total gridlock. With new housing and a medical centre there will be more cars fighting for spaces, less parking for local businesses especially if you are going to use the few spaces along The Boulevard for refuse and ambulance parking. 76 apartments with only 60 spaces with 25 of them used by the medical centre = not enough parking spaces! We will have lots of cars trying to park wherever they can but with nowhere to go. People going to medical appointments too is going to be horrendous. Please consider the residents who have lived here for years as it's already a small, congested residential area which cannot sustain much more traffic.

There is not enough space for this development and the traffic that will come with it.

This area is already very densely populated, the proposed plans will worsen the situation. Parking will be a major problem. Most households have 1-2 cars, the proposed plan does not even account for 1 parking space per flat.

Far too dense building for the site proposed. Too tall and not inline with other residential properties Not enough parking space by far - there is no parking space on the roads at the moment with the current housing - add 76 units with less than half a parking space per unit would make parking a major issue Traffic around the roads that are already extremely congested especially with the school nearby - safety of the students is a concern with increased traffic

The School development has had a large impact on parking for local residents, at times, even being blocked in. This has even spilled into the Didsbury gate area. An additional block of flats right next door to an existing problem will only compound it.

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

I live on Georgia Avenue very close to the site. I'm all for this site being developed into good quality housing. The proposals look good and I know Southway have completed lots of decent developments in the past. However, the development density and commercial ground floor element need to be reconsidered due to lack of parking provision. I have reviewed your proposed floor plans which show the proposed flats: 1B2P; 2B2P, 2B3P, 2B4P etc. By broadly adding these up: First floor - 48 people Second floor - 48 people Third floor - 48 people Fourth & Fifth floors (with part duplex) - 86 people Sixth floor - 13 people Seventh floor - 13 people This allows for a maximum of 256 people living within the development. How many car parking spaces are being allocated to the medical centre? You are providing 60 car parking spaces to support a medical centre and up to 256 people. This location is very sustainable being adjacent to the Metrolink and bus routes. However, people only take public transport if they work in the city centre. People who work elsewhere in Manchester or out of Manchester drive a car. I lived in the Montmano Drive development in a flat with my partner for 2 years - I needed a car for work and he worked out of Manchester - therefore we occupied 1 flat and had 2 cars. The car park on this development was always full. This development does not have enough car parking to support such a development density. This is a suburban location and the vast majority of people own a vehicle. I am valuation surveyor and have valued the adjacent office building, 1 Didsbury Point, a few times (pre-Covid). I know the Landlord struggled to let the final suite in this building for many years as the car parking ratio is poor. They do not have enough car parking for tenant requirements, especially with the Optegra eye hospital at ground floor. At the moment, car parking levels on Didsbury Point are fine, as lots of staff from 1 Didsbury Point are working at home. However, if office levels return, the residential streets surrounding The Boulevard will once again be full of office workers. This has caused problems in the past. The school is not yet at full capacity. When the school opened, the Council had to paint lines around the estate because of increased parking issues. When the sixth form opens next year, the estate will no doubt become busier. Continued.....

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

Continued.....Southway have recently completed a development on Nell Lane towards Chorlton (3 storey) and plans for the Chorlton Irish Club site have been submitted (again, 3 storey). I recognise that the development density on Didsbury Point can and should be more - but a part 8 storey building does not fit in with surroundings. I'm looking forward to seeing this development start and obviously you need to return a profit - but I believe there should be no commercial ground floor element and the height of the building should be in line with others on the estate - four or five storeys.

This is an incredibly congested busy area, lots of flats and an expanding secondary school. The plans are way too large for the site. Less apartments and more parking required. Parking is terrible in the area, & in Didsbury as a whole. Each apartment needs at least 2 parking spaces, whether it be one bedroom or two.

Too tall Population of proposed plot too dense Lack of appropriate parking facilities Safety of school children Congestion around roads

Having living in very close proximity at Didsbury Gate my concerns are as follows : The area cannot accommodate 76 units as the level of traffic and pollution is already over and above the standards as set, the residents already have difficulties in securing services , the area is susceptible to flooding , the additional properties will only add to the above and thus exacerbating and already boiling point situation. The number of units need to be reduced significantly to a 10th of that proposed but even that will end up tipping matters to a desolate situation.

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

The number of parking spaces allocated for a building of this size, with a significant number of 2 bedroom flats is completely unrealistic for the area. There is already a significant issue with parking along side roads due to inadequate parking spaces for current buildings and the number allocated for this building is far worse. There is a school next to this building and the number of cars on the roads is a hazard for school children trying to cross on corners and at a busy roundabout. More parking on these roads is inevitable with the number of spaces allocated, and is dangerous.

First of all I would like to say that I have read carefully all the information provided which contributed to my below points : - Didsbury point is already struggling with parking space . -A 7 story building would cause more traffic and therefore more pollution to the area . - According to the proposal only 59 parking spaces would be available for 74 apartments. At least these two numbers should match. - A medical centre is not needed as Whittington hospital is nearby . Also where the patients would park? - Built houses would be more appropriate for this area.

Your site states that there will be over 200 people in this building and 59 parking spaces with 25 for the medical centre leaving 34 spaces for residents. If only 50% of the residents have cars this will push over 70 vehicles on to the surrounding roads as the Boulevard has double yellows and timed spaces. This will cause major issues for local residents and make accessing the school even worse than it is currently. The number of people will also cause noise pollution plus the scale of the building is out of keeping with the area. It's quite clear no consideration has been given to local residents and the quality of life impact

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

I believe the new block would be good for local businesses in the community therefore I would generally be in favour of it, apart from 1 condition. I feel like there should be a minimum of 1 parking space built for each apartment. 59 spaces for 76 apartments is insufficient and only going to result in more cars parking roadside. Particularly as this site is positioned next to a school, I feel more cars parking on the road is going to increase the danger to school children at peak times. Households these days often have more than 1 car, particularly as the public transport infrastructure in Manchester is slow and expensive. Depending on the distribution of 1, 2 and 3 bed flats, it's conceivable this development will result in more than 100 cars arriving in the area, with only 59 spaces created. The developers only proposing 0.77 parking spaces per flat, I feel is going to cause a huge parking problem for current residents and as mentioned earlier, I have concerns over the safety of school children at Didsbury High School.

The number of parking spaces allocated for a building of this size, with a significant number of 2 bedroom flats is completely unrealistic for the area. There is already a significant issue with parking along side roads due to inadequate parking spaces for current buildings and the number allocated for this building is far worse. There is a school next to this building and the number of cars on the roads is a hazard for school children trying to cross on corners and at a busy roundabout. More parking on these roads is inevitable with the number of spaces allocated, and is dangerous.

Parking and traffic is a major issue at Didsbury Point and the plans do not allow for adequate parking spaces for the number of properties being proposed.

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

This has been totally designed in isolation without involving local people who will be massively impacted by the development. Furthermore your illustrations are totally misleading and make it look like there's much more space than actually is on the boulevard but also the actual plot. That area with the school and offices is already a known traffic hotspot with cars parking illegally all the time. The school is not yet full but it's only a matter of time before a child is seriously injured or worse on that area

No real consultation with local people who are already concerned about parking traffic from the school/gym and the fact that all traffic from Burton road is routed through some very narrow streets. The development is too big and not in keeping with the local area

76 apartments + medical centre and only 59 car parking spaces = even more congestion in this area. This area is already double parked to the max.

Parking and traffic are a huge issue. Cars are parked on on every available pavement and occasionally double yellows. I walk my daughter to Cavendish school. There is not enough room for people to pass on the pavement. This is a safety issue. This has been highlighted in writing to many of the local residents who have been denied planning permission to extend or convert garages due to the increase in parking issues.

I am not against affordable or social housing but feel that this scheme needs to be reviewed to ensure that adequate parking is provided and the number of flats significantly reduced as the height of this is completely out of character with the area.

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

It's too big a development. The area struggles with traffic as it is. Increased traffic will be a danger to residents and pupils at the nearby school. There isn't the space or infrastructure to accommodate what's planned. The proposed building is also too tall and would be out of keeping in the area.

As it stands there is already total gridlock at the roundabout because of Didsbury Grammar School.

I am strictly against it as even with the new school opening there, there is already a traffic problem which has turned our lives into hell! I don't want to imagine how worse this could get with the addition of 'profitable' housing sold to the public as 'affordable' housing! How unfortunate to see the ridiculous and populist stance of Ms Hilal who is supposed to be closer to the community, coming from labour!! Don't try to sell this to us as affordable housing, this will have a bug negative impact on the families living in the area and your stance will not be forgotten!

There isn't any parking for me every morning. Only available parking options are within neighbourhood but they are not available. For me, it is not an option to use public transport due to time it takes and child school commitments. Residents already very aggressive due to inconsiderate parking and causing friction with them. Moreover, I struggle to get in if I am a little late as dur to school traffic, I find myself waiting parents for dropping their children and waste 15 mins on average. Therefore, i am surprised that there is such a dense development together with GP practice.

Please consider a much smaller development like the one on Nell Lane that supports your desire for affordable housing but with sufficient parking and respects the impact on an already heavily congested area

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

I visit my partner and stay in Clearwater Drive weekly. There is limited space currently to park. The boulevard roundabout is a terrible design with drivers often driving the wrong way round it. The school is only partly full and it will only get busier with the new build. It's too tall, unrealistic in its allocation or lack of it regarding cars and parking. It is impossible to have affordable housing in the area.

There are several reasons I would object to a planning application for this development: - Without this, the area still cannot cope with the traffic and parking requirements. Due to parked cars, the bin truck struggles to get through to empty the bins once in every four weeks. Traffic is severely congested at peak times due to non-resident parking and school drop off. - The school only has 3 years of students in it so far, this will increase and therefore traffic and footfall will also increase in the coming years, including cars owned by 6th formers - If the expectation is that the residents will not drive, there is lacking cycling parking provision - There are no plans for improving public transport provision to encourage non-car ownership - The building would be, by far, the highest building in the area and severely infringe on the privacy of the bordering housing - The junction by this development is regularly flooded to the point it cannot be driven through. Has this development considered its impact on drainage? - Although this professes to be a 'sustainable development', bringing more regular traffic to the area will reduce air quality, and the removal of the green space will also reduce air quality - This is almost 4x the required residential density - This will block light to the green area in the boulevard and reduce opportunity to grow plants and have a nice area for residents - Marketing for this development has been misleading - the property does not have ample parking, and the flats will not be affordable - they are simply a bit cheaper than normal Didsbury prices

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

I have emailed my feedback to you. I am primarily concerned with the lack of parking, increased traffic and exacerbated road safety issues such a development will create

Apparently, plans have been discussed for a number of years now but we local residents received a leaflet a couple of weeks ago and had a consultation on 28/2/22 with an expectation that comments are returned by 3/3/22. No-one appears to have been consulted prior to this. It is a significant development, for which I have numerous concerns: 1. The consultation period by Southway is significantly inadequate 2. This is a highly congested area for traffic already. The high school only has 3 out of 7 years' pupils and pre and post school traffic is already alarming. The large roundabout is regularly at a standstill due to parents dropping off/picking up, congested parking and the sheer volume of traffic trying to enter a main thoroughfare from two schools. 3. The parking on either side of the boulevard allows for only one direction of traffic at a time leading to regular congestion. Recently a fire engine was unable to get through. If my own children had to be rushed to hospital due their medical issues, I would be fearing for their safety. I struggle to understand how the significant generation of a larger volume of traffic could be approved on safety grounds. 4. Whilst I appreciate there is a lack of housing in Manchester, the planned parking provision for the proposed flats is wholly inadequate. The assumptions for car ownership does not tally with the type of residents for whom these properties will be marketed to. Parking will spill over into the few nearby streets which are already filled with parking from the large number of flats and offices in this small area, which themselves do not have adequate parking. 5. The proposed height of the development will be imposing and overbearing on the area. Light will be blocked and will degrade the aesthetics and value of the area

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

I would not be able to support the development based on the following reasons. The traffic and parking situation currently is dangerous in the area. We are one of the most populated parts of Didsbury and bring a new development to the area will only worsen these problems. Currently we have a dangers situation every school day at 8am and 3pm. This is currently with the school only 1/3 full... Bring more residents to the area will only make things worse. The building is far too high for the area and would look out of place. I support affordable housing but the costs you are considering are only slightly less expensive that the local area, an area which is very expensive. This does NOT make it affordable, just cheaper... The marketing material has been very misleading which makes me distrust your other claims "generous parking" Couldn't be any further from the truth. The fact that there are no guarantees that a medical centre will be built, this makes the marketing material look more attractive but in fact this space could be used for anything but a medical centre. Whilst you encourage the use of public transport your planer also says "There are no plans for significant improvement to public transport linked to this development" A huge impact on light and garden area for the existing properties in the middle of the Boulevard.

What extra infrastructure would be implemented to support this extra traffic/ parking. Would damage to the roads be repaired from building works

The amount of car parking provided should be 1 space per apartment and an appropriate amount for visitors and for the medical centre staff and visitors.

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

My list of issues which don't appear to have been addressed in anyway are as follows:

- lack of parking for flats
- congested traffic already
- building too high for area
- lack of patient parking for a medical centre
- privacy/ noise issues for carpark along back of CLEARWATER drive properties
- school only 3/7 years in now and 6th form cars in future years will add to the existing chaos.
- it's not affordable housing it's just slightly less expensive than Didsbury prices
- not enough cycle parking

additional burden on drainage (?Alan Hayes? who I spoke to at the consultation said this will be covered by the "Sustainable Urban Drainage Strategy" but, given how poor drainage at the PP-Boulevard junction is already I'm not convinced!) - reduction in water pressure for surrounding properties? (we've noticed one since the school was built) - impact on air quality (more cars) - impact on nature (removal of grass etc which will also happen if Didsbury High School get the go ahead for their synthetic pitch) - misleading promotional material (I know Southway's have already agreed to change some of this but the transport planner I spoke to on Monday was very surprised the term "generous parking" had ever been used in relation to these plans) - the fact, according to that planner, "There are no plans for significant improvement to public transport linked to this development" despite the fact they want to "encourage people to use sustainable transport options" - loss of light (almost all afternoon sun will be blocked) to the garden area in the middle of The Boulevard - increase in traffic if a new medical centre is built - the fact that there are no guarantees that a medical centre will be built - the process could take years - and they don't seem to have allocated enough space for a decent one

(the people I asked about the medical centre on Monday were unable to answer my questions about it or give me any further details)

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

I am concerned that this development is excessive for a site of this size. There are a number of challenges in this area of the Didsbury point estate (Traffic Volumes, Parking & drainage to name a few) and this development will further exacerbate these issues and from conversations with the staff at the consultation it doesn't feel as though these things have been considered (or in fact will be considered) prior to the submission of a planning application.

My concerns are as follows

1. This area is very congested in the morning/Afternoon due to the location of the school and the traffic this causes. Access into/out of the estate at these times is difficult and will get worse over time as there are currently only 3 of the full 7 years in attendance at Didsbury High School. This situation will continue to get worse and add 6th formers driving to school to the mix and the location becomes completely unsuitable.
2. Residents already struggle to park in the vicinity of their properties during the day and into the mid evening due to parking for the offices (most of which do not have any parking or the provision is inadequate). There is also the issue of people People parking on the estate and walking to get the tram and also people parking on the estate and getting taxis to the airport (which actually happens frequently). Add to this the additional cars for 6th form students and visitors to the medical centre (which we have been advised will have staff parking only) and the issue of parking becomes even worse.
3. Then of course there is the completely inadequate parking provision associated with the flats themselves (34 parking spaces for 76 apartments so less than half a parking space per flat) and you are making the existing parking issue in this location much worse. I think Southway describing this as generous in the literature is misleading, There also seems to be an effort to mislead the public with the announcement of "59" parking spaces included when 25 of these are allocated to the ground floor medical centre staff Continued.....

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

Continued..... (as was confirmed by the consultants on the 28th Feb) and not for patients leaving just the 34 spaces for 76 plots. I would argue that this is far from a generous parking provision. Fire Engines/Ambulances already struggle to get around the estate due to the extreme parking challenges.

4. The car park of this property is going to be at a height where it will provide noise and light pollution to the properties backing onto it on Clearwater drive. The level of the car park will be level with bedrooms to the rear of these properties and overlook their back gardens.

5. There is a huge drainage issue at the junction of the boulevard and the Princess Parkway. With any small amount of rain this area floods and can at times be almost impassable. Efforts by united utilities to resolves this have thus far failed. Adding a medical centre and 76 additional homes to this area is going to make this problem worse.

6. Since the school was built water pressure in the homes on the estate has been reduced. Adding more properties to this will make this issue worse. Again this is something that united utilised have been unable to rectify and maintain that it is down to the volume of properties on the estate.

7. This location is already used as a “rat run” from the princess parkway to burton road/Didsbury and the traffic at peak times through the boulevard onto cavendish road is excessive and often queuing. Add the additional traffic to the medical centre/homes to this equation and it is likely that we will end up with standstill traffic throughout the estate.

8. There is the additional impact on the air quality in this location caused by the increased traffic (and the building work) and the removal of trees. Whilst it is idealistic to think that people will gravitate towards these “greener” properties without cars that is not a realistic assumption at this point in time

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

9. Whilst the public transport in this area is currently adequate there are no plans for any additional improvements to support the extra 240 people (these are Southway's numbers) that could occupy these apartments.
10. I have concerns that the height of the building is completely out of keeping with the rest of the area. 8 storeys when there is nothing else in the immediate vicinity above 4 will look out of place. Add to that that a development of this size will have significant impact on the light around the boulevard and specifically the garden in the centre of it (from which all light will be blocked by this development).
11. The proposal to put the waiting bay for refuse collection on the boulevard is something else that will contribute to increased traffic volumes (people waiting behind them as they roll out bins, this happens currently at various points about the estate where there are apartment blocks. I also think the proposal to remove the 4 short stay parking spaces to allow for this is ridiculous and will have an impact on the businesses on the boulevard (Deli & Gym).
12. This is one of the most densely populated locations in greater Manchester. That fact alone leads to some of the excessive issues that we have in this area. Deliberately choosing to knowingly add to these challenges which are having a huge negative impact on the local residents is wrong. From the conversations with the project team at the consultation it was made clear that Southway would be unwilling to scale down this project or increase the parking provision (which in itself would not address the majority of concerns raised by the residents). Therefore it feels like the purpose of opening up a public consultation on the matter was merely a PR/Tickbox exercise to say it had been done. I was given nothing at the time that gave me any confidence that there was any chance that we the residents would be listened to.

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

There is simply not enough parking. There's not even enough for one space per flat, let alone for workers of the surgery and patients visiting. The area is already pushed for on street parking and this development will almost certainly bring the area to breaking point on that front.

Concerned about proposed height of development. 56 parking spots for 76 apartments - this doesn't cover one spot per apartment. Given the number of households with 2 cars as well, concerned over impact of on-road parking nearby, which is already at capacity.

There are already parking challenges around Didsbury point and with only 59 spaces for an 80 property development, the reality some will have no car, some one car and lots two cars this is not adequate provision for the development to not cause further issues for the local neighbourhood

Not enough space to accommodate the scale of the project. Parking is already a HUGE issue in the area and this would make the issues much worse. No housing is affordable in Didsbury so that point is irrelevant. Also rented properties are mainly not looked after as well as properties that have been bought which brings about concerns for upkeep of the area.

Need safeguards against buy to let or Airbnb, even if people have 100% ownership. Greater proportion of affordable rented units. No parking opposite school - will become school drop off + cause congestion. More disabled parking provision is needed. The denser the housing the more you need supporting amenities , If amenities aren't there you have to get into your car and go somewhere else. replace surgery with a general grocery store to reduce deliveries and congestion

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

I am a resident on cavendish road and do not support this development.

My main concerns are due to the ongoing parking problems which will only worsen with this large increase in properties without an adequate number of car parking spaces to accommodate the requirement for the number of vehicles associated with multi-occupancy residences.

Most of these residences will have more than one car and yet the number of available spaces is less than the number of apartments. Previously residents of Didsbury Point residences (also with more cars than parking spaces) would use free parking on The Boulevard. However, with the recent introduction of parking restrictions and a reduced number of spaces here, residents from the Didsbury Point area now park on residential roads such as mine.

This has led to a significant difficulty for residents in streets like mine being able to park near their own house and is causing a lot of frustration. I also worry that a GP practice in addition to the recent increase in school traffic will cause a large volume of congestion around the Boulevard Roundabout.

This area already becomes congested at peak times and this will worsen. I have already made the decision to leave this area due to recent changes as described above and I worry that further development in this already concentrated area will lead to a significant dissatisfaction for nearby residents.

More parking is needed on a lower rise building

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS



Me and my friends rent a terraced house on Cavendish Road. We are really interested with this scheme. However, all 3 of us have cars and already struggling with parking spaces around the neighbourhood. Traffic is also really bad around here so we mostly bike or some of us take the tram. When the weather is bad this is not a possibility though, tram is usually packed and bike becomes dangerous. What's more two of us needs to visit other sites with little public transport options, at least it doesn't feel safe for one of us to travel as a single female. We would love to go on the property ladder but don't want to purchase a place without car parking. Bike spaces sound nice and tram is close but without car this will be a struggle as half of the time we find ourselves using our cars. Traffic is also bad around Cavendish Road and the Boulevard, hopefully something will be done to ease traffic. Can the entrance made directly through Nell lane?

I'm on a WhatsApp group with many local residents (41 people in total) in Didsbury Point. While people are for affordable housing, the vast majority of people on there have echoed my comments / concerns above, particularly around parking/traffic. No one has said on there that they would support this proposal as it stands.

There should be at least one parking space per flat, the height of the flats is overbearing.

Parking! Congestion Waste disposal

More parking is needed on a lower rise building

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

The School development has had a large impact on parking for local residents, at times, even being blocked in. This has even spilled into the Didsbury gate area. An additional block of flats right next door to an existing problem will only compound it.

PARKING, PARKING, PARKING - you need a minimum of 2 spaces per flat. It's a reality, there's already too many cars fighting for off-road space which has been reduced with the new yellow lines around the Boulevard. Pressure is being put onto surrounding streets

I welcome the delivery of affordable, local homes. Objections around parking are in my view not valid. In fact, I believe the proposed development is primed to be connected to existing active travel and public transport networks.

There should be an increase in the number of parking spaces (surely with a minimum of 1 per flat). A significant number of 1 bedroom apartments in our building are occupied by couples who both have cars (myself included). Our building is allocated 1 space per apartment (+ there is one makeshift/ spare space that is always in use) therefore parking on the side roads/unmarked space is necessary but can be difficult. I would also like to understand better how many parking spaces have been allocated for the GP practice. I can only see 60 parking spaces, and as it is suggested from the information I have read that 59 have been allocated to the residential building, then does that only leave 1 for the medical centre? Or are staff and patients also going to be sharing these spaces also? Serious considering to the impact of the extra cars and parking in the area needs to be considered.

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

The plans need to be considered , the area is already congested , the additional properties will not only affect the services , but increase pollution , traffic as well as safety issues for the pupils at Didsbury High by way of the increase traffic flow.

The northbound traffic coning from burton road currently served via the Boulevard. School operating at less than half capacity, already a mayhem with residents being locked in their carparks (all served through the Boulevard at he end!). So Re-route this via Nell lane or Cavendish road by doing the necessary junction works. Parking situation is already inadequate and dangerous, many young families live around here due to schools. I believe current car ownership is near 1.5 per household around here. Make sure that this is addressed. Cycling is a myth, check existing blocks already not utilised. You need cars since there aren't large shopping areas here!

Make sure there is parking available matching the number of properties (and for their visitors) with extra parking allocated for the GP if this is going ahead. However, if you ask my humble opinion based on my observations during the week, this is a very busy area already and there is no room available for such a development.

Access to the roads around the proposed development, for example by refuse lorries and emergency vehicles, is severely restricted due to the dispersant of cars around the estate as a consequence of current parking provisions. The proposed development would add a significant pressure to this situation.

Parking

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

No clear answers were provided for the clear logistical problems regarding the new residential (and possible medical centre staff and patient) parking and the additional traffic. Parking is already an issue and creating more apartments than parking spaces will only make this problem much worse. Traffic is already very congested at certain times (mainly school drop off and pick up times) and additional traffic will again accentuate the problem further. For example, last week during the storms, roof fittings came free from buildings and were falling to the ground endangering the passing public (largely school children) and the fire engine called to the matter was unable to get through the congestion. Adding further traffic to this scenario (and the school intake is not yet full) could clearly lead to a risk of injury.

Terraced house with dedicated parking would be the best option where we can collectively purchase. Otherwise, flats with dedicated parking please. I don't know how much land do you have but please move the entrance away from the school and the Boulevard, traffic is really bad already. Terraced house with dedicated parking would be the best option where we can collectively purchase. Otherwise, flats with dedicated parking please. I don't know how much land do you have but please move the entrance away from the school and the Boulevard, traffic is really bad already.

Concerns with regards to both resident and medical centre parking. Not enough spaces provided for both. Parking at Didsbury point is already an issue and with the potential of another 50+ cars there is no where for these cars to park. Also with concerns to parking and traffic around the roundabout especially with the school and medical centre. around school times there area major issues.

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

No clear answers were provided for the clear logistical problems regarding the new residential (and possible medical centre staff and patient) parking and the additional traffic. Parking is already an issue and creating more apartments than parking spaces will only make this problem much worse. Traffic is already very congested at certain times (mainly school drop off and pick up times) and additional traffic will again accentuate the problem further. For example, last week during the storms, roof fittings came free from buildings and were falling to the ground endangering the passing public (largely school children) and the fire engine called to the matter was unable to get through the congestion. Adding further traffic to this scenario (and the school intake is not yet full) could clearly lead to a risk of injury.

No parking for patients visiting GP practice or shops across the way. Already major existing issue with traffic/parking around West Didsbury. Flats - Not enough parking, how will you force residents to not have a car? They will just park elsewhere, most homes have more [at DHS] than one car. Very concerned about safety of pupils in morning and evening - currently only three years - will be two additional years (yr10/yr11) plus 2x sixth form years

Too many, too high, parking is inadequate, Traffic Problems

Not enough parking - 34 spaces for 76 flats is nowhere near enough. Not enough security, No consideration of privacy for the residents backing onto the plot, Its too tall - not innkeeping with the area.

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

Continued.....According to the transport planner I spoke to at the consultation event on Monday 28th February, “There are no plans for significant improvement to public transport linked to this development.” He said that Southway Housing Trust want to encourage people to use sustainable modes of transport.

I asked him how they would be encouraging that and his only ideas were by having very few car parking spaces, some (but surely not enough) bicycle parking spaces and, possibly, a car club. I explained that people need viable, convenient and affordable alternatives if they area to avoid using cars. Ironically, one of the first headlines I heard on the news the next morning was a rise in train fares of up to 3.8% - the biggest since January 2012 (BBC News). I am incredibly concerned about the proposed height of the apartment block.

When I expressed this concern to Alun Hayes at the consultation event, he said that Southway “want it to be a landmark building that is really noticeable when you drive into the area.” I am yet to talk to any residents who share this vision and I am rather surprised by his choice of language given the desire to encourage people to use alternative modes of transport. If approved at this height, it would overlook buildings on Clearwater Drive and The Boulevard and reduce natural light to these properties. It would block much of the afternoon sunlight in the garden area on the large roundabout and in front of The Boulevard Deli. I believe that this garden in the only green space that many of the residents of the adjacent flats can access conveniently and I feel strongly that it should be a place that they can enjoy. Furthermore, I am very concerned about privacy, light and noise issues for properties on Clearwater Drive that back onto the plot. I am also concerned that, if the proposals go ahead, the development will place an additional burden on drainage. plans.

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

Continued.....I feel strongly that, rather than advertising “generous parking”/ “residents’ parking” or something similar, if the flats are built, they should be advertised as suitable for people without cars. Otherwise, it won’t just be existing residents that are unhappy with the development, but people who live in the new properties will be disappointed that their homes do not live up to expectations. I would also like to see more realistic images used on any further documents relating to the scheme. Finally, I have been unable to find anyone able to answer my questions about the proposal for a medical centre. I am therefore, very sceptical that one will actually be included in the development.

The junction of Princess Parkway and The Boulevard floods frequently and the pedestrian crossings there are often under water for several days after heavy rain. Regardless of further development, this needs to be sorted out as it is very dangerous. Furthermore, I worry about what will happen to the water pressure in surrounding properties. Since Didsbury High School was built, we have noticed a significant decrease in the water pressure at our house. A plumber recently said that United Utilities should be able to remedy this.

However, surely more properties in the area would cause more problems. Additionally, I am worried that the development will have a negative impact on nature. We have a wide variety of birds and butterflies in our garden and sometimes get hedgehogs (now classed as vulnerable to extinction) too. Surely a development of this scale will cause irreversible harm to local flora and fauna, especially if the grass pitch at Didsbury High School is replaced with a synthetic pitch as well. My final comments are regarding the misleading promotion of this scheme that I have seen, both from Southway Housing Trust and from local councillors.

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

Continued.....When I spoke to the transport planner at the consultation, he said that he was surprised to hear that the phrases “generous parking” had ever been used in relation to these plans. I feel strongly that, rather than advertising “generous parking”/ “residents’ parking” or something similar, if the flats are built, they should be advertised as suitable for people without cars. Otherwise, it won’t just be existing residents that are unhappy with the development, but people who live in the new properties will be disappointed that their homes do not live up to expectations. I would also like to see more realistic images used on any further documents relating to the scheme. Finally, I have been unable to find anyone able to answer my questions about the proposal for a medical centre. I am therefore, very sceptical that one will actually be included in the development.

Not enough parking for flats (34 for 76 flats) going to make local people parking problem worse (people parking for offices & tram. No parking for medical centre patients. 2 storey parking beside existing houses - 24 hr lights & noise & overlooking gardens. Increased traffic in an area with a significant problem already (comes to a standstill at school times & there are currently only 3 years in the school so this will get worse - also major route from parkway to burton road). Danger to school pupils walking to school up the avenue from traffic. Overdevelopment of the site - 8 storeys is not in keeping with rest of estate (4 storeys beside & opposite) - cant be compared to offices opposite as it will be a solid imposing block, rather than glass with an addition to the roof - it will feel much higher & cause already small streets to feel even smaller and constricted. Area already overpopulated.

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

The development is too big with inadequate parking for the area. Albert House has 36 flats with 36 allocated spaces and all are used with two household cars having to use adjacent roads. Therefore less than 1 space per flat is simply inadequate. The height is out of keeping with neighbouring residential developments which are typically 4 stories, including commercial ground floor units. This will look out of place, block light for the communal garden in the centre of the boulevard and block light for the residential properties on Clearwater Drive and the Boulevard

Way too few car park spaces for the number of flats and a surgery. Bins are in the wrong place. Lack of external amenity space for recreation for children. We believe 100 persons may live in 30 flats. This is a sensible limit for the site. Please retain treeline behind Clearwater Drive right up to Boulevard to keep area infrastructure intact for hedgehogs. Use swift and bat bricks or mounted boxes. Building is just too high, consider reducing.

The residents in this area have challenges at the moment relating to parking and volume of traffic in the estate. This is caused by the school, the offices and the fact that the Boulevard is used as the main through from the parkway to Burton Road, Didsbury. The lack of parking allocated to this development in what is one of the most densely populated parts of Didsbury is a recipe for disaster!

The Council refuse permission to convert garages in the area due to lack of parking. How can less than 1 space per property be justified. Current traffic, parking and congestion issues are exacerbated by the school which currently only has 3 forms. It will be more in the future. The environmental impact on drainage, wildlife + vegetation into area has not been considered in detail

SURVEY FEEDBACK – TRANSPORT AND HIGHWAYS

Insufficient parking for proposed apartments. No 'real' incentive to encourage people to use public transport. Traffic not taken into consideration.

Not enough car parking spaces in an area already plagued by parking problems. Traffic density not being considered. Too high for the local area. Overcrowding - cramming in No parking for proposed GP surgery.

Sound Issue from the carpark. Light issue from cars going into carpark shining into Clearwater properties. Not enough parking. Sound from high level communal garden. 4m high carpark overlooking Clearwater

Could you consider underground parking to reduce visible car park obstruction?

No problem with redevelopment per se, main issue is with parking provision 0.5 parking spaces per apartment seems very insufficient - not realistic as likely 2 bed flat owners/renters will have at least 1 car. Proposal is overdevelopment.

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

I support development for housing, but the current plans are a gross overdevelopment of this small site. The building is too high in relation to its surroundings, and the car parking provision is woefully inadequate for the over 200 residents proposed. There is already a parking problem in the area and as yet the Didsbury High School is only about 50% occupied. I would suggest reducing the overall building height by 2 storeys and removing the medical centre to provide additional parking.

The building is ugly and 8 floors is out of character with the area. This is a residential, not an inner city area to accommodate such a tall, ugly building. The area is already congested with cars, the surrounding roads are very narrow, and difficult to navigate due to parked and moving cars. You do not have sufficient provision for parking. I believe this development will be detrimental to the area and current residents.

It's too tall There isn't enough parking We don't need a medical centre How you going to manage with all increased residents and school Children in that area

Already too many houses. Will cause a loss of green space in the area and exacerbate and already overloaded parking situation. I object to this planned construction and will be objecting to any submitted planning application.

The CGIs and elevations don't adequately show One Didsbury Point so it's difficult to understand the overall height of the building in relation to its immediate context. The building looks too tall and it would be useful to see it against One Didsbury Point and other surrounding buildings. I also have concern around the interface with the apartments to the east on The Boulevard where it would appear there is a two storey step proposed from the existing to the proposed.

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

Far too big for an already congested & chaotic area due to the school.

Much taller than surrounding buildings. Less than 1 parking space per apartment. Local parking issues. Needs more than 1 space per apartment PLUS ample visitor parking.

I think it is an overdevelopment of the land. The building is too tall, and has too few parking spaces for the number of residents that this construction could support. Traffic and parking is already a nightmare round The Boulevard since the high school opened - this will only make things worse.

We own the Boulevard Deli Cafe opposite the proposed development. We are south facing and our customers specifically come to us on sunny days to enjoy our south facing gazebo. The height of the proposed building will block out most if not all of that sunshine and consequently will affect our trade. There is also a communal garden between us and the proposed new development that the residents of Didsbury Point use and enjoy, again basking in the sunshine. As a great deal of the properties on Didsbury Point are apartments and don't have their own outside space, this sunny garden is a valuable piece of tranquillity for them which will be removed by the proposed height of the buildings. If the new buildings were in keeping with the rest of the area at 4/5 stories it would be acceptable. There is also the fact that there is not enough parking for that number of properties. Unless they are marketed as no parking anywhere in the vicinity. The volume of cars on a daily basis from both the offices in Didsbury Point and Didsbury High School is a nightmare. The roads become gridlocked and there is absolutely nowhere to park. Any additional cars coming to the area will end up finding a space blocking other peoples houses.

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

Development is oversized for the size of the plot. It has 4 extra floors over anything else in the locale and not in keeping. The population density is too high for the plot size. There is not enough parking for the building which will push cars onto the surrounding roads. The school next door has 3 out of 7 possible year groups attending along with the extra cars from the development this will gridlock the estate.

Too tall Population of proposed plot too dense Lack of appropriate parking facilities Safety of school children Congestion around roads

Having lived in very close proximity at Didsbury Gate my concerns are as follows : The area cannot accommodate 76 units as the level of traffic and pollution is already over and above the standards as set, the residents already have difficulties in securing services , the area is susceptible to flooding , the additional properties will only add to the above and thus exacerbating an already boiling point situation. The number of units need to be reduced significantly to a 10th of that proposed but even that will end up tipping matters to a desolate situation.

7 floors will look into already existing apartments. It will also block out sunlight for lower floors. Parking is already difficult (I do not park) and the creation of more need and less space will increase that difficulty. All the "green" mentioned on the site is already in existence and most of it is away from the plot in question. There are saplings on the plot which will be destroyed. There is a local school directly next door which raises safety issues for the children.

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

The site is far too small for the number of apartments stated, they are not in keeping with the area. I also don't think the apartment size meets the claimed brief of 'quality' accommodation - many are only double the size of the corridor space and can't even fit double beds. This will not encourage people to stay and become part of the strong local community, it is more suitable for people passing through, which would not encourage responsible tenantry. The number of floors is ridiculous, and again, not in keeping with the surrounding area. The surrounding area is open and welcoming with a maximum height of 4 storeys (the plans state 7 storeys but show 8). These enormous buildings would be detrimental to the approach and outlook of local properties and would make the area feel overcrowded and unwelcoming. The number of parking places offered is infuriating. I understand that there will in fact be fewer than 30 places available to the apartments, with the remainder assigned to the medical centre. This would exacerbate existing problems, create new ones and make the entrance to the school extremely unsafe.

It's too big for the local area . Will put more strain on local amenities .It will increase the risk of flooding. There is not enough parking .The main issue is that visually this building is an eye -sore ,made from cheap materials that will age rapidly and will look very bad within a couple of years .

Go back to the drawing board. Have a consultation without a plan on the table. Take local residents views to start with and come back with a genuinely affordable/social housing site that will cause disaster to the local highway network.

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

1. The proposed building is massively out of scale and massively out of character 2. The parking allocation is so tiny it is ridiculous. We saw when the offices at 1 The Boulevard arrived that their staff had to park outside our houses because the optimistic that people would use public transport to get to work - people just don't want to do that. How will visitors park when they come to visit the 76 new flats? 3. Safety (this should have been point 1 really) the number of cars driving around looking for a parking place will be a new danger to my children going to Cavendish and DHS

I strongly object to the current proposed plans on the basis of it being wholly inappropriate on the site in terms of mass, scale and density. I have emailed my detailed comments as your word count allowance here is not sufficient.

The area is already densely populated. This development will bring traffic levels that the infrastructure can't cope with, gridlock is likely especially around the school. There will be risks for drivers, pedestrians, especially students. The area hasn't got sufficient open spaces for residents. For example, Cavendish Park is already crowded. It's unfair for the current residents to have a huge tall building planned for this area. It will stand out as an eyesore. I'm extremely unhappy with the lack of provision for car park spaces, and for the magnitude of the project.

See above! Residents of Didsbury point should have been consulted before plans got to this stage.

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

Hello, I attended tonight's consultation and, after careful consideration, I will be opposing the planning application for the following reasons: First and foremost, the proposed building is not in keeping with other buildings in the surrounding area. The tallest buildings in close proximity are 4-5 storeys high. You're proposing an 8-storey building, which will tower over everything else in the vicinity.

Also, the proposed density of the development is extremely high for the area, leading to a number of issues, parking and traffic being the main ones. Shortage of parking in the area is already a daily issue for residents. Allocating less than half a parking space per flat is going to exacerbate the problem.

Also, as stated during the consultation, the 25 spaces allocated to the medical centre will be only for staff, not for patients, something that will amplify the parking issues even further. Several people on the estate have had applications to convert garages into living space rejected, on the grounds of there not being enough parking spaces.

Encouraging people to use public transport was something that was mentioned several times, but what are your plans to encourage people in that direction? Unless the council is planning to offer significant discounts on public transport, I can't see how people can be persuaded to use the existing transport links. And even then, a lot of key workers, a category that was highlighted as potential buyers, work shifts. Therefore, no matter how great the transport links that the area can offer are, those people still need a car to get to work. Cycling could be an alternative means of transportation, however, the development only offers 76 secure spaces of bicycle storage. One per flat. A lot of those flats will have 3-4 occupants, but only one person per flat will be able to own a bike and store it securely.

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

Continued..... In addition, as someone who lives on Clearwater Drive at the back of the development, I am very concerned about the effect the multi-storey car park will have on the surrounding properties.

Privacy concerns are high on my list, as there will be people overlooking our property at all hours. Noise and light pollution are also a grave concern. As a shift worker, I am really concerned at how the noise or car lights will affect our lives. As someone who's profession is safety critical, I worry about issues like quality of sleep when a multi storey car park is erected at the back of my garden. And then there are safety concerns, as I did not get a clear answer as to what measures will be put in place so that we don't end up with a car in our back garden. Finally, covered car parks do quite regularly become hot spots for anti-social behaviour, as youths tend to congregate in them to shelter from the elements. I, also, feel that the medical centre addition is not one that is guaranteed and that we could end up with anything in its place. Finally, as someone with a social conscience, I wholeheartedly support affordable housing. However, I don't think this scheme is as affordable as you make it out to be. I also do not believe that people in affordable housing deserve lower standards than others.

Packing people like sardines in a very small plot, without any outside space or parking is not what affordable housing should be about. So unless, the amount of flats is reduced significantly and the parking and bicycle spaces are increased, this development is not something I can support. Anything over 4-5 storeys is too high and the multi storey car park is not in keeping with the area, as I can't think of another block of flats locally served by a multi storey car park. Thank you for holding the consultation and I hope you will take the residents' concerns and suggestions into consideration

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

After carefully considering your plans, I regard this a gross overdevelopment of this small site. The proposal to build 76 flats anticipates a maximum occupancy of around 250 people yet you are only providing 34 parking spaces. I feel the information you have given on your website is misleading because whilst you repeatedly proclaim you are providing 59 car parking spaces, you DO NOT mention ANYWHERE that 25 of these spaces are for the sole use of the medical centre. Having lived in Clearwater Drive for many years, I have always been aware of the significant parking issues in the area because the existing development did not make adequate provision for resident's cars.

This is made even worse by people parking in this area for a number of reasons including to work at the offices, go to the gym, travel on the metro, go on holiday and visit Burton Road businesses including the monthly Makers Market at Withington Hospital. More recently, the significant existing parking problems in this busy area, has been further exacerbated by the building of Didsbury High School.

We were repeatedly reassured that the school only had a very small catchment area, which meant that the majority of pupils would be able to walk to school or use public transport, and that the provision of yellow lines etc. would actually stop the usual practice of people parking around the roundabout and on the corners of junctions. But the reality is very different. At school drop off and pick up times people can be seen parking on double yellow lines and across junctions which causes the traffic to become gridlocked. And, at the moment, the school is only half full of pupils. So this is a problem that is only going to get worse. Your proposal to build a further 76 flats with only 34 car parking spaces is going to make these problems significantly worse.

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

Continued....You optimistically state that not all the tenants will have a car. Perhaps in this you are right - inevitably, many will have more than one car. Furthermore, 76 flats, many of which will be two bed family units, will have requirements for deliveries of groceries etc. which will again add to the traffic and parking problems in this area. The lack of shops in this area will certainly encourage people they need a car to bring their shopping home. The residents of the flats will also have visitors. But you have not made any provision for visitor parking - only visitor cycle space. Do you really expect grandparents to cycle here when visiting their grandchildren? You mention that 4 short stay parking spaces on the Boulevard will be marked "Service Access Only" and will be for bin collection and access to the substation. You optimistically state that the rubbish collection vehicles will wait there whilst the bins are wheeled out. But, having seen the refuse collection for Didsbury Gate, I know this is a lengthy process. So are you proposing that the bin lorries will be there for a lengthy period of time, again adding to the traffic problems on the busy Boulevard? Or, in reality, to enable the bins to be emptied quickly, will they be wheeled out some time before causing a hazard in this busy area? Didsbury Gate's bins are frequently wheeled out a

The plans, as they stand, are inappropriate for the location.

Too little space for such a big development and seemingly not enough facilities thought about (parking, outdoor space, impact too traffic congestion, local public transport requirements) Height of building soaring well above anything in the area Impact of medical centre details aren't known properly by developer but also need for so many spaces, why not give these to residents.

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

The site is being over developed. It's clearly too small for 76 apartments resulting in all kinds of design/ architectural compromises. The bin refuse pick up on the Boulevard is clearly going to cause even more gridlock. There obviously isn't enough parking. 34 spaces is nowhere near enough for a site for up to 240 people. This argument put forward by Debbie Hilal that Southway are hoping to 'encourage non car owners' isn't plausible. Debbie also stated the 2 bedroom flats were being sold for £282k at only 670. Sq.ft they will be some of there most expensive price per square foot in the area. The area is already over capacity for street parking with local office workers as well as city centre commuters who park here and take the tram. Lots to resident has been denied extensions/ garage conversions because of the parking problems. The traffic from the high school picks up/ drop off is huge issue locally even though its at less than half capacity. Commuters use the estate as a rat run from Burton Road to Princess Road. We often see cars speeding along despite the speed bumps while walking our kids to school. The area cannot handle yet more traffic pollution. The council planning officers who have denied planning applications has said so themselves on multiple occasions

In view of the height & massing of the building, it does not fit in with other residential properties in the vicinity & so can be considered to be over-development. It could have potential impacts on road safety, parking, water pressure & drainage which need to be fully considered.

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

No clear answers were provided for the clear logistical problems regarding the new residential (and possible medical centre staff and patient) parking and the additional traffic. Parking is already an issue and creating more apartments than parking spaces will only make this problem much worse. Traffic is already very congested at certain times (mainly school drop off and pick up times) and additional traffic will again accentuate the problem further. For example, last week during the storms, roof fittings came free from buildings and were falling to the ground endangering the passing public (largely school children) and the fire engine called to the matter was unable to get through the congestion. Adding further traffic to this scenario (and the school intake is not yet full) could clearly lead to a risk of injury.

The proposal is massive over-development as it is too high. 8-storeys is not in context with the surrounding building heights and will dominate the neighbouring 3 and 4-storey apartments and houses.

Proposed building both far too tall- other residential buildings in the area are 3 storeys, and other new builds in the area are nowhere near as tall, and too dense- looks oppressive, the building must be in keeping with the area. Parking is also of serious concern- the surrounding streets are already crowded and too narrow, leading to on pavement parking, As a disabled person, I already find walking to the bus stop on Princess Road involves walking in the road, with cars suddenly appearing. I feel unsafe, an accident waiting to happen.

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

I own a property on The Boulevard and would be in favour of reasonable development of the site. These plans are however absolutely ridiculous and out of all proportion to the area. Southway is seeking to recoup the money that it spent on the land, which it originally intended as offices. There are a number of problems. Firstly, the height of the planned property. This is much higher than the other properties at Didsbury Point. It will tower over houses and be completely out of place. The property will block out the sun on the Boulevard and on the other side on Montmano Drive. So, all these residents must lose their right to light?!! This is truly insane. Not to mention the people in the houses closest to the property, which will be overlooked. That is completely unacceptable. Parking: there are nowhere near enough parking spaces. Traffic: there are already severe problems with traffic on The Boulevard and roads nearby; these have only been exacerbated by the school. At certain times of the day, it will be completely impossible to move in the area. There is also the issue of safety: the traffic and parking problems mean that there have been difficulties for bin lorries and rubbish collection. In the event of the requirement of an ambulance or a fire brigade, for example, these problems would potentially limit urgent response vehicles. There are also drainage problems on The Boulevard and this will only exacerbate problems. This development is being planned without any regard to the safety and well-being of current residents as well as the pupils at the school. In all, this development is a massive overreach from Southway which is using the cover of supposed affordable housing (which, if this is properly investigated, it actually is no cheaper than other property in the area) to recover the money it spent on the land – and piling them high is the quickest way to do this. I absolutely do not support this development; in fact, I am completely opposed to it for all the above reasons.

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

It would be nice if the street facing elevation had some architectural merit, rather than the proposed featureless design, which appears like something built with a child's construction kit.

I would interested to hear more news about this

Would be great if the flats had inset balconies

Passuvhaus is great! I'm all for new-build high quality housing during a housing crisis! The two-tone elevations look quite monotonous and corporate though.

I am strongly in favour of the application. It's great that this unused land is being developed with a decent proportion of affordable homes, and that the construction will be to a high environmental standard. I have heard concerns in the community around parking but don't think they are particularly valid - there is ample parking provided in the plan and I haven't had issues with on street parking in the area. There is also ample public transport nearby.

This site is not suitable for the volume of properties being proposed

Where did you get the neighbourhood drawings? This is not America!!!! Be honest with yourselves!

Reconsider the wording of 'good levels of amenity space and parking'. This development will cause chaos to the area.

There should be at least one parking space per flat, the height of the flats is overbearing.

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

Given it does appear to be taller than everything else in the immediate vicinity, what is the justification for this? It looks at least 1 storey too tall and I think this will make it look out of place. The drawings are inadequate to pass considered judgement on in this regard as the nature in which they are cropped means the neighbouring properties are not clearly indicated. It would be useful for full street scene elevations to be shown so the height can be appreciated in its context. Can this be provided?

There should be at least one parking space per flat, the height of the flats is overbearing.

Maybe make the building a storey or two shorter. That would mean there were enough parking spaces and it would better suit the height of surrounding buildings

A substantial reduction in height and number of units or sell the land to the school to create more outdoor space for the students there

I feel that a 4/5 storey building would be in keeping with the surrounding area.

This is an essential and long overdue development in an area long bereft of affordable opportunities for local young people growing up locally. This should override any prejudiced objections from high-income individuals that have largely moved to the Didsbury Point area from outside Manchester.

You are placing a multi level car park against some residential homes on Clearwater and having 7 storeys of apartments looking into those existing homes and gardens.

Reducing height arms capacity

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

I live on Georgia Avenue very close to the site. I'm all for this site being developed into good quality housing. The proposals look good and I know Southway have completed lots of decent developments in the past. However, the development density and commercial ground floor element need to be reconsidered due to lack of parking provision. I have reviewed your proposed floor plans which show the proposed flats: 1B2P; 2B2P, 2B3P, 2B4P etc. By broadly adding these up: First floor - 48 people Second floor - 48 people Third floor - 48 people Fourth & Fifth floors (with part duplex) - 86 people Sixth floor - 13 people Seventh floor - 13 people This allows for a maximum of 256 people living within the development.

How many car parking spaces are being allocated to the medical centre? You are providing 60 car parking spaces to support a medical centre and up to 256 people. This location is very sustainable being adjacent to the Metrolink and bus routes. However, people only take public transport if they work in the city centre. People who work elsewhere in Manchester or out of Manchester drive a car. I lived in the Montmano Drive development in a flat with my partner for 2 years - I needed a car for work and he worked out of Manchester -therefore we occupied 1 flat and had 2 cars. The car park on this development was always full. This development does not have enough car parking to support such a development density.

This is a suburban location and the vast majority of people own a vehicle. I am valuation surveyor and have valued the adjacent office building, 1 Didsbury Point, a few times (pre-Covid). I know the Landlord struggled to let the final suite in this building for many years as the car parking ratio is poor. They do not have enough car parking for tenant requirements, especially with the Optegra eye hospital at ground floor. At the moment, car parking levels on Didsbury Point are fine, as lots of staff from 1 Didsbury Point are working at home.

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

Continued..... However, if office levels return, the residential streets surrounding The Boulevard will once again be full of office workers. This has caused problems in the past. The school is not yet at full capacity. When the school opened, the Council had to paint lines around the estate because of increased parking issues. When the sixth form opens next year, the estate will no doubt become busier. Southway have recently completed a development on Nell Lane towards Chorlton (3 storey) and plans for the Chorlton Irish Club site have been submitted (again, 3 storey). I recognise that the development density on Didsbury Point can and should be more - but a part 8 storey building does not fit in with surroundings. I'm looking forward to seeing this development start and obviously you need to return a profit - but I believe there should be no commercial ground floor element and the height of the building should be in line with others on the estate - four or five storeys.

Has any consideration been given to water run off as the area is going to be fully concreted over. For an area of 56m by 56m and rain fall of 40mm as seen multiple times from the recent storms this would add 125 tons of water to the drainage system likely causing flooding to the surrounding area.

Please put new housing here that matches the existing estate and has more than enough parking to help the existing shortage, not add to it

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

Your website says that this is a development for 254 residents on a plot of land measuring 56m by 56m (3136m²) This gives a urban population density of 80,994 people per km² on the plot of land. Rio Favelas in Brazil only have a population density of 37,000 per km² Source "BBC Issues with Shanty Towns" Southway clearly hasn't considered the impact of over populating an area as they believe having a higher Urban population density than a Brazilian Favelas is a good idea plus the people in Favelas don't generally own cars as well.

The land would be better used for the school. I also think the development would devalue properties in the area.

Whilst the intention to provide affordable housing in the area is good, this site simply could not sustain a development of this size. The development should be in keeping with the neighbouring street scene and existing density i.e. 4 storey maximum, with adequate car and cycle parking allocated for each unit, together with significant visitor parking, all of which should be fully accommodated within the boundaries of the site at ground level or below. The only communal space should be a ground level communal garden space. The development should be planned with privacy in mind and to minimise noise, and other nuisance to neighbouring properties. The main vehicle and refuse access should all be via The Avenue to allow through traffic, and emergency vehicles, to flow freely on The Boulevard at all times.

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

The proposed development is too high - 2 stories higher than existing neighbouring properties and overshadowing them, it would also create deep shade on the garden on the roundabout which would be detrimental to the environment, and it is totally out of scale with the 3 story houses in Clearwater Drive it adjoins. The visuals are simply frightening!

And they only show minimal planting around the outside of the development - a token gesture. The "high quality podium" you propose inside the development with seating and raised beds does not appear to have adequate provision for children to safely play, bearing in mind you are proposing many family units, and the nearby Cavendish Park is small and already far too busy with children and adults, especially after school.

I was very disappointed by your Q&A section where your own straight questions are not answered. You describe the flats as "generously sized" but when asked how large they are you just state they meet Nationally Described Space Standards etc. From my research, it seems that the flats are NOT generously sized but right on the minimum size allowed. One question was what is the proposed mix of flats - you did not give a direct answer - surely you know how many are 1 bed and how many are 2 bed? And why won't you say how much these flats are proposed to be? One person at the residents meeting put forward authoritative figures, which seem to suggest that they will be smaller and more expensive than those currently on the open market - most disappointing. You say this development will contribute positively to the Didsbury Point community - having outlined all the problems it would cause, I really don't see how.

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

continued.... At the consultation meetings I have not heard ANY local residents who are not in favour of affordable housing in this area. What they are NOT in favour of is this gross overdevelopment that is going to cause obvious and significant problems. But after talking to many people at Southway, you are totally adamant that it is this development or nothing. Nothing else is acceptable to you. Much lower blocks, less flats, with more parking that is underground were repeatedly dismissed at the meeting as not being viable for you. You bought an expensive piece of land in an expensive area to develop as your headquarters, which I understand would have been a depreciating asset that could be used to offset profit and reduce your tax bill,

Now you no longer need it for your headquarters, you plan to develop it into housing, and the only way you can make that work is to pack in a large number of small flats, without adequate parking or green space amenities, that will greatly increase the traffic problems in the area, all of which will be to the obvious detriment of the existing community.

At the consultation meeting, you suggested that if you couldn't get your plans through, one option would be for you to sell the site to a commercial developer, with a vaguely, threatening comment of "and who knows what you would get then". What we would probably get is expensive, 3 story houses that fit in with the surrounding area. In one way that would be a pity, as there is a need for affordable housing. But they would not come with all the obvious problems that your development will cause. So if you really can't make this development acceptable to the local community, I strongly urge you to sell the site

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

The published proposals showed high level floorplans. As I would quite like to live in this development I would be interested to see more detail of the proposed apartment layouts. I do not recall if there were to be lift (elevator) provision. I would be interested to know more about the financial implications of shared ownership, in terms of both investment and dis-investment. Although the proposal included a secure cycle room, would it be possible to secure ones own cycle within ones own apartment? Will pets be allowed? If the parking is not allocated, where should people park if all spaces are full?

Please consider vastly reducing the size of this development to something that the infrastructure can handle. This will be a nightmare if it goes ahead.

The project should be abandoned

Consider both residents and space for people living in the flats there is not a balance Too much congestion and pollution to the area Noise whilst site is being built to local residents and school (people now working at home)

The flats need a balcony, in order to appeal to people rightsizing, who might find the public transport links mean that a car is not necessary.

8 stories seems too high - and out of aesthetic character with area, Building very imposing as comes to edge of pavement - looks unbalanced compared to the side of square asone'

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

This is too large for the area + there's been no consideration for the issues that are already in place - parking, safety of school children. This is pure greed on behalf of Southway - additionally the labour party don't seem to have taken onboard the view of the employees

Build something appropriate for the size + that contains parking

Please consider pavement depth on the boulevard, there will be a lot more foot traffic than was originally intended. The shrubs at the base of it and trees need maintenance.

There are already existing concerns re safety for children - this will only make this issue worse. (Absolutely out of character) The flats are far too big for the site - (will school be boxed in!!) Overlook school/local existing housing. The school should be offered the opportunity to purchase the land - they don't even have access to sports pitches/outside space for current 3 year groups - this is the future generation, this is who needs it most. This should be considered instead of more housing in an already overcrowded area. Completely mad application, I sincerely hope it is not approved.

This is a residential area and shouldn't be made to feel like an area with tower blocks. Need fewer flats (at least 1 car parking space per flat). Need parking for medical centre patients. On street parking will be used by parents picking up & dropping off kids for school.

In favour of residential development 2 floors lower, more parking & I would support.

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

Air quality - pollution is already very high, need to understand how air quality can be improved at all? Traffic - safety issues for residents +children RE: already extremely busy roads.

Drainage +flooding issues - big issue 76 dwellings will further add in the drainage system. Lack of services for residents - 76 dwellings will only add to the already limited services - School, Medical, Dentistry

Development too dense for the area; too tall in comparison to other residential new builds e.g. The depot site on Princess road. Idea for rightsizing apartments - has it been considered? Maybe such people less likely to have/need a car. Parking; as a disabled resident, I find the parking on pavements NOW is unacceptable, and I foresee it only getting worse. No outdoor space (e.g. balcony) for the flats - surely people need this. Density of number of people - will children need space. Concern over subletting of rooms/whole flats.

Pollution - Pollution is already bad and they are bringing in more cars that create pollution. On my pollution meter it is mostly on red and orange.

Less homes, better quality control, Traffic management, Better services

Whilst I appreciate the need for affordable housing, this can not be at the detriment to existing residential areas. The development should be significantly smaller in the number of residential units and height of the building. The lack of parking will make an already overcrowded parking area significantly worse. less parking availability will not discourage people looking for affordable housing in Didsbury

SURVEY FEEDBACK – DESIGN AND DEVELOPMENT

I remain of the opinion that the density of flats for the area is too much in relation to parking, traffic, light reduction. The height of the building is also too much. It will dominate the whole estate. There is question of overlooking re overcrowding in the area

I find the size of the building too much for this area. The school is only at half capacity and will make parking and exiting dreadful as it is already a problem. Impossible for emergency services to get around it as it is.

A smaller development would be better.

As someone who is renting long term in the area & would love to buy, I welcome the build to be able to help me get on the ladder. Things to consider - affordability, not pricing people out of shared ownership opportunity. - parking spaces, Not enough and parking very limited in the area, are they allocated to particular flats or first come first served basis? 3 person bed flats, Is there room to have more 4 person flats, how many are there? more difficult to sell down the line. Light - ensure flats & communal garden benefit from the sun and that the garden is not unused space. people need opportunity to BBQ in communal space? if few balconies people need somewhere to escape to preferably not in the shade.

SURVEY FEEDBACK – AFFORDABLE HOMES

I support the need for further housing ownership opportunities in Didsbury. Holding these units for shared ownership / affordable rent doesn't address the problem of ownership. What we need is flats at a reasonable price point, not half a flat at a reasonable price point. Why not sell the flats for full ownership at an affordable price, or offer shared ownership if requested. 80% of Didsbury rent is still very high - does Southway feel like this is addressing the core issue of unaffordable housing in the area

If shared ownership, who is the other 50% and how is the rent decided. how much money are they making What is the service charge and ground rent Will there be the chance for the shared ownership proportion to increase and therefore enable people to actually own their own home

Not really affordable housing- just cheaper than Didsbury prices!

Need safeguards against buy to let or Airbnb, even if people have 100% ownership. Greater proportion of affordable rented units. No parking opposite school - will become school drop off + cause congestion. More disabled parking provision is needed. The denser the housing the more you need supporting amenities , If amenities aren't there you have to get into your car and go somewhere else. replace surgery with a general grocery store to reduce deliveries and congestion

SURVEY FEEDBACK – OTHER

I have emailed separately as the characters allowed in this box are limited and inadequate.

First of all misleading photos. Do you think area looks like this? It does feel like you are going after profits rather than objective consultation. At least try to be honest!

APPENDIX 2

FEEDBACK COMMENTS RECEIVED

BY EMAIL

EMAIL FEEDBACK

EMAIL #1

One point that Southway repeatedly made at the consultation meetings is that land for development of affordable housing is very rare in this area. But that isn't quite true because Southway have recently developed - and are in the process of completing - two developments within walking distance of the site at Didsbury Point. The two developments of flats on Nell Lane are also at a much lower density - and with a higher percentage of parking spaces - than the development proposed at Didsbury Point; there being 12 flats and 19 parking spaces in one development and 24 flats with 25 or 26 parking spaces in the other.

If such a development was proposed at Didsbury Point I doubt that there would be many objections as everyone I have spoken to is in favour of affordable housing, but not at the proposed density with the low number of parking spaces, which will inevitably mean that the already difficult traffic and parking issues in this area will become much worse.

However, Southway have repeatedly claimed that is necessary to build at this density on the Didsbury Point site and that this is the only development possible that makes the project viable for them. In which case, I ask that Southway make the financial background to this project available for public viewing, so that there is transparency in this matter. I regard it as essential that Southway provide the facts and figures to substantiate this pivotal claim.

EMAIL #2

The surrounding streets are already at full capacity for on street parking. Whilst it is right to work towards more sustainable transport options, these are currently not adequate to allow most families to manage without access to a car. Sufficient amenities (e.g. access to large supermarkets and safe cycle lanes) are simply not available locally to facilitate conducting all daily activities safely without a car, and therefore most will have a car or two per dwelling. In addition many people will choose to live in this area due to the accessibility of the motorway to facilitate working further afield. Even with a move to more sustainable fuel, electric cars still take up the same space. The current plans allow for less than one car per unit which is simply completely insufficient, and will push parking out on to the surrounding streets meaning an even worse situation with increased competition for pavement parking, blocking entrances and difficulties with access for emergency vehicles. The Manchester residential quality guidance document issued in 2017 indicates that all new apartment plans should start with a 100% car parking provision, unless significant mitigation. Cycle provision as mitigation in this guidance is quoted as 4 cycle spaces to one car space. The provision of only one cycle space to each apartment in the current plans is therefore again wholly inadequate.

In addition a development of this density will bring considerable increase in delivery vehicles, utility vehicles, taxis, visitors etc, and there is no provision on the plans for the significant additional parking spaces to accommodate these regular vehicular visits.

The parking provision for the proposed medical centre at 25 spaces also seems very low as it would seem most of those spaces would be taken by staff for a medical centre of that size.

The above guidance also states that providing sufficient car parking for apartment blocks in an appropriate manner is important in ensuring that cars do not dominate the streets.

Health, wellbeing and amenity of local residents:

EMAIL FEEDBACK

An increase in cars will bring increased levels of exhaust pollution and noise pollution. This will particularly impact residents on Clearwater Drive backing immediately on to the proposed development. The proposed two level car park would mean loss of privacy to the gardens and balconies, and a significant increase in noise, light and exhaust pollution. There is no precedent for an above ground car park in this area, and this should be accommodated at and/or below ground level. The proposed plans utilise almost all of the site for either building or hard standing, with a much reduced areas for wildlife, biodiversity, amenity and ground drainage. The proposed rooftop concourse would provide outdoor space for residents, but does not give the benefits to wildlife, ground drainage, and wellbeing that a ground level green garden space would bring. In addition, a rooftop hard surface space would significantly further amplify noise nuisance for the local residents. The proposed eight storey part of the building is completely out of character with the local street scene, and unprecedented in the local area, would dominate the estate and change its character. It would cause significant overlooking, and would block afternoon sunlight to the garden space in the centre of the Boulevard. The arrangements for collection of refuse on the current plans appear wholly inadequate, involving large refuse units being taken out to the pavements of the Boulevard and large refuse vehicles stopping on the Boulevard which is not wide enough to accommodate a parking bay of this size and still allow free flowing traffic. Also, the refuse areas should be located well away from the boundary with Clearwater drive to prevent noise nuisance and potential hygiene and health risks due to vermin. In summary, whilst the intention to provide affordable housing in the area is good, this site simply could not sustain a development of this size. The development should be in keeping with the neighbouring street scene and existing density i.e. 4 storey maximum, with adequate car and cycle parking allocated for each unit, together with significant visitor parking, all of which should be fully accommodated within the boundaries of the site at ground level or below. The only communal space should be a ground level communal green garden space. The development should be planned with privacy in mind and to minimise noise, and other nuisance to neighbouring properties. The main vehicle and refuse access should all be via The Avenue to allow through traffic, and emergency vehicles, to flow freely on The Boulevard at all times. Thank you for your time in considering my comments.

EMAIL #3

I write regarding your proposed development of land at Didsbury Point. I live on the estate (Clearwater Drive) and attended your consultation event held on 28 February at Didsbury High School and I would like to thank you for taking the time to talk to me and for answering my queries. Having considered your plans and the information presented to me at the consultation event, I would like you to note, I am firmly against your proposal.

The main issue I have is that you are proposing to over develop this land, trying to fit as many people on it as possible, and this is simply not to the benefit of prospective tenants (of the new development) nor the local community.

The proposed over development of this land, leads into a number of other more specific issues, in particular:

- The size of the proposed building would be overwhelming in this neighbourhood. At eight storeys high, it would dwarf all other buildings in the area and would be completely at odds with the current aesthetic of the area.

At present, the highest residential property in the area is four storeys, therefore reducing the height of your proposed development to four storeys would ensure that it is in keeping with the environment in which it will be located.

- The land upon which your proposed development will be located is really quite small for a development of this size and your proposals far exceed the minimum density requirement for the City Centre, let alone the minimum requirement for this area.

When choosing where to have a home, you may choose to live in the City Centre and this comes with the benefit all the amenities available in the City Centre. The cost of living in the City Centre is of course reduced space and increased population density.

On the other hand, you may choose to live somewhere like West Didsbury, it has fewer amenities compared to the City Centre, but on the plus side it has more space and the population density is lower.

EMAIL FEEDBACK

I have chosen to live outside the City Centre for this exact reason. However, what you are seeking to do is introduce City Centre density to West Didsbury. This will result in the area suffering from the over population and lack of space that comes with City Centre living, without any of the amenities. In essence, it would result in a lose/lose situation for all the residents of the area.

- Whilst attending your consultation event, several representatives of Southway Housing Trust mentioned that the land in question was very expensive to purchase and that as a result the development needed to be significant in order to make it profitable.

To be frank, the choice to purchase the land and the price you negotiated was entirely your call. If that has turned out to be a poor business decision, that is your problem and it should not be used as a threat or reason to over develop this land.

The prospective residents of the new development and the current residents of the estate should not be punished for poor business decisions taken by yourselves.

Throughout the consultation event I repeatedly heard reference to the 'medical centre'. This is completely misleading and you should be referring to this space as a commercial unit.

The truth is, there is no guarantee that this space will contain a medical centre and even if there does turn out be a medical centre in the development, this could change at any point in the future.

You should be honest with people and explain that it will be a commercial unit, that may have a medical centre in it, but this is not a guarantee and it may have another commercial entity in it.

Regardless of the use, any commercial unit will lead to an increase in traffic movement and further parking stress for the neighbourhood. Rather than enhancing the area, when all factors are considered, a commercial unit would only serve to detract from the area.

EMAIL FEEDBACK

- There is currently a real issue with parking and traffic in the immediate area. The streets are narrow and there are a large number of vehicles (from residents, local employees and Didsbury High School) that have no option other than to park on the streets. We already experience difficulties with large vehicles navigating the nearby streets, for example, the bin lorry has real issues with access. Fortunately, we have not had a situation requiring the attendance of a fire engine, but if we did I fear the situation would be much worse due to lack of or delayed access.

This also leads to vehicles parking on pavements and this in turn means that local residents, including children on their way to school, must take to the roads in order to navigate their way around parked cars on the pavements.

In short, the current situation is nothing short of horrendous. I understand that your proposals contain provision for 35 parking spaces for residents. This is woefully short of what is required and it would be irresponsible to not provide at least one parking space per unit. If this is not done, then it will just add further problems to an already very difficult and emotive problem.

- When queried (at the consultation event), your representatives explained that you have considered the public transport options available and therefore anticipate that car parking will not be required as residents of your proposed development will rely on the available public transport and not vehicles.

Whilst I appreciate that there are bus stops and tram stops relatively close by, I believe this is a naïve and very narrow view of the reality of the situation. The residents that already live in this area already have the choice to use the same public transport if they choose and I have already outlined above the issues with parking and traffic that exist, and yet the current residents still choose to have and use cars.

Not one of your representatives were able to explain how you would ensure that the residents of your proposed development would be any different, in that respect, to the people that already live in the area.

EMAIL FEEDBACK

What your study does not take into account is the restrictive nature of public transport and it also does not take into account the fact that bus services across Manchester have already been significantly reduced with up to a further one third of the remaining services also facing permanent cancellation.

Your assumptions also seem to rely on residents travelling to and from the City Centre for the purposes of work and within normal office hours. The reality is, people work all over the place and this is when public transport really falls short. In fact, your representatives mentioned several times that this development would be aimed towards key workers, in particular NHS staff. Your modelling has not looked at how NHS staff will be able to travel to the various NHS sites across Manchester by public transport, not forgetting that NHS staff work shifts, so the public transport needs to operate 24hrs a day in order to be usable – which it does not.

The reality is, the new residents will not be any different to the current residents in this area – they will own and use cars. By providing at least one parking space per unit, your proposed development will at least allow residents to purchase an electric car. If residents are required to park on the street, as well as adding to the parking and congestion problems, they will not be able to own and charge an electric car, thus forcing them to have the ‘worst type’ of vehicle with a combustion engine.

- Your development makes provision for bike storage and whilst your website states that 100% provision will be provided, this is not true. In reality, you propose 1 bicycle space per apartment. This would mean that where you have a family of four living in one of your apartments, that family would get to choose one member to have a bike.

This is woefully short of what is required if you are hoping to encourage people to use alternative means of transport. Taking a long term view, children in this building are not going to grow up to be cyclists if they do not have the opportunity to own, and learn to ride a bike as a child.

EMAIL FEEDBACK

The proposed multi-storey car park would not be in keeping with the aesthetic of the area, there are no other multi-storey car parks in the vicinity and this would seriously detract from what is a pleasant residential area.

By providing a multi storey car park, you will encourage the residents (children) to congregate in this area. They will be protected from the elements and typically largely hidden from view. In my experience, this then leads to anti social behaviour developing.

The proposed location of the multi storey car park is adjacent to the gardens of those living on Clearwater Drive. Having a multi-storey car park built at the bottom of the garden can only be described as a serious invasion of privacy and will have an equally serious impact upon the enjoyment of their (residents of Clearwater Drive) properties.

Users of the car park (when on the upper car park level) will be at the same height as the bedrooms of the properties on Clearwater Drive. Residents in these houses will therefore have people staring straight into their bedrooms or looking down upon them in their gardens. It is not going to be a pleasant experience sitting in a garden when there are cars looming above you and people staring down at you. Similarly, it is not going to be relaxing at all when there are cars coming and going and car park users peering into your bedroom.

During the consultation event I was advised there would be tree coverage between the car park and the gardens on Clearwater Drive. I would point out that this strip of land is very narrow and therefore any tree coverage is not going to be very dense at all, certainly not dense enough to make a material difference. In addition, trees of course (dependant on type) lose their leaves and therefore any limited coverage would also be seasonal.

In addition to the invasion of privacy from car park users, there will also be issues with light and noise pollution. Multi-storey car parks are, by the nature of their design, echo chambers. Any and all noise will be projected from the car park straight into the gardens and rear of the houses on Clearwater Drive. With people coming and going at all times of day and night, your proposed development would have a serious impact on the sleep and health of nearby residents.

Car parks of course also require lighting. The lighting on the upper level of the proposed multi-storey car park will be above the height of the nearby houses (on Clearwater Drive) and therefore will shine down upon the rear gardens, the rear of the houses, and the bedroom in these houses. As this car park will be in constant use (it will not be locked out of use at night), there will be constant light on these houses.

A final point with regard to the multi-storey car park, I was offered no re-assurance at the consultation event that there would be suitable protective measures in place to prevent a vehicle from crashing through the barrier of the car park, and landing in the rear garden of an adjacent property.

Any development should seek to enhance the area in which it is located. As it stands, the proposals you have put forward would only detract from this area both from an aesthetic and logistical point of view.

I would support a smaller development on this site, provided that it adhered to the following:

- Smaller development in keeping with the current buildings. No higher than four storeys with approximately half the number of units proposed.
- Remove the provision for a commercial unit. This would free up valuable space for additional housing accommodation and additional bicycle storage. Southway Housing Trust are, as your name suggests and your website states, in the business of providing houses- not commercial properties. In order to comply with your own remit, I believe it would be better to concentrate on providing the best residential experience possible (for both prospective new tenants and present occupiers of neighbouring properties) before embarking upon commercial property development.

EMAIL FEEDBACK

- By reducing the number of units in the proposed development and removing the commercial property use (the commercial unit has 25 parking spaces of the total 59 allocated to it) it would be possible to allocate one parking space per unit. This would enable every parking space to have a charge point and it would also not lead to a worsening of the current on street parking issues.

With fewer parking spaces required, there would be no need to have a multi-storey car park. This would avoid the associated issues outlined above, but in short being anti-social behaviour, noise pollution, light pollution, serious invasion of privacy, serious impact upon enjoyment and health of neighbouring home owners. A single storey/ground floor car park would be suitable for this type of development and in keeping with the area.

- With no commercial unit, as well as reducing the parking requirement, it would free up space and allow additional secure cycle storage. This would be a more valuable amenity for the residents of the proposed new development and it would help encourage the use of alternative means of transport over the longer term.

EMAIL FEEDBACK

EMAIL #4

I live on Clearwater Drive and I am very concerned about the apartment proposal on The Boulevard. From the consultation web site, I note with concern that the proposal seems to be a gross over-development as it is too high. 8-storeys is not in context with the surrounding building heights and will dominate the neighbouring 3 and 4-storey apartments and houses - see attached parameters plan.

Please can you share with me your thinking about the justification for an 8-storey building. The consultation web site does not attempt to explain why a 4, 5 or 6-storey building would not be more appropriate given the surrounding building heights?

Also, given the parking issues in the surrounding streets, the amount of car parking provided would be better if it was increased to 1 space per apartment and an appropriate amount for visitors and for the medical centre staff and visitors.

EMAIL #5

I want to be clear of my opposition to the current plans to build new properties adjacent.

- There is NOT sufficient parking spaces in the proposals. Already parking is a major issue for local residents.
- the roads at this junction are already a major bottle neck with heavy traffic at peak times and school times.
- this endangers children and cyclists at times of heavy congestion
- the proposal will block light, increase fire risk and be catastrophic to the local environment.
- The majority of local residents oppose the building plans in its current form.

I want my points to be raised and logged and I look forward to hearing from you in the future.

EMAIL FEEDBACK

EMAIL #6

I'd like to raise my objection to the above. The development would cause traffic and parking problems. Further, Didsbury Point would be seriously over developed and the size of the development would tower over homes on Clearwater Drive.

EMAIL #7

I am the Centre Administrator at Medserena Upright MRI Centre, 26-28 The Boulevard (on the corner next to the Deli) and I am writing to you on behalf of the business. We are concerned about the proposed development, mainly from a parking point of view, there is already a shortage of parking in this area as many of the residents, who may have 1 allocated parking space but more often than not have the need for at least one further parking space. A large majority of the apartments/houses around us are occupied by more than one person, each owning a vehicle, so parking is already an issue.

There is also the question of parking/dropping off for Didsbury High School, it is absolute chaos – moreso when the school finishes in the afternoon and this is before the school is fully attended by all school years! The painting of the yellow lines does not have the required effect, although I gather to traffic wardens have resumed their patrol of this area, which may help the situation. You may be aware that there are some instances where vehicles drive 'the wrong way' around the garden area, though I gather this is not strictly a one-way system, but does cause problems if vehicles approach from both directions, causing others to reverse back onto the roundabout area.

We have 5 allocated parking spaces along the side of our building with signage declaring this, these are frequently used by residents & casual visitors to the vicinity which causes us problems as many of our patients have disabilities which mean they require crutches, wheelchairs, ambulance access as close to our entrance as possible. The proposed development without adequate parking is totally unacceptable. Unfortunately, I will be unable to attend the Consultation event on 28th February due to holiday commitments, but I wish my views to be taken into account on behalf of Medserena Upright MRI. These views have also been forwarded to Cllr John Leech.

EMAIL #8

After carefully considering your plans, I regard this as a gross overdevelopment of this small site. The proposal to build 76 flats anticipates a maximum occupancy of around 250 people yet you are only providing 34 parking spaces. I feel the information you have given on your website is misleading because whilst you repeatedly proclaim you are providing 59 car parking spaces, you DO NOT mention ANYWHERE that 25 of these spaces are for the sole use of the medical centre. Having lived in Clearwater Drive for many years, I have always been aware of the significant parking issues in the area because the existing development did not make adequate provision for resident's cars. This is made even worse by people parking in this area for a number of reasons including to work at the offices, go to the gym, travel on the metro, go on holiday and visit Burton Road businesses including the monthly Makers Market at Withington Hospital.

More recently, the significant existing parking problems in this busy area, has been further exacerbated by the building of Didsbury High School. We were repeatedly reassured that the school only had a very small catchment area, which meant that the majority of pupils would be able to walk to school or use public transport, and that the provision of yellow lines etc. would actually stop the usual practice of people parking around the roundabout and on the corners of junctions. But the reality is very different. At school drop off and pick up times people can be seen parking on double yellow lines and across junctions which causes the traffic to become gridlocked. And, at the moment, the school is only half full of pupils. So this is a problem that is only going to get worse. Your proposal to build a further 76 flats with only 34 car parking spaces is going to make these problems significantly worse. You optimistically state that not all the tenants will have a car. Perhaps in this you are right - inevitably, many will have more than one car. Not all the flats will have allocated parking. I strongly suspect that allocated parking will be offered with the shared ownership flats to make them easier to sell a good way to cause animosity between those who can only afford to rent and have a car and those who are on the shared ownership scheme. Furthermore, 76 flats, many of which will be two bed family units, will have requirements for deliveries of groceries etc. which will again add to the traffic and parking problems in this area.

EMAIL FEEDBACK

The lack of shops in this area will certainly encourage people they need a car to bring their shopping home. The residents of the flats will also have visitors. But you have not made any provision for visitor parking - only visitor cycle space. Do you really expect grandparents to cycle here when visiting their grandchildren?

You mention that 4 short stay parking spaces on the Boulevard will be marked "Service Access Only" and will be for bin collection and access to the substation. You optimistically state that the rubbish collection vehicles will wait there whilst the bins are wheeled out. But, having seen the refuse collection for Didsbury Gate, I know this is a lengthy process. So are you proposing that the bin lorries will be there for a lengthy period of time, again adding to the traffic problems on the busy Boulevard? Or, in reality, to enable the bins to be emptied quickly, will they be wheeled out some time before causing a hazard in this busy area? Didsbury Gate's bins are frequently wheeled out a considerable time before they are collected, and some block the pavement, but this is on Houseman Crescent, a relatively quiet area for cars and pedestrians. The Boulevard is a much busier area and bin collection will undoubtedly be much more of a problem. The car park you propose will be above ground multi-deck, which will mean that the headlights of cars going up the access ramp at night will shine directly into the bedroom windows of the existing adjacent properties. Adequate screening would create a most undesirable 3 story wall. There are also problems with the overlooking of existing residents gardens and significant concerns about the noise and the potential for antisocial behaviour in the carpark. An underground carpark would help alleviate some of these problems. The proposed development is too high - 2 stories higher than existing neighbouring properties, would create deep shade on the garden on the roundabout which would be detrimental to the environment, and it is totally out of scale with the 3 story houses in Clearwater Drive it adjoins. The visuals are simply frightening! And they only show minimal planting around the outside of the development - a token gesture. The "high quality podium" you propose inside the development with seating and raised beds does not appear to have adequate provision for children to safely play, bearing in mind you are proposing many family units, and the nearby Cavendish Park is small and already far too busy with children and adults, especially after school. I was very disappointed by your Q&A section where your own straight questions are not answered.

EMAIL FEEDBACK

You describe the flats as "generously sized" but when asked how large they are you just state they meet Nationally Described Space Standards etc. From my research, it seems that the flats are NOT generously sized but right on the minimum size allowed. One question was what is the proposed mix of flats - you did not give a direct answer - surely you know how many are 1 bed and how many are 2 bed? And why won't you say how much these flats are proposed to be? One person at the residents meeting put forward authoritative figures, which seem to suggest that they will be smaller and more expensive than those currently on the open market - most disappointing. You say this development will contribute positively to the Didsbury Point community - having outlined all the problems it would cause, I really don't see how. At the consultation meetings I have not heard ANY local residents who are not in favour of affordable housing in this area. What they are NOT in favour of is this gross overdevelopment that is going to cause obvious and significant problems. But after talking to many people at Southway, you are totally adamant that it is this development or nothing. Nothing else is acceptable to you. Much lower blocks, less flats, with more parking that is underground were repeatedly dismissed at the meeting as not being viable for you. You bought an expensive piece of land in an expensive area to develop as your headquarters, which I understand would have been a depreciating asset that could be used to offset profit and reduce your tax bill. Now you no longer need it for your headquarters, you plan to develop it into housing, and the only way you can make that work is to pack in a large number of small flats, without adequate parking or green space amenities, which will greatly increase the existing traffic problems in the area; all of which will be to the obvious detriment of the local community. At the consultation meeting, you suggested that if you couldn't get your plans through, one option would be for you to sell the site to a commercial developer, with a vaguely, threatening comment of "and who knows what you would get then". What we would probably get is expensive, 3 story houses that fit in with the surrounding area. In one way that would be a pity, as there is a need for affordable housing. But it is unlikely expensive housing would come with all the obvious problems that your development will cause. Even if expensive flats were built, it is extremely likely that they would be at a much lower density and they would most probably include adequate car parking because, if not, they would be difficult to sell. So if you really can't reduce the scale of this development to make it acceptable to the local community, I strongly urge you to sell the site.

EMAIL #9

As a local resident I just wanted to provide my feedback on your proposed development at Didsbury point.

While I consider more affordable housing in the area to be a good thing, and would support a smaller development with more parking at this location, I have the below concerns about your current proposal:

- Generally this is a very large number of new apartments to put in a small space and little/no consideration seems to have been given to existing issues in the area, the impact the development will have on its surroundings, or the new residents daily practicalities.
- I understand your proposal only includes 35 parking spaces for 76 apartments, some of which will be 2+ bedroom. I appreciate you are putting in cycle facilities and public transport is available, but looking at the surrounding area and existing developments I would imagine that each apartment would need 1 parking space per bedroom to avoid making the dreadful parking/traffic/road safety issues in the surrounding areas worse (including for the school next to this development).
- The parking situation in the area is already very bad and is making it dangerous for residents, local children and those going to and from both local schools. This includes:
 - Fire engine and ambulances being unable to access streets (I have experience of this personally when an ambulance was unable to access our street to attend to my daughter due to poorly parked cars & over capacity streets)
 - People having to walk on roads as pavements are blocked
 - Bin lorries regularly being unable to access streets
 - People parked on double yellow lines every day due to their being no parking available and children having to try to cross roads between these parked cars.

EMAIL FEEDBACK

- People having to drive round corners with no sight of incoming traffic due to parked cars.

This is with the new school next door to your development only half full at present and the office next door also not at capacity, so it will only get worse even without your development. Your proposal as it stands would undoubtedly exacerbate this and I don't really understand where you expect all of your residents to park given the local streets are completely full 24/7.

Additionally the proposed medial centre would presumable bring even more traffic.

- The street you are building on, The Boulevard, is the main/only through road from the north side of Didsbury to get onto Princess Parkway and into Central Manchester and is already busy, hazardous and difficult to use without adding more parked cars and traffic. It is already basically one way in certain areas due to the parking issues and is a road children have to cross to get to school (both the high school next door and the local primary Cavendish in some cases).

- There seems to be no accompanying proposal to improve facilities (green space/parks?) or infrastructure (roads, parking, crossing & traffic lights?) in the area, all of which are already well over capacity.

- There is little/no provision in your plan for any green space. This would be detrimental to the local environment, a quality of life issue for your own residents and again increase pressure on existing overcrowded local facilities.

I know my feeling are shared by many locals in the area and while I think we are all behind affordable housing I hope once you've had the chance to review our concerns you'll seriously reconsider your proposal.

I am available and happy to discuss any of the above if you'd wish to do so.

EMAIL #10

Firstly I should say I am not really a stakeholder in the project, just someone who has family living in the area and very occasionally visits. Nonetheless I have some feedback that I would like to give, and hope you can consider regardless.

Firstly, I am very concerned that this development will add to the already considerable parking pressure in the area. Taking the ratio of cars to residents in existing properties in the area as a guide, 59 spaces for 76 1 / 2 bed flats stands little chance of meeting the demand among new residents for parking. I understand that the area is well served for public transport, and personally welcome the fact that secure cycle storage has been included in the design. However, given that there are no restrictions on street parking in the immediate area, and the fact that pavement parking is tolerated, I believe there will be little incentive for new residents to consider alternatives to their cars, particularly those bringing vehicles that they already own with them as they move in.

This has the potential to cause serious access issues. I can imagine that it is already difficult to navigate the area as a wheelchair or mobility scooter user for instance, as you cannot rely on the pavements being clear for your use, and even if they are clear there may be damage to paving slabs as a result of vehicles mounting the kerb. It is also my understanding that the congestion outside the roundabout around the school's pick up / drop off times is a serious issue.

I am sympathetic to the fact that there is a housing crisis in Manchester, and dense developments such as this are absolutely required to mitigate the issue. I am also conscious that any changes to the council's policy regarding on street parking (e.g. parking permits) or measures that might generally decrease car usage in the area and promote alternatives (e.g. a "school street") are outside of your control. I do, however, think there is one small thing you could do to discourage private car ownership among the new residents, and that would be to restrict some of the spaces within the building for only car club users.

Research has shown that one car club vehicle can replace sixteen individual privately owned vehicles.

EMAIL FEEDBACK

And some car club schemes (e.g. Enterprise, or Hiyacar) offer bespoke solutions for building management that want such a solution for their residents. Car clubs can also discourage users from driving short trips that can be done by other means, as the immediate cost is quite high, whereas with a privately owned vehicle the major costs (insurance, tax, etc) have already been paid and thus are not factored into the decision to drive an individual trip. As such driving often becomes the path of least resistance. I hope you can explore the possibility of challenging this status quo through the use of shared mobility, in this and also in other schemes you may have in development.

EMAIL #11

I would like to formally raise my objections to the current proposed development for The Boulevard in Didsbury on the following points:

- lack of parking for flats, less than half a space per flat
- congested traffic already, issues around high school drop off and pick up times
- building too high for area - no other residential building above 4 stories.
- lack of patient parking if medical centre goes ahead. The spaces provided are for staff only.
- privacy/ noise issues for carpark along back of CLEARWATER drive properties
- school only 3/7 years in now so will more than double in number of pupils.
- 6th form cars in future years. They will start in 3 years time.
- additional burden on drainage
- reduction in water pressure for surrounding properties? (we've noticed one since the school was built)
- impact on nature- increased unwanted housing density and loss of wildlife space and green space.
- misleading promotional material ("generous parking")
- the fact, according to that planner, "There are no plans for significant improvement to public transport linked to this development" despite the fact they want to "encourage people to use sustainable transport options"
- loss of light (almost all afternoon sun will be blocked) to the garden area in the middle of The Boulevard

EMAIL FEEDBACK

increase in traffic if a new medical centre is built

the fact that there are no guarantees that a medical centre will be built - the process could take years - and they don't seem to have allocated enough space for a decent one (the people I asked about the medical centre on Monday were unable to answer my questions about it or give me any further details)

- A development of this size will increase the number of delivery drivers, drop offs, takeaway drivers etc on the already overcrowded roads.

EMAIL #12

Firstly, I am very worried that it will make an already crowded area even busier and that this will exacerbate existing problems with traffic and parking. Currently, at peak times, the traffic flow around Didsbury Point is very poor. It becomes even worse in bad weather as many pupils from Didsbury High School get dropped off and collected by car. The proposal to add 76 new apartments and a medical centre will only make this worse, as residents and medical centre staff commute at peak times. Furthermore, with many additional residents, delivery drivers and medical centre users, the traffic will increase at all times of the day. Given that the proposed main entrance to the building is on The Boulevard, it is likely that the numerous delivery drivers will stop here and block one of the main routes to Princess Parkway.

We were under the impression that the junction of Princess Parkway and The Boulevard would be improved before Didsbury High School opened. This hasn't happened. Signage around the roundabouts on The Boulevard is insufficient and damaged; people often drive around the bigger one the wrong way and, at some point, even if traffic is not increased, this is likely to cause an accident. With the additional traffic the proposed development will bring, the risk of such an accident will be much higher. Even if road safety measures are improved, an increase in traffic will lead to poorer air quality; in an area that has lots of young children and several schools and is next to one of the main roads into Manchester City Centre, this is not acceptable.

Secondly, there are currently many issues with parking in the area. At the moment, wheelchair and pushchair users frequently have to use the road to get past cars which are parked inconsiderately, putting vulnerable members of the community at risk. Indeed, in some places, I often have to get my very young children to walk/ cycle or scoot on the road to pass parked cars. The main contributing factor to the problem on Clearwater Drive – that there are not enough spaces for the people who work in the offices at Didsbury Point – has still not been addressed. We often have workers parking outside our house for the duration of their shift. We explained this concern when plans for Didsbury High School were being considered, and again when the parking restrictions around Didsbury Point were being planned. As predicted, much of the time, the restrictions have simply shifted the parking problem further into Clearwater Drive and onto Georgia

EMAIL FEEDBACK

Avenue and other nearby roads. However, at school drop off and pick up times, people park incredibly dangerously and inconsiderately right around the plot of land Southway are hoping to build on; on Wednesday 16th February, at around 1.30pm, I counted at least 25 cars parked on the double yellow lines on The Boulevard. This is incredibly dangerous and, even without any more development in the area, is almost guaranteed to get worse as Didsbury High School grows to capacity; on school days, the school car park appears to be between 75% and 100% full and that is with fewer than half of the students the school will have when fully open. If Club Didsbury is allowed to expand, with the creation of an artificial pitch, that will put further pressure on parking and traffic at weekends and in the evenings too.

I am shocked that the plans only include a total of 59 parking spaces with no allocation for medical centre patients. I see, from the plans, that there will be four spaces on The Boulevard for the

Medical Centre and four for service access only. Are these the same four spaces to be shared for these roles or does this mean there will be eight spaces? Does this mean the spaces that are in this location and currently used by a range of vehicles will no longer be available? I also have serious reservations about the proposal for bin lorries to wait here for the bins to be brought out. Refuse collectors already have a very difficult job around Didsbury point. Indeed, just last Thursday, I witnessed the driver of a bin lorry having to block the junction of Clearwater Drive and Georgia Avenue for approximately ten minutes as he tried to manoeuvre past a car parked on double yellow lines.

According to the transport planner I spoke to at the consultation event on Monday 28th February, "There are no plans for significant improvement to public transport linked to this development." He said that Southway Housing Trust want to encourage people to use sustainable modes of transport. I asked him how they would be encouraging that and his only ideas were by having very few car parking spaces, some (but surely not enough) bicycle parking spaces and, possibly, a car club. I explained that people need viable, convenient and affordable alternatives if they are to avoid using cars. Ironically, one of the first headlines I heard on the news the next morning was a rise in train fares of up to 3.8% - the biggest since January 2012 (BBC News).

EMAIL FEEDBACK

I am incredibly concerned about the proposed height of the apartment block. When I expressed this concern to Alun Hayes at the consultation event, he said that Southway “want it to be a landmark building that is really noticeable when you drive into the area.” I am yet to talk to any residents who share this vision and I am rather surprised by his choice of language given the desire to encourage people to use alternative modes of transport. If approved at this height, it would overlook buildings on Clearwater Drive and The Boulevard and reduce natural light to these properties. It would block much of the afternoon sunlight in the garden area on the large roundabout and in front of The Boulevard Deli. I believe that this garden is the only green space that many of the residents of the adjacent flats can access conveniently and I feel strongly that it should be a place that they can enjoy. Furthermore, I am very concerned about privacy, light and noise issues for properties on Clearwater Drive that back onto the plot.

I am also concerned that, if the proposals go ahead, the development will place an additional burden on drainage. The junction of Princess Parkway and The Boulevard floods frequently and the pedestrian crossings there are often under water for several days after heavy rain. Regardless of further development, this needs to be sorted out as it is very dangerous.

Furthermore, I worry about what will happen to the water pressure in surrounding properties. Since Didsbury High School was built, we have noticed a significant decrease in the water pressure at our house. A plumber recently said that United Utilities should be able to remedy this. However, surely more properties in the area would cause more problems.

Additionally, I am worried that the development will have a negative impact on nature. We have a wide variety of birds and butterflies in our garden and sometimes get hedgehogs (now classed as vulnerable to extinction) too. Surely a development of this scale will cause irreversible harm to local flora and fauna, especially if the grass pitch at Didsbury High School is replaced with a synthetic pitch as well.

EMAIL FEEDBACK

My final comments are regarding the misleading promotion of this scheme that I have seen, both from Southway Housing Trust and from local councillors. When I spoke to the transport planner at the consultation, he said that he was surprised to hear that the phrases “generous parking” had ever been used in relation to these plans. I feel strongly that, rather than advertising “generous parking”/ “residents’ parking” or something similar, if the flats are built, they should be advertised as suitable for people without cars. Otherwise, it won’t just be existing residents that are unhappy with the development, but people who live in the new properties will be disappointed that their homes do not live up to expectations. I would also like to see more realistic images used on any further documents relating to the scheme.

Finally, Councillor Greg Stanton has tweeted several times about a new medical centre for West Didsbury. However, I am yet to get any guarantee that a centre will be included in the development. As I know of similar developments where a medical centre has been promised but has never been built, I took many questions about the proposal to the Consultation Event: Will it be a relocation or expansion of an existing GP Practice or the creation of a new practice? If it will be a branch of an existing practice, have they already got approval to expand? Which practice is it? What commitment have they shown to the project? If it will be a new, independent practice, has this already got approval from relevant authorities? How do they propose to staff a practice given the current national shortage of GPs? How many rooms are being proposed for the medical centre? If it will be a relocation of a practice from Didsbury Village, surely most patients who are already registered there will transfer and will drive to appointments given the distance? Will there be an onsite pharmacy? If not, how useful will it be to local residents when they will still have to travel to collect prescriptions? If so, surely it will require more space? Unfortunately, I was unable to find anyone who could answer any of these questions, leading me to believe that the medical centre is actually the part of the proposal which is least likely to go ahead, despite it probably being the only part that may benefit current residents of the area.

EMAIL #13

I write to submit our household's objection to the proposed development by Southway.

Although the below would have been received in some form from others, we feel this represents a wholly accurate and reasonable account of our objections to this scheme. We would like to further emphasise the poorly planned and unsafe parking practices already evident in our area, which will soon be exacerbated by the high school filling forms over the next few years. To add another development - an overdevelopment due to its scale and density - would be unsustainable for the area.

We have recently moved to the area and already noted that non-residential parking has caused issues with large vehicles such as bin trucks. It is a cause for concern that fire and ambulance vehicles may be unable to access these narrow roads if this development goes ahead.

It will be heart-breaking, after becoming a first time home owner, if the quality of life in this area is reduced due to short sighted overdevelopment on this very small plot of land. At no point in the design have the current residents been considered, which is particularly disappointing for an well-regarded architect such as Buttress.

Additionally - we understand this land was purchased some time ago. We therefore do not accept nor believe Southway's commercial worries in any way, as the value has likely skyrocketed recently. Further transparency on this matter would be requested, as we do not think this holds any truth whatsoever.

Our other objections are:

The size of the proposed building

EMAIL FEEDBACK

- 1) Aesthetics - The size of the proposed building would be overwhelming in this neighbourhood. At eight storeys high, it would dwarf all other buildings in the area and would be completely at odds with the current aesthetic of the area.
- 2) Light - At present, the highest residential property in the area is four storeys. It will block light to houses and apartments nearby affecting residents' ability to maintain their current quality of life. It will also block most of the afternoon sunlight from the communal garden in the middle of the Boulevard which is used by many residents of the apartment blocks who otherwise do not have any outside space. Losing this would be detrimental to their quality of life something which considering our need for these areas during lockdowns should not be underestimated.
- 3) Minimum Density Requirements - The land upon which the proposed development will be located is really quite small for a development of this size and Southway proposals far exceed the minimum density requirement for the City Centre, let alone the minimum requirement for this area. When choosing where to have a home, you may choose to live in the City Centre and this comes with the benefit all the amenities available in the City Centre. The cost of living in the City Centre is of course reduced space and increased population density. On the other hand, you may choose to live somewhere like West Didsbury, it has fewer amenities compared to the City Centre, but on the plus side it has more space and the population density is lower. We, the residents of Didsbury Point, have chosen to live outside the City Centre for this exact reason. However, what Southway seem to be seeking to do is introduce City Centre density to West Didsbury. This will result in the area suffering from the over population and lack of space that comes with City Centre living, without any of the amenities. In essence, it would result in a lose/lose situation for all the residents of the area.

The proposed multi-story car park

- 1) Aesthetics - The proposed multi-storey car park would not be in keeping with the aesthetic of the area, there are no other multi-storey car parks in the vicinity and this would seriously detract from what is currently a pleasant residential area.

2) Antisocial Behaviour - By providing a multi storey car park, Southway will encourage the residents (children) to congregate in this area. They will be protected from the elements and typically largely hidden from view. In residents experience, this then leads to anti social behaviour developing.

3) Privacy - The proposed location of the multi storey car park is adjacent to the gardens of those living on Clearwater Drive. Having a multi-storey car park built at the bottom of the garden can only be described as a serious invasion of privacy and will have an equally serious impact upon the enjoyment of their (residents of Clearwater Drive) properties. Additionally, users of the car park (when on the upper car park level) will be at the same height as the bedrooms of the properties on Clearwater Drive. Residents in these houses will therefore have people staring straight into their bedrooms or looking down upon them in their gardens. It is not going to be a pleasant experience sitting in a garden when there are cars looming above you and people staring down at you. Similarly, it is not going to be relaxing at all when there are cars coming and going and car park users peering into your bedroom. During the consultation event we were advised there would be tree coverage between the car park and the gardens on Clearwater Drive. We would point out that this strip of land is very narrow and therefore any tree coverage is not going to be very dense at all, certainly not dense enough to make a material difference. In addition, trees of course (dependant on type) lose their leaves and therefore any limited coverage would also be seasonal.

4) Light and noise Pollution - Multi-storey car parks are, by the nature of their design, echo chambers. Any and all noise will be projected from the car park straight into the gardens and rear of the houses on Clearwater Drive. With people coming and going at all times of day and night, the proposed development would have a serious impact on the sleep and health of nearby residents. Car parks of course also require lighting. The lighting on the upper level of the proposed multi-storey car park will be above the height of the nearby houses (on Clearwater Drive) and therefore, will shine down upon the rear gardens, the rear of the houses, and the bedroom in these houses. As this car park will be in constant use (it will not be locked out of use at night), there will be constant light on these houses.

5) Safety - We were offered no re-assurance at the consultation event that there would be suitable protective measures in place to prevent a vehicle from crashing through the barrier of the car park and landing in the rear garden of an adjacent property.

Considerations of commercial motives behind the proposal

Profits - Whilst attending the consultation event, several representatives of Southway Housing Trust mentioned that the land in question was very expensive to purchase and that as a result the development needed to be significant to make it profitable

2) Poor business choices impacting residents -The choice to purchase the land and the price paid by Southway was entirely their call. Southway's initial plan was to use the land to build a new HQ for themselves. They then took up residence in a building further along the Princess Parkway and as a result now have this land which was never originally destined to be developed residentially. If that has turned out to be a poor business decision by Southway, then that is their issue to resolve as a business and should absolutely not be used as a threat or reason to overdevelop this land. The prospective residents of the new development and the current residents of the estate should not be punished for poor business decisions taken by Southway.

The 'Medical Centre'

1) Misleading residents - Throughout the consultation event we repeatedly heard reference to the 'medical centre'. This is completely misleading and Southway should be referring to this space as a commercial unit. The truth is, there is no guarantee that this space will contain a medical centre and even if there does turn out be a medical centre in the development, this could change at any point in the future. They should be honest with people and explain that it will be a commercial unit, that may have a medical centre in it, but this is not a guarantee and it may have another commercial entity in it.

2) Parking provisions - Should the Medical centre go ahead then there are plans for 25 car parking spaces as part of it however we were informed that these would be for staff only. No provision has been included for patient parking, regardless of local public transport options the majority of people attending a surgery will be mainly sick, frail, have babies or be pregnant and in none of these circumstances will they take public transport if they have access to a car.

3) Traffic - Regardless of the use, any commercial unit will lead to an increase in traffic movement and further parking stress for the neighbourhood. Rather than enhancing the area, when all factors are considered, a commercial unit would only serve to detract from the area.

Further exacerbating the significant parking and traffic problems

1) Safety - The streets are narrow and there are a large number of vehicles (from residents, local employers and Didsbury High School) that have no option other than to park on the streets. Fortunately, we have not had a situation requiring the attendance of a fire engine, but if we did, we fear the situation would be much worse due to lack of or delayed access. We have had one instance where an ambulance called to a young child with breathing difficulties could not get round to the house where it was needed leading to paramedics having to finish the journey on foot and their equipment not being to hand. Thankfully in this instance all was well but it could have been much worse.

This lack of parking leads to vehicles parking on pavements and this in turn means that local residents, including children on their way to school, must take to the roads in order to navigate their way around parked cars on the pavements. Residents who use wheelchairs or push young children in buggies should not have to resort to walking in the road just to make their way around.

EMAIL FEEDBACK

As one resident commented “even before news of your proposed development I have felt extremely concerned with the safety of walking around the development with my son. It is frequently impossible to walk hand in hand, side by side on the pavement owing to back-to-back double parking, regularly even on tight corners and double yellow lines. I have regularly been forced to make choices around letting go of my son's hand or walking in the road with him. Each decision coming with its own risks I don't feel one bit comfortable with taking at his young age, especially at school pick up and drop off times, or when significant traffic is coming through from the Parkway at commuting hours”

2) Accessibility for services - We already experience difficulties with large vehicles navigating the nearby streets, for example, the bin lorry has real issues with access. This is something we have been in consultation with Biffa already through our local councillors. We see Royal mail deliveries parking on double yellow lines and delivery staff in general constantly creating safety and accessibility issues as they are constantly forced to make decisions to park badly.

3) Air Quality - The extra number of cars and traffic will lead to a reduction in air quality on the estate. This is a huge health and safety impact on the local residents, our quality of life etc. In addition to the cars of new residents you have the associated extra vans of delivery vehicles for post, shopping, take-aways etc which come as part of a residential area

4) Didsbury High School not yet at capacity - The Didsbury High School which is adjacent to the proposed development currently has just 3 years of Students in it, and will over the next 4 years increase the number of students to more than twice what it is now as it reaches full capacity of 7 years of students. Currently at school start and finishing times the traffic and parking in the vicinity is ridiculous and chaotic, parents just stop cars in the middle of the roads, park on double yellow lines, block driveways, block dropped crossing points for pedestrians. It is dangerous for the students, residents on foot and other drivers trying to get through. If you imagine this situation will at least double over the next few years then you have a rough idea what we are dealing with. Lastly on the school, as soon as a 6th Form starts there which will be in 3 years time you also add into the mix numerous cars of 17/18 year olds who begin to drive to school, there is no space for them to park on the High school site so that leaves them adding to the on road parking issue.

5) Current proposal parking provisions - In short, the current situation is nothing short of horrendous. We understand that the proposals contain provision for 34 parking spaces for residents. This is woefully short of what is required and it would be irresponsible to not provide at least one parking space per unit. If this is not done, then it will just add further problems to an already very difficult and emotive problem. Those who can't find a parking space within the development will then overspill on to our already congested streets increasing the problems as listed above.

6) Southway's view on parking requirements - When queried (at the consultation event), Southway representatives explained that they have considered the public transport options available and therefore anticipate that car parking will not be required as residents of the proposed development will rely on the available public transport and not vehicles.

Whilst we appreciate that there are bus stops and tram stops relatively close by, we believe this is a naïve and very narrow view of the reality of the situation. The residents currently living in this area already have the choice to use the same public transport and many of us do regularly, however, we still need and choose to have cars as well. We do this despite being aware of the issues already outlined above with parking and traffic that exist. Whilst public transport is very useful for getting to certain other areas of the city and surrounding areas at certain times of the day it is not suitable for all destinations or circumstances. Not one of Southway's representatives were able to explain how they would ensure that the residents of the proposed development would be any different, in that respect, to the people that already live in the area.

What the Southway study does not take into account is the restrictive nature of public transport and it also does not take into account the fact that bus services across Manchester have already been significantly reduced with up to a further one third of the remaining services also facing permanent cancellation.

EMAIL FEEDBACK

Southway assumptions also seem to rely on residents travelling to and from the City Centre for the purposes of work and within normal office hours. The reality is people work all over the place and this is where public transport really falls short. In fact, Southway representatives mentioned several times that this development would be aimed towards key workers, in particular NHS staff. The modelling has not looked at how NHS staff will be able to travel to the various NHS sites across Manchester by public transport, not forgetting that NHS staff work shifts, so the public transport needs to operate 24hrs a day in order to be usable –which it does not.

The reality is that new residents will not be any different to the current residents in this area, they will own and use cars. By providing at least one parking space per unit, the proposed development would at least allow residents to purchase an electric car. If residents are required to park on the street, as well as adding to the parking and congestion problems, they will not be able to own and charge an electric car, thus forcing them to have the ‘worst type’ of vehicle with a combustion engine. We have amassed a huge amount of photo and video evidence we can share with you to evidence all of the above comments on parking issues. Manchester City Council Policy Making and Planning Applications Precedents

1) Precedents - We know that Manchester City Council has previously denied planning applications relating to garage conversions on Didsbury Point on the basis that the loss of a parking space for each property (even when moving from 2 spaces to 1 space) would exacerbate the already evident on street parking problem. You need only look at the repeated declined planning applications and comments of the planning officer's observations relating to proposed loss of car parking space to see evidence of this for yourself. We have copies of this data if you wish us to share it with you.

2) Current Policies - Looking at this planned development we would seek an explanation as to how this proposal could possibly go ahead? We request clarification on if the Council has since changed its policies and its mandates around minimum parking allocation per household and how decisions made around safety previously should surely be taken into consideration now too, especially as the school is not yet at full capacity

1) Misleading information – The development makes provision for bike storage and whilst Southway website states that 100% provision will be provided, this is not true. In reality, they propose 1 bicycle space per apartment. This would mean that where you have a family of four living in one of the apartments, that family would get to choose one member to have a bike they could store securely and not in the apartment. This is woefully short of what is required if Southway are hoping to encourage people to use alternative means of transport. Taking a long term view, children in this building are not going to grow up to be cyclists if they do not have the opportunity to own, and learn to ride a bike as a child.

Water pressure and drainage

1) The additional number of properties proposed will increase the burden on both water pressure and drainage in the area. Local residents have already noticed a reduction in the water pressure since the High school opened and the poor drainage on the junction of The Boulevard and Princess Parkway means that after any significant rainfall there is a giant puddle which doesn't drain away and causes problems for cars trying to enter or leave the estate that way. There seems to be minimal allowances made for this in the current plans.

Summary

Any development should seek to enhance the area in which it is located. As it stands, the proposals Southway have put forward would only totally detract from this area from an aesthetic, logistical and health and safety point of view. It would cause more problems and exacerbate existing ones while not really helping solve the problem of homelessness in Manchester as the costs of the units would still be out of reach of these individuals

EMAIL #14

I feel I initially need to point out that I wholeheartedly agree with affordable housing and local people being given the opportunity to affordably but a property if they wish to. However such properties must also provide a comfortable environmental and living situation for themselves and their neighbours. I feel the current plans you have proposed at too big for the size of the site.

The lack of parking (less than one space per apartment) is fundamentally not adequate. The apartment block I live in has a space for each apartment and we still have additional vehicles parked on the road as there are a number of two car households. Every space in the car park is taken. Whilst I appreciate people may have reduced to a one car household during the past two years the idea that at least half of the apartments will not have a car is not realistic given the evidence I have provided for a similar car park on Didsbury Point. I appreciate that we are all trying to reduce our carbon emissions, for example I use public transport whenever I can, but the reality is that people still have cars whether they be fuel or electric. I work in a field-based role with my office being 140 miles away and not on a direct train route from Manchester, so I have to drive. To just dismiss the issue is going to create a huge problem on an already congested estate if it goes ahead as planned.

The additional traffic caused by visitors to the medical centre will also significantly impact on what is already a very congested thoroughfare and again add to the parking issue as most of the allocated parking spaces are for staff. This is exacerbated at school drop off and pick up when The Boulevard roundabout can frequently become gridlocked. The school is currently operating 3-year groups with the remaining 4-year groups still to come onto the site which will only increase traffic and congestion to Didsbury point.

EMAIL FEEDBACK

The proposed 8 story height of the building is also deeply concerning and not in line with any other development on the block. It will be twice the height of the neighbouring residential blocks which are 4 story. This will block out light not only to numerous apartments but also the only green space in the local Didsbury Point site, the garden between the roundabouts. It is simply not acceptable to be so out of place at that height on Didsbury Point and should be reduced to the typical 4 story level of the three neighbouring apartment buildings. Why was it thought that an 8 story residential block was acceptable?

Residents of Clearwater Drive will have significant privacy issues given the scope of the current plans as well as increased noise in extreme proximity to their homes, not to mention the issues that the increased parking due to lack of adequate provision in the proposed development.

As previously stated, I am fully supportive of affordable homes for local residents. I am quite literally 'born and bred' on Didsbury Point having been born at Withington Hospital, worked at the hospital after graduation and being in fortunate the position to buy a property here. I love the community aspect of the area and being so close to the local river, and transport networks. However the past few years have seen such traffic congestion and parking issues that this impacts on my quality of life living here and provides daily stress. The proposed scale of the development is simply too big and should be significantly reduced to ensure that the quality of life of the new residents is not negatively impacted, and the quality of life of the current residents is not significantly impacted further.

EMAIL #15

I am writing to you concerning the proposed development by Southway at The Avenue in Didsbury Point.

Having had the chance to speak to some of the Southway staff at the consultation event I am sorry to say that my concerns have been only exacerbated. They did nothing at this event other than imply that this was merely a PR/Box Ticking/Lip service requirement as they openly admitted that the development of this site only works for Southway as currently proposed (in terms of the financial requirements) and therefore there is effectively no room for any amendments to the plan. In fact one gentlemen went so far as to say that if it didn't proceed in its current guise that the only option would be to sell it and with a "private" developer who knows what we would end up with.

This location is already one of the mostly densely populated areas of Greater Manchester. Parking in this area (and the whole of the Didsbury area) is challenging at the best of times and at this point it seems like Southway are attempting to squeeze the most potential properties onto the site with the tag line of being "eco" friendly to explain the lack of infrastructure relating to parking included in the plan for the location.

This site is not suitable for a development of this size where the parking provision is said to be less than .5 of a parking space per unit. This particular area of the Didsbury Point estate has a significant number of issues which the residents are already dealing with (Traffic Volumes, Parking issues (to the point where emergency vehicles aren't able to access parts of the estate and refuse collections cannot be made) & drainage/flooding issues to name a few) and this development will further exacerbate these issues. Rather disappointingly it was made clear from conversations with the staff at the consultation, that none of these things have been considered at all whilst this plan was being pulled together (over the last 8 months we were informed), or in fact will be considered further, prior to the submission of a planning application.

EMAIL FEEDBACK

My concerns are as follows

Traffic – This area is very congested in the morning/Afternoon due to the location of the school and the traffic this causes. Access into/out of the estate at these times is difficult (often at a standstill) and will get worse over time as there are currently only 3 of the full 7 years in attendance at Didsbury High School. This situation will continue to get worse and add 6th formers driving to school to the mix and the location becomes completely unsuitable.

Parking at the Development - Parking for the development itself is completely inadequate. 34 parking spaces for 76 apartments is a parking space per 2 units meaning that you will be forcing the residents of/visitors to, this block into the rest of the estate for parking, thereby making an already challenging parking situation even worse. I think Southway (and in fact the labour party in the leaflets they sent out in support of this development) describing the parking provision this as “generous” is at best short sighted and at worst very deliberately misleading. Additionally I feel that the announcement that the site contains 59 parking spaces also seems to be designed to mislead, there is no mention that 25 of these are designated for use of the medical centre and are in fact designed for staff rather than patient use (as was confirmed by the consultants on the 28th Feb). This leaves just 34 spaces for 76 units. I would argue that this is far from a generous parking provision.

Parking in the estate – Residents already struggle to park in the vicinity of their properties during the day and into the mid evening due to parking for the offices (most of which do not have any parking or the provision is inadequate). There is also the issue of people parking on the estate and walking to get the tram/bus and also people parking on the estate and getting taxis to the airport (which actually happens frequently). As the school grows and the 6th form is added the fact that we will have 6th formers driving to school together with the patients from the medical centre (who has been confirmed by the consultation staff will not be parking on site) and the issue of parking becomes even worse. In the estate we already have issues where emergency vehicles are unable to get around the roads in an emergency

situation (a fire engine would struggle on most of Georgia avenue due to the parking situation) and Biffa struggle frequently to get bin lorries around the road of the estate (often having to give up and turn back leaving bins uncollected).

Intrusion of light and noise to the properties backing onto the development –

The car park of this property is going to be at a height where it will provide noise and light pollution to the properties backing onto it on Clearwater drive. The level of the car park will be level with bedrooms to the rear of these properties and overlook their back gardens.

Drainage – There is a huge drainage issue at the junction of the boulevard and the Princess Parkway. With any small amount of rain this area floods and can at times be almost impassable. Efforts by united utilities to resolves this have thus far failed. Adding a medical centre and 76 additional homes to this area is going to make this problem worse.

Water Pressure – Since the school was built water pressure in the homes on the estate has been reduced. Adding more properties to this will make this issue worse. Again this is something that united utilised have been unable to rectify and maintain that it is down to the volume of properties on the estate.

Traffic (Cut Through) – This location is already used as a “rat run” from the princess parkway to burton road/Didsbury and the traffic at peak times through the boulevard onto cavendish road is excessive and often queuing. Add the additional traffic to the medical centre/homes to this equation and it is likely that we will end up with standstill traffic throughout the estate.

Air Quality – There is the additional impact on the air quality in this location caused by the increased traffic (and the building work) and the removal of trees. Whilst it is idealistic to think that people will gravitate towards these “greener” properties without cars that is not a realistic assumption at this point in time.

EMAIL FEEDBACK

Public transport – Whilst the public transport in this area is currently adequate there are no plans for any additional improvements to support the extra 240 people (these are Southway's numbers) that could occupy these apartments.

Aesthetic (Height of the building) – I have concerns that the height of the building is completely out of keeping with the rest of the area. 8 storeys when there is nothing else in the immediate vicinity above 4 will look out of place. Add to that that a development of this size will have significant impact on the light around the boulevard and specifically the garden in the centre of it (from which all light will be blocked by this development).

Loss of short term parking spaces and refuge lorry bay –

The proposal to put the waiting bay for refuse collection on the boulevard is something else that will contribute to increased traffic volumes (people waiting behind them as they roll out bins, this happens currently at various points about the estate where there are apartment blocks. I also think the proposal to remove the 4 short stay parking spaces to allow for this is ridiculous and will have an impact on the businesses on the boulevard (Deli & Gym).

Population Density in this area – This is one of the most densely populated locations in greater Manchester. That fact alone leads to some of the excessive issues that we have in this area. Deliberately choosing to knowingly add to these challenges which are having a huge negative impact on the local residents is wrong.

From the conversations with the project team at the consultation it was made clear that Southway would be unwilling to scale down this project or increase the parking provision (which in itself would not address the majority of concerns raised by the residents). Therefore it feels like the purpose of opening up a public consultation on the matter was merely a PR/Tick box exercise to say it had been done. I was given nothing at the time that gave me any confidence that there was any chance that we the residents would be listened to.

EMAIL FEEDBACK

They also confirmed that this project has been in planning stages for 3 years with the current proposal having been worked on over the last 8 months). It would have perhaps been useful to engage with the residents at some point earlier in the process as it was clear from the conversations that given Southway are ready to submit to the planning committee it was effectively too late for any concerns that the local residents might have to be heard or influence the design/plan/parking situation associated with this proposed development.

I do however hope that the comments made by Southway staff at the consultation are incorrect and that there is some willingness from the association to engage with the local residents to ensure that some of our very real concerns for the impact of this development on the area can be addressed in some way. I (and I am sure the other Didsbury point residents) look forward to engaging with Southway should they be willing to do so.

EMAIL #16

I am a resident at Montmano Drive and a Director of South at Didsbury One management company so I am very aware of some of the day-to-day issues around the development. Having considering your proposal I would like to give you the following feedback -

I would not be able to support the development.

The traffic and parking situation is currently dangerous in the area. We are one of the most populated parts of Didsbury and bring a new development to the area will only worsen these problems. Currently we have a dangerous situation every school day at 8am and 3pm. This is currently with the school only 1/3 full... Bring more residents to the area will only make things worse and I have no doubt will cause accidents.

The building is far too high for the area and would look out of place.

I support affordable housing but the costs you are considering are only slightly less expensive than the local area, an area which is already very expensive. This does NOT make it affordable, just cheaper...

The marketing material has been very misleading which makes me distrust your other claims "generous parking" which couldn't be any further from the truth. The fact that there are no guarantees that a medical centre will be built, makes the marketing material look more attractive but in fact this space could be used for anything.

Whilst you encourage the use of public transport your plan also says "There are no plans for significant improvement to public transport linked to this development". How will this encourage people not to take up car ownership?

EMAIL FEEDBACK

It will also have a huge impact on light and garden area for the existing properties in the middle of the Boulevard.

We are a gated development of over 90 units, with x1 parking space for every property with some having x2 spaces and 9 visitor bays and parking is still an issue for us. Please do be mistaken, having less spaces will make this even worse.

I hope you take my comments on-board.

EMAIL #17

I am a resident of Georgia Avenue in Didsbury Point and mother of a 3-year-old boy who lives with me. Even before news of your proposed development I have felt extremely concerned with the safety of walking around the development with my son. It is frequently impossible to walk hand in hand, side by side on the pavement owing to back-to-back double parking, regularly even on tight corners and double yellow lines. I have regularly been forced to make choices around letting go of my son's hand or walking in the road with him. Each decision coming with its own risks I don't feel one bit comfortable with taking at his young age, especially at school pick up and drop off times, or when significant traffic is coming through from the Parkway at commuting hours. I am sure having held your consultation at the school you will now be aware that it's not even yet at full capacity so the extent of the problem in that regard hasn't even been felt yet.

I know that Manchester City Council has previously denied planning applications relating to garage conversions in the development on the basis that the loss of a parking space for each property (even when moving from 2 spaces to 1 space) would exacerbate the already evident on street parking problem. You need only look at the repeated declined planning applications and comments of the planning officer's observations relating to proposed loss of car parking space to see evidence of this for yourself. I have copies of this data if you wish me to share it with you.

I myself have spoken previously to the Planning Department about parking spaces per household and their policy was made clear to me. Your proposed development is in direct conflict with the policy communicated to me.

I wish to make it clear that I will be raising the concerns around your existing proposal to the Planning Department and will be seeking an explanation on how such a proposal could possibly go ahead, or indeed clarification on if the Council has since changed its opinion and its mandates and policies around minimum parking allocation per household.

EMAIL FEEDBACK

I understand both the need for affordable housing and reducing carbon emissions, however as I explained to your staff, Civic Engineers, and Councillor Debbie Hilal at Monday night's consultation these directives should not take precedent over existing residents' safety.

I am aware that Nicky Patterson (nee Stalker) has contacted you outlining additional concerns we have with your current proposal in detail, therefore I will not repeat them here, however I wish to make clear I stand by each and every one of them.

I sincerely hope you will listen to our feedback and review your proposed development before planning submission.

Finally I would like to request you extend your consultation period as I do believe that 48 hours is fair and adequate time for people to respond as they may wish.

If you could please acknowledge the receipt of this email and provide your feedback on our concerns I would be grateful.

In the meantime I will be speaking to the Council Planning Department directly.

EMAIL #18

I am a resident of Didsbury Point, and write to you to inform that on the basis of current plans, I would submit an objection to any planning application submitted. This would be on the basis of:

- The development being too large for the site, and not in keeping with the surrounding area (Several stories higher than anything built previously on Didsbury Point, or indeed within the wider Didsbury area)
- Lack of on-site parking for a development of this scale. This would make even worse the parking availability on the wider estate, where recent double-yellow line installation has led to cars parking on blind corners (Corner of Georgia Avenue adjacent to Number 2).
- Lack of additional public transport infrastructure on already crowded routes
- Increasing traffic on an already under-capacity junction (Northbound right turn from Princess Parkway onto The Boulevard where there are regularly queues into the hatched area, beyond the turning lane)
- Increasing traffic on a road with insufficient capacity to carry any additional traffic (The Boulevard from Cavendish Road to Georgia Avenue, where there is parking on both sides outside of business hours)
- Lack of sufficient cycle parking facilities to encourage active travel. No provision of 'Bee-Bikes'. 76 cycles is not 100% provision for 76 housing units where there will be multiple occupancy.
- No current sight of working hours on site, nor construction traffic management plans, nor noise mitigation measures, nor environmental plan. This is particularly pertinent as I assume a development of this scale will have substantial piled foundations.

EMAIL FEEDBACK

- No current sight of impact on local access egress during construction. I assume closure of the boulevard for some periods, or removal of the parking spaces, will be necessitated given proximity to the boundary of construction.
- No consideration within the plans or statements surrounding them that any traffic modelling done at this stage is unlikely to consider the impact of Didsbury High School being less than half full, with growth over the next 4 years.
- Lack of any public parking for the proposed medical centre, nor any drop off area.
- Potential for medical centre/Ambulance space to be 24hr in a location which currently only houses '9-5' businesses and residential space.

This scheme is clearly not in keeping with the local area, and is not fit to be submitted for Planning Permission without significant alteration. I was unable to attend the consultation event due to work commitments, however I would be happy to discuss at any future event.

EMAIL #19

I am writing to object in the strongest possible terms to the proposed development at The Boulevard in Didsbury Point.

Your proposal is a gross overdevelopment of a tiny site in an already highly populous area with few local amenities and next to a growing school. I strongly oppose this development on the following grounds:

- lack of parking for flats, less than half a space per flat
- congested traffic already, issues around high school drop off and pick up times (and the school only currently has 3 years of a planned 7 year intake, so current issues will more than double)
- building too high for area - no other residential building above 4 stories - the proposed development is not in-keeping with existing residential buildings
- lack of patient parking if medical centre goes ahead. The spaces provided are for staff only so patients parking on-street will apply additional pressure to surrounding access
- privacy/ noise issues for carpark along back of CLEARWATER drive properties
- the school will have 6th form (year 11-12) cars in future years. They will start in 3 years time, adding further pressure to surrounding parking.
- it's not affordable housing it's just slightly less expensive than Didsbury prices
- not enough cycle parking. Only one space per flat
- additional burden on drainage and surface water collection is already an unresolvable problem at the traffic lights on the Boulevard

EMAIL FEEDBACK

- reduction in water pressure for surrounding properties?
- impact on air quality (more cars)
- impact on nature (removal of grass etc which will also happen if Didsbury High School get the go ahead for their synthetic pitch)
- misleading promotional material, e.g. use of the term "generous parking"
- according to planning dept, "There are no plans for significant improvement to public transport linked to this development" despite the fact you state you want to "encourage people to use sustainable transport options"
- loss of light (almost all afternoon sun will be blocked) to the garden area in the middle of The Boulevard
- increase in traffic if a new medical centre is built
- the fact that there are no guarantees that a medical centre will be built - the process could take years - and you don't seem to have allocated enough space
- A development of this size will increase the number of delivery drivers, drop offs, takeaway drivers etc on the already overcrowded roads.

In short, the proposed development is entirely unsuited to the location and character of the surrounding residential area and will place intolerable stress on parking, forcing illegal parking and hampering emergency vehicular access.

I urge you to reconsider and halve the number of affordable flats.

EMAIL #20

WDRA are a long established local residents' association with over 600 members. Our primary objective is to represent and safeguard the interests of all who live and work in West Didsbury. West Didsbury lies mainly but not entirely within the Didsbury West ward. Smaller parts also fall within Old Moat and Chorlton Park wards. Our comments address Southway's public consultation at the pre planning application stage and are intended to hopefully modify aspects of the development proposal prior to submission of a formal planning application. The proposal received a detailed consideration at the February 2022 monthly WDRA meeting (via zoom) and we summarise views below. While the principle of affordable housing developed by a not-for-profit housing trust was welcome by WDRA, it was pointed out that the proposal was limited to would be purchasers and those seeking shared ownership. There is no intended provision of affordable rented properties – a form of tenure in great local demand. We have now been provided with a map showing extent of the consultation area. This is probably reasonable provided it is kept in mind that details of the proposal have potential to impact users of adjacent roads and footpaths, many of whom reside out with the consultation area. WDRA were pleased to hear that initiatives to encourage active travel were being presently considered by the project team. The circulated (9.0) Accommodation Schedule makes clear that there would be 76 apartments and a ground floor Health Centre. Notwithstanding necessary confidentiality regarding health centre arrangements, no assessment is possible of the full impact of the development unless all health centre activity is included. It was strongly felt by WDRA members that the proposed development would constitute overdevelopment given the limited size of site. The writer lives close by and knows that local feeling beyond WDRA membership is strongly against the extent if not the principle of the project. Many concerns were expressed as to the potential impact of such a large development on local infrastructure and especially on road congestion. Those of us who have been local residents for a number of years have witnessed the growth of traffic volume seeking to access Princess Rd from Burton Rd. This includes parents who take or collect children to/from Cavendish Rd School, and commuters who are resident in the Lapwing Lane/Burton Rd locality.

Every working day patients of the existing ophthalmology hospital at Didsbury Point, plus parents of young persons at Didsbury High School regularly seek on road places to stop or park. Their numbers are augmented by unofficial “out with” leaving cars all day, as part of a metro commute into Manchester and back. A recent increase in double line parking restrictions has ameliorated rather than solved existing issues. In any circumstances 34 parking spaces would be grossly inadequate to meet the needs of over 250 people living in 76 flats. In this particular context it comes as no surprise that many local residents are vociferous in their opposition. The inadequate provision of parking is likely to prove a disincentive to sales of the proposed apartments. We also need to consider how an additional 250 residents would impact on the local area, bearing in mind that Didsbury High School is several years away from a full roll. Where would they shop? How many grocery deliveries and meal deliveries may be reasonably expected to regularly service 76 apartments and their occupants? How many visitors might be reasonably expected for 76 flats and what proportion might come by motor vehicle? Similarly how many deliverers, trades persons, decorators? For any intended health centre key questions might be - what would be the hours of operation? - how many medical staff would be on site (these would probably require reserved parking to facilitate home visits)? - would there be a public pharmacy on site? While many patients may use public transport or walk, there will always be a proportion who need to use a car. We are not clear where they are expected to park. For both residents and health centre, visitors arriving by car the first problem would be finding an available parking space. This would seem to presently entail driving into the parking area to search for a vacant space and, if unsuccessful, leaving the premises to search elsewhere for an alternative parking space with attendant additional pressure on road use, and contribution to incremental road congestion.

For both health centre users and residents, consideration should be given to the most effective means of informing drivers as to the real-time availability of parking spaces, and location of other parking in the area. WDRA have significant doubts as to the appropriateness of a ground floor dominated by a health centre in this already crowded location. Were this element to be proceeded with, the extent of sublet floor area and dedicated parking provision would both benefit from reappraisal with a view to significant reductions.

EMAIL FEEDBACK

Present proposals mean future apartment occupants would have little availability of indoor or outdoor amenity and recreational space. Where would occupants and their young children meet, socialise and play? We contend that the lack of reasonable provision of such space would render apartments less attractive to intending purchasers. Inclusion of more recreational social amenity space should merit higher priority than any possible health centre. It is further the view of WDRA that the number of apartments and proposed accommodation is far too large and should be reduced to something of the order of 30 apartments with no more than approximately 100 occupants in total. Also of concern is that proposed arrangements for emptying of recycling bins seems to have potential for obstruction of the Boulevard, relying upon recycling vehicles waiting on the Boulevard until bins are produced. WDRA would advocate a full critical review of present proposals with consideration given to collection from the Avenue rather than the Boulevard. We would also suggest increasing availability of Blue Badge disabled parking spaces by designating 2 of the existing 4 spaces on the Avenue as exclusively disabled parking spaces (in addition to the 4 existing disabled parking spaces). WDRA hope that the above points are seen as constructive. Provided suggested points are engaged with we wish the project well. However were proposals to be submitted for planning approval in their present form, it is most probable that WDRA would raise a formal objection with Planning Officers.

APPENDIX 3
FEEDBACK COMMENTS RECEIVED
BY EMAIL
(POST CONSULTATION END DATE)

EMAIL FEEDBACK (POST CONSULTATION END DATE)

EMAIL #1

I write regarding your proposed development of land at Didsbury Point. I live on the estate (The Boulevard) and didn't attend your consultation event held on 28 February at Didsbury High School and I would thank you for taking the time to talk to my daughter (Clearwater Drive) I live on the Boulevard so my queries are similar but extended below. I did attend the informal meeting a few days early where there were two Liberal and two Labour councillors .at The Boulevard Deli. The unrest aimed at Southway was palpable at the meeting and the lack of information annoyed all residents. The short consultation did not help. any attempt by Southway needs to be a full consultation with all existing concerns having to be addressed, not just a few days to fob off the existing residents. Having considered your plans and the information presented, I would like you to note, I am firmly against your proposal. The main issue I have is that you are proposing to over develop this land, trying to fit as many people on it as possible, and this is simply not to the benefit of prospective tenants (of the new development) nor the local community. The proposed over development of this land leads into a number of other more specific issues, in particular:

- The size of the proposed building would be overwhelming in this neighbourhood. At eight storeys high, it would dwarf all other buildings in the area and would be completely at odds with the current aesthetic of the area. The socio-economic balance in the Didsbury estate seems to work well and is very balanced, adding 76 flats ;it's that balance and perhaps , a better designed plan including town houses with a medical /doctors surgery would keep this estate keep an even keel. At present, the highest residential property in the area is four storeys, therefore reducing the height of your proposed development to four storeys or less would ensure that it is in keeping with the environment in which it will be located.
- The land upon which your proposed development will be located is really quite small for a development of this size and your proposals far exceed the minimum density requirement for the City Centre, let alone the minimum requirement for this area.

When choosing where to have a home, you may choose to live in the City Centre, and this comes with the benefit all the amenities available in the City Centre. The cost of living in the City Centre is of course reduced space and increased population density. On the other

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hand, you may choose to live somewhere like West Didsbury, it has fewer amenities compared to the City Centre, but on the plus side it has more space, and the population density is lower. I have chosen to live outside the City Centre for this exact reason. However, what you are seeking to do is introduce City Centre density to West Didsbury. This will result in the area suffering from the over population and lack of space that comes with City Centre living, without any of the amenities. In essence, it would result in a lose/lose situation for all the residents of the area. • Whilst attending your consultation event, several representatives of Southway Housing Trust mentioned that the land in question was very expensive to purchase and that as a result the development needed to be significant in order to make it profitable. • • Drainage plan • Has a drainage plan been done to date with the existing flats plan as the guide. • As Southway Housing will be aware, a decent amount of rain and The Boulevard junction with The Parkway floods quite seriously. Not with standing the failure of the council to be negligent with regard to cleaning gutters and pavements and their general lack of maintenance of drains there is a serious amount of work to be done to resolve this issue with having another 80 water consuming units added into drainage. • Council responsibilities for drain and gutter cleaning and maintenance ? what arrangements have been included in the project costs ? • Have the recent flooding in Didsbury altered the drainage plans ? • There is a serious problem on Didsbury Point with workers in the large office building don't use their below ground parking due to variations in some offices charging workers for parking . Perhaps the building site could be used to ease everyone's benefit ,this may help parking in the estate and the pavement parking issue. My own grandson is disabled and can't use his wheelchair to get down the pavement outside his house , he has to use the road , why is this necessary in our modern world , that we put young disabled children in harms way (possibly resulting in their death) Which ,planner , architect, or council would be responsible.

Hooliganism from nearby estate • Didsbury Point has a significant hooligan problem and experiences speeders on pushbikes coming onto Clearwater to assess their nightly targets , giving them extra 'hiding' spaces in the development needs better architectural drawing (using residents input) to improve this situation for all • Southway Housing Association Social responsibility. • Southway obviously have a costing

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issue by buying and having this land undeveloped for a long ;me , but their funding is presumably assisted by government support. So this should surely should extend social responsibility to existing area residents around their development and this lead them not to encroach on existing residences, add to parking and hooligan issues, as well as flood and sanitation issues • Central London Pavement parking • <https://www.londoncouncils.gov.uk/services/parking-services/parking-and-traffic/parkingadvice-members-public/footway-parking> • I urge all concerned to review the details used by London councils ,see above website, which I believe would assist Southway to review their development and seriously look at it again and involve 1) Didsbury High's future parking requirements 2) Added parking for Didsbury Point residents who are suffering because of poor planning by Countrywide Builders and councils during construction of The Point 3) More and before longer consultation with residents and listen to their requirements and improvements to their environment , maybe a small equipped park .!! To be frank, the choice to purchase the land and the price you negotiated was entirely your call. If that has turned out to be a poor business decision, that is your problem and it should not be used as a threat or reason to over develop this land. Perhaps the employees making this poor and old decision should help create a more socially acceptable facility.

The prospective residents of the new development and the current residents of the estate should not be punished for poor business decisions taken by yourselves.

Throughout the consultation event It was repeatedly heard reference to the 'medical centre'. This is completely misleading and you should be referring to this space as a commercial unit. The truth is, there is no guarantee that this space will contain a medical centre considering NHS budgets and even if there does turn out be a medical centre in the development, this could change at any point in the future..... You should be honest with people and explain that it will be a commercial unit, that may have a medical centre in it, but this is not a guarantee and it may have another commercial entity in it. A Medical Centre with say 6 doctors and 3 nurses with 5 appointments per hour for 6-7 hours a day (estimated) would require up to an extra 50 or so parking spaces !As I have 5 grandchildren living on Didsbury Point and would love to see a local Doctors or Medical Centre , this is only if parking can be provided in the site. In this vain I am sure extra parking and

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drive through areas will be needed within next 4 years for Didsbury High as they get to full occupancy. Perhaps Southway could add to their social awareness and social policy to think outside of their poorly procured site . They obviously bought at the bottom of the market and now increased cost of building over recent years has caught them out . They need to recoup these costs elsewhere. Regardless of the use, any commercial unit will lead to an increase in traffic movement and further parking stress for the neighbourhood. Rather than enhancing the area, when all factors are considered, a commercial unit would only serve to detract from the area.

There is currently a real issue with parking and traffic in the immediate area. The streets are narrow and there are a large number of vehicles (from residents, local employees and Didsbury High School) that have no opinion other than to park on the streets. We already experience difficulties with large vehicles navigating the nearby streets, for example, the bin lorry has real issues with access.

Please see the video of the bin lorry trapped. Fortunately, we have not had a situation requiring the attendance of a fire engine, but if we did I fear the situation would be much worse due to lack of or delayed access. I personally had to watch my own house burn down while fire crew attempted to save my house .This experience is haunting and took 5 years for my wife and I to retrieve our sanity. I hope no one in Didsbury Point has to go through this because of poor access of fire engines , because poorly designed roads and poor access approved by councils are the cause.

This also leads to vehicles parking on pavements and this in turn means that local residents, including children on their way to school, must take to the roads in order to navigate their way around parked cars on the pavements. (See London Pavement Parking) In short, the current situation is nothing short of horrendous. I understand that your proposals contain provision for 35 parking spaces for residents. This is woefully short of what is required and it would be irresponsible to not provide at least one parking space per unit. If this is not done, then it will just add further problems to an already very difficult and remove problem. Politically you could turn all the residents into citizens purely concerned with acting against `Southway and any councillors supporting Southway. It is clear no one in Didsbury want this plan as is. • • When queried (at the consultation event), your representatives explained that you have considered the public transport

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options available and therefore anticipate that car parking will not be required as residents of your proposed development will rely on the available public transport and not vehicles. Whilst I appreciate that there are bus stops and tram stops relatively close by, I believe this is a naïve and very narrow view of the reality of the situation. The residents that already live in this area already have the choice to use the same public transport if they choose and I have already outlined above the issues with parking and traffic that exist, and yet the current residents still choose to have and use cars.

Not one of your representatives were able to explain how you would ensure that the residents of your proposed development would be any different, in that respect, to the people that already live in the area. What your study does not take into account is the restrictive nature of public transport and it also does not take into account the fact that bus services across Manchester have already been significantly reduced with up to a further one third of the remaining services also facing permanent cancellation. Your assumptions also seem to rely on residents travelling to and from the City Centre for the purposes of work and within normal office hours. The reality is, people work all over the place and this is when public transport really falls short. In fact, your representatives mentioned several times that this development would be aimed towards key workers, in particular NHS staff. Your modelling has not looked at how NHS staff will be able to travel to the various NHS sites across Manchester by public transport, not forgetting that NHS staff work shifts, so the public transport needs to operate 24hrs a day in order to be usable – which it does not. The reality is, the new residents will not be any different to the current residents in this area – they will own and use cars. By providing at least one parking space per unit, your proposed development will at least allow residents to purchase an electric car. If residents are required to park on the street, as well as adding to the parking and congestion problems, they will not be able to own and charge an electric car, thus forcing them to have the ‘worst type’ of vehicle with a combustion engine. Your development makes provision for bike storage and whilst your website states that 100% provision will be provided, this is not true. In reality, you propose 1 bicycle space per apartment. This would mean that where you have a family of four living in one of your apartments, that family would get to choose one member to have a bike. This is woefully short of what is required if you are hoping to encourage people to use alternative means of transport. Taking a long term view, children in this building are

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not going to grow up to be cyclists if they do not have the opportunity to own, and learn to ride a bike as a child.

The proposed multi-storey car park would not be in keeping with the aesthetic of the area, there are no other multi-storey car parks in the vicinity and this would seriously detract from what is a pleasant residential area. By providing a multi storey car park, you will encourage the residents (children) to congregate in this area. They will be protected from the elements and typically largely hidden from view. In my experience, this then leads to anti social behaviour developing. Surely your City planners would agree with this point from experience. The proposed location of the multi storey car park is adjacent to the gardens of those living on Clearwater Drive. Having a multi-storey car park built at the bottom of the garden can only be described as a serious invasion of privacy and will have an equally serious impact upon the enjoyment of their (residents of Clearwater Drive) properties. The plans suggest a ginnal running adjacent to the flats on corner of Clearwater Drive and the first 3 houses of Clearwater Drive on the right hand side . This surely isn't a serious planning condition as seen with ginnals in the rest of Manchester they attract all sorts of sanitation and poor behaviour.

Users of the car park (when on the upper car park level) will be at the same height as the bedrooms of the properties on Clearwater Drive. Residents in these houses will therefore have people staring straight into their bedrooms or looking down upon them in their gardens. It is not going to be a pleasant experience sitting in a garden when there are cars looming above you and people staring down at you. Similarly, it is not going to be relaxing at all when there are cars coming and going and car park users peering into your bedroom.

During the consultation event I was advised there would be tree coverage between the car park and the gardens on Clearwater Drive. I would point out that this strip of land is very narrow and therefore any tree coverage is not going to be very dense at all, certainly not dense enough to make a material difference. In addition, trees of course (dependant on type) lose their leaves and therefore any limited coverage would also be seasonal.

In addition to the invasion of privacy from car park users, there will also be issues with light and noise pollution. Mul; -storey car parks are,

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by the nature of their design, echo chambers. Any and all noise will be projected from the car park straight into the gardens and rear of the houses on Clearwater Drive. With people coming and going at all times of day and night, your proposed development would have a serious impact on the sleep and health of nearby residents.

Car parks of course also require lighting. The lighting on the upper level of the proposed multi-storey car park will be above the height of the nearby houses (on Clearwater Drive) and therefore will shine down upon the rear gardens, the rear of the houses, and the bedroom in these houses. As this car park will be in constant use (it will not be locked out of use at night), there will be constant light on these houses.

A final point with regard to the multi-storey car park, I was offered no re-assurance at the consultation event that there would be suitable protective measures in place to prevent a vehicle from crashing through the barrier of the car park and landing in the rear garden of an adjacent property.

Any development should seek to enhance the area in which it is located. As it stands, the proposals you have put forward would only detract from this area both from an aesthetic and logistical point of view.

I would support a smaller development on this site, provided that it adhered to the following:

- Smaller development in keeping with the current buildings. No higher than four storeys with approximately half the number of units proposed.
- Remove the provision for a commercial unit. This would free up valuable space for additional housing accommodation and additional bicycle storage. Southway Housing Trust are, as your name suggests and your website states, in the business of providing houses- not commercial properties. In order to comply with your own remit, I believe it would be better to concentrate on providing the best residential experience possible (for both prospective new tenants and present occupiers of neighbouring properties) before embarking upon commercial property development.
- By reducing the number of units in the proposed development and removing the commercial property use (the commercial unit has 25 parking spaces of the total 59 allocated to it) it would be possible to allocate one parking space per unit.

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This would enable every parking space to have a charge point and it would also not lead to a worsening of the current on street parking issues. • With fewer parking spaces required, there would be no need to have a multi; -storey car park. This would avoid the associated issues outlined above, but in short being anti-social behaviour, noise pollution, light pollution, serious invasion of privacy, serious impact upon enjoyment and health of neighbouring home owners. A single storey/ground floor car park would be suitable for this type of development and in keeping with the area. It must be the case that every car park slot will have a charging point. With no commercial unit, as well as reducing the parking requirement, it would free up space and allow additional secure cycle storage. This would be a more valuable amenity for the residents of the proposed new development and it would help encourage the use of alternative means of transport over the longer term. Has an ecological survey been done as part of the development plan? must be part of consultation surely, are there badgers coming from the woods - any evidence ?

- Have this and drainage plans been submitted to residents before planning meeting.?