

Land at Didsbury Point

Planning Statement

October 2022

Contents

1.	Introduction	2
2.	The Site and Surroundings	4
	Site Location and Description	4
	Planning Policy Designations	5
	Designated Heritage Assets	6
	Planning History	7
3.	The Proposed Development	8
4.	Local Planning Policies	12
	Supplementary Planning Documents and Planning Guidance	17
	Other Relevant Planning and Regeneration Documents	18
	Statement of Community Involvement	19
5.	National Planning Policies	20
	Other Material Considerations	27
	National Design Guide	27
	National Planning Practice Guidance	28
6.	Planning Appraisal	29
	Principle of Development	29
	Commitment to High Quality Design and Public Realm	31
	Impact on Amenity of Users and Neighbours	32
	Assessment of Transport Impacts	34
	Pre-Application Consultation	35
	Other Material Considerations	36
7.	Summary and Conclusions	39

Version	FINAL
Date	11 October 2022
Author	Ellie Philcox MTPI PIEMA
Reviewed	Euan Kellie FRICS FRTPI

1. Introduction

- 1.1 This Planning Policy Compliance Statement (referred to hereafter as the “Statement”) has been prepared by Euan Kellie Property Solutions on behalf of our client Southway Housing Trust (“the Applicant”) in respect of land bound by The Boulevard, The Avenue and Didsbury High School at Didsbury Point, Manchester (“the Site”) which is located within the administrative boundary of Manchester City Council (“MCC”).
- 1.2 The application proposes the redevelopment of the site for a residential building with a ground floor medical centre use, varying in height from 6 to 8 storeys to provide a total of 76 apartments in a mix of one and two bedroom homes with associated car parking, landscaping and infrastructure (“the Proposed Development”).
- 1.3 The purpose of this Statement is to provide a clear justification for the Proposed Development by demonstrating compliance with the relevant Development Plan, along with other material considerations.

Application Documentation

- 1.4 This Statement should be read alongside all other documents submitted with the planning application which, at the time of writing, includes:
- Covering Letter prepared by Euan Kellie Property Solutions.
 - Planning Application Form and Certificates.
 - Existing and Proposed Plans and Elevations prepared by Buttress.
 - Landscape Drawings prepared by Plincke.
 - Design & Access Statement prepared by Buttress.
 - Crime Impact Statement prepared by Greater Manchester Police.
 - Archaeology Assessment prepared by Archaeological Research Services.
 - Air Quality Assessment prepared by BWB.
 - Preliminary Ecological Appraisal and Badger Survey Report prepared by E3P.
 - Flood Risk/Drainage Assessment prepared by Civic Engineers.
 - Noise Assessment prepared by Hann Tucker.
 - Transport Statement, Car Parking Strategy and Travel Plan prepared by Civic Engineers.
 - Energy and Environmental Standards Statement prepared by Clancy.
 - Land Contamination Assessment prepared by Groundtech Consulting.
 - Tree Survey and Arboricultural Impact Assessment prepared by TEP.
 - Lighting Report prepared by Clancy Consulting.
 - TV Reception Survey prepared by Astbury.
 - Broadband Connectivity Statement prepared by G-Tech.
 - Daylight Sunlight Assessment prepared by GIA.
 - Fire Strategy prepared by OFR Consultants.
 - Construction Management Plan prepared by Engie.

- Local Labour Agreement prepared by Southway Housing Trust.
- Affordable Housing Statement prepared by Southway Housing Trust.

Contact Details

1.5 For further information in respect of this Statement please contact:

Ellie Philcox MRTPI PIEMA

Director

Euan Kellie Property Solutions

Neo

9 Charlotte Street

Manchester

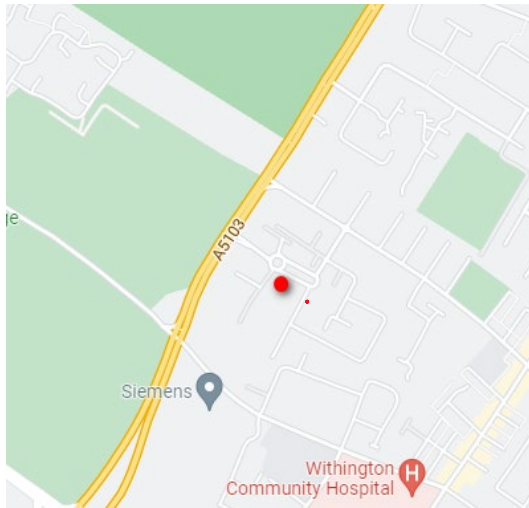
M1 4ET

E-Mail: ellie@euankellie.co.uk

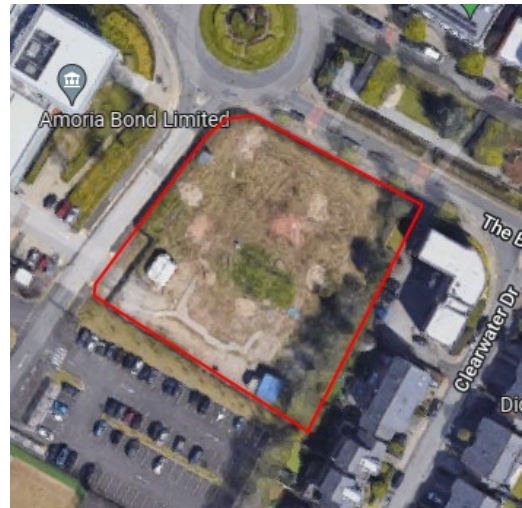
2. The Site and Surroundings

Site Location and Description

- 2.1 The Site is located on land bounded by The Boulevard, The Avenue and Didsbury High School at Didsbury Point, in South Manchester. The Site falls within the West Didsbury and extends to approximately 0.75 acres (0.3 hectares) in size.
- 2.2 The Site location is identified in **Figure 2.1** (red dot) and an aerial view of the Site is provided in **Figure 2.2** below.



^ Figure 2.1 (taken from Google Maps)



^ Figure 2.2 (taken from Google Maps)

- 2.3 The Site is currently a largely level cleared site with some vegetation cover, particularly along the eastern boundary, surrounded by a perimeter wooden fence. It is rectangular in shape.

To the west of the Site is One Didsbury Point, a four-storey office building. To the north of the Site, on the opposite side of The Boulevard and the 'squareabout', there is a four-storey apartment block, while to the west, and to the south there is a car park and beyond that stands Didsbury High School. To the east are existing residential properties on Clearwater Drive which back onto the Site, comprising a part three, part four-storey apartment block and two/two and half storey townhouses.



^ Figure 2.3 - View from The Boulevard and The Avenue roundabout

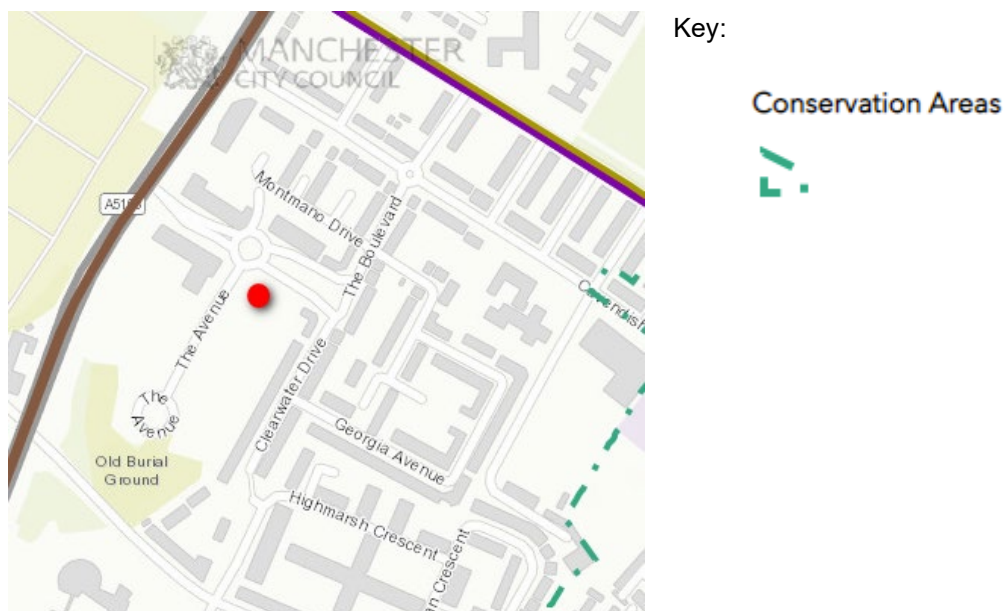
Site Accessibility

- 2.4 The Site is situated within a highly sustainable location in South Manchester. It benefits from excellent connectivity to public transport, including the Metrolink network and a range of bus routes. Further detail is provided within the accompanying Transport Statement prepared by Civic Engineers.

Planning Policy Designations

Local Plan

- 2.5 Manchester's Core Strategy Development Plan Document (the "Core Strategy"), adopted July 2012 - alongside some retained policies from The Unitary Development Plan for the City of Manchester, adopted July 1995, (the "UDP") - forms the Development Plan for the City. An extract from the Core Strategy Proposals Map¹ is shown in **Figure 2.4** (site marked with a red dot).
- 2.6 The Site is identified as being located within South Manchester but is not subject to a specific site allocation. Albert Park Conversation Area and West Didsbury / Burton Road Local Centre are located to the east. The South Manchester policies (EC9 & H6) will therefore be relevant to the proposals and are considered in detail in **Chapter 5** of this Statement.



^ Figure 2.4

¹ http://www.manchester.gov.uk/downloads/download/4964/core_strategy_development_plan

South Manchester Strategic Regeneration Framework

- 2.7 The South Manchester Strategic Regeneration Framework (“SRF”) (2007), sets out MCC’s key priorities and activities and will guide public and private investment in the area over the next ten to fifteen years.
- 2.8 The Site is located within Chorlton Park (see **Figure 2.5** below), the vision for South Manchester, through the SRF identifies that:
- Although South Manchester has a successful housing market, the emphasis of this theme will be to further increase housing choice and quality to attract more families and provide better quality homes for affordable ownership and renting.
 - South Manchester will become the ‘Living City’, comprising successful, well managed neighbourhoods, a sustainable housing market, and attractive centres which support a full range of shops and community facilities.



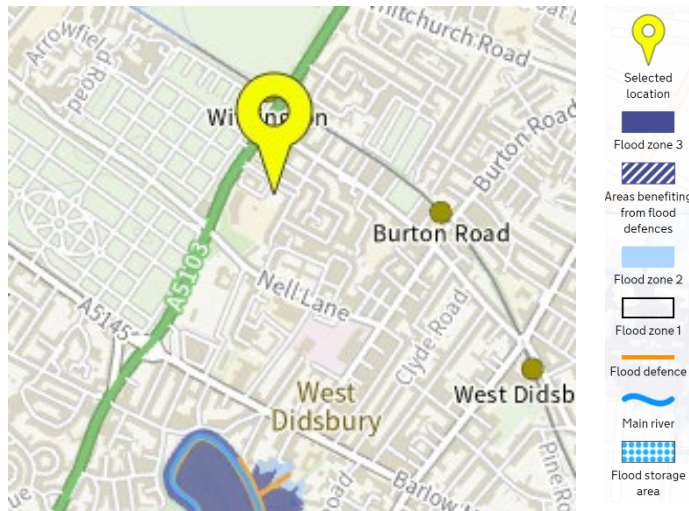
^ Figure 2.5

Designated Heritage Assets

- 2.9 There are no listed buildings on or in the immediate context of the Site and it does not lie within a Conservation Area. As shown in **Figure 2.4**, the Site is located to the west of the Albert Park Conservation Area.

Environmental Designations

- 2.10 The Site is located in Flood Zone 1 as shown in **Figure 2.6** below taken from the Environment Agency website.



^ Figure 2.6

Planning History

- 2.11 The Site does not have any recent planning history.
- 2.12 The Site is however located within a wider site of the former Withington Hospital, which has been the subject of a series of planning applications for its comprehensive residential-led redevelopment over a number of years (comprising Didsbury Point), alongside the new Withington Hospital located to the east of the Site. The Site is one of the few remaining vacant plots within the wider former Withington Hospital site.
- 2.13 Having introduced the application site and surroundings **Chapter 3** will now provide further information in respect of the Proposed Development.

3. The Proposed Development

Application Proposals

3.1 The application proposals present an opportunity to deliver high quality residential apartments in a highly sustainable location at Didsbury Point, South Manchester.

3.2 The application proposes the following:

“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 (7 x 1-bed, 2 person apartments, 32 x 2-bed, 4 person apartments, 37 x 2-bed, 3 person apartments) with associated car parking, landscaping and infrastructure” (“the Proposed Development”).

3.3 The Proposed Site Plan is shown in **Figure 3.1** below.



^ Figure 3.1

3.4 The application proposals have been developed by an experienced project team in consultation with Planning Officers at MCC, as well as Highways Officers and in liaison with other relevant consultees including Greater Manchester Design for Security and Greater Manchester Ecology Unit.

3.5 Pre-application consultation has also taken place on the proposals in a series of meetings with West Didsbury Ward Councillors (Councillors Hilal, Leech and Stanton), Jeff Smith MP, Executive Member for Housing and Employment (Councillor Gavin White) and also with neighbouring residents and businesses, including Didsbury High School. Further details on the consultation undertaken is within the Statement of Consultation prepared by UK Networks.

3.6 The Proposed Development includes the following:

- Provision of a mix of one bedroom two person and two bedroom, three and four person apartments and duplexes for Shared Ownership and Affordable Rent designed in accordance with MCC's Residential Quality Guidance and Nationally Described Space Standards ("NDSS"), with the residential entrance from The Boulevard.
- A shared external amenity space for residents at podium level, providing seating within a high biodiversity semi extensive planting with raised planters. 12 no. apartments also benefit from an external private terrace / balcony space.
- A medical centre use at ground floor (Class E use) providing an active frontage to The Boulevard and The Avenue, with entrance from The Avenue.
- 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.
- Active travel initiatives include provision of secure cycle storage facilities for each apartment (76 no. spaces) and five Sheffield stands, accommodating 10 no. cycles close to the main entrance on The Avenue.
- Protection and enhancement of the existing tree line along the eastern boundary of the Site and provision of new street trees and planting on both The Boulevard and The Avenue frontages, utilising biodiverse species.
- Aspiration to achieve a biodiversity enhancement on the Site through the provision of bat and bird boxes, installation of hedgehog houses and a lighting strategy will diminish the impact on the retained habitats, to ensure wildlife are not deterred.

3.7 The proposals are presented in detail in the Design & Access Statement prepared by Buttress submitted in support of the application.

Southway Housing Trust

3.8 Southway Housing Trust is a committed and forward-thinking not-for-profit local housing organisation, who own and manage almost 6,000 homes with most of these in Burnage, Chorlton, Didsbury and Withington which is the Trust's core area.

3.9 The Trust has owned the Site at Didsbury Point for a number of years, having originally acquired it for the development of a purpose-built headquarters building, a requirement which was subsequently met on Princess Parkway, creating an opportunity for the residential redevelopment of the Site.

- 3.10 A CGI of the Proposed Development from The Boulevard / The Avenue roundabout is provided in **Figure 3.2** below.



^ Figure 3.2

Affordable Housing Provision

- 3.11 The Proposed Development would deliver a 100% affordable scheme with a mix of affordable homes under the Shared Ownership scheme as well as homes for Affordable Rent. The proposed mix will be as follows:
- Shared Ownership – 46 no. apartments (mix of one bedroom, two person apartments and two bedroom, three and four person apartments and duplexes)
 - Affordable Rent – 30 no. apartments (all two bedroom, four person apartments)
- 3.12 Shared Ownership is a well-established government scheme offering affordable home ownership, where a purchaser takes out a mortgage on a share of a property and pays rent to a landlord on the remaining share. For example, someone might buy a 50% share in a property, and pay rent to the landlord on the remaining 50% at a rate of 2.75% (example interest rate).
- 3.13 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.
- 3.14 It is Southway Housing Trust's policy to cap rents at the lower of Affordable Rent or Local Housing Allowance (LHA) in their '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.



^ Figure 3.3

- 3.15 A CGI of the Proposed Development from The Boulevard is provided in **Figure 3.3** above.
- 3.16 **Chapter 4** will now outline the local planning policy considerations that should be taken into account when determining the planning application.

4. Local Planning Policies

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.2 The planning policy context comprises two levels of adopted and emerging policy – national, sub-regional and local. Within each level there is both planning policy and guidance which combine to provide the framework for the consideration of the Proposed Development. The local planning policy context is outlined below; national policy is introduced in **Chapter 5**.

Adopted Local Plan

Manchester Core Strategy

- 4.3 The Manchester Core Strategy was adopted in July 2012 and is the key, overarching DPD within the LDF. The Core Strategy has replaced significant elements of the Manchester UDP as the document that sets out the long-term strategic policies for Manchester's future development. The policies relevant to the Proposed Development are summarised in **Table 4.1**:

Policy	Summary
Policy SO1: Spatial Principles	Provides a framework within which the sustainable development of the City can contribute to halting climate change.
Policy SO3: Housing	Policy SO3 seeks to provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.
Policy SO6: Environment	Policy SO6 seeks to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources.
Policy SP1: Spatial Principles	Policy SP1 outlines that beyond the City Centre and Regional Centre the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.
Policy EC1: Employment and Economic Growth in Manchester	Priorities for ensuring continued economic growth include demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use; and ensuring the continued social, economic and environmental regeneration of the City.

Policy H1: Housing Provision	Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will vary across the lifetime of the Core Strategy. • 90% of residential development will be on previously developed land. • Proposals for new residential development should take account of the need to: • Contribute to creating mixed communities by providing house types to meet the needs of diverse and growing Manchester population, including elderly people, disabled people, people with specific support requirements, BME communities, gypsies and travellers and travelling showpeople; • Reflect the spatial distribution set above with supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas; • Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). Schemes should make provision for parking cars and bicycles (in line with policy T2); and the need for appropriate levels of sound insulation. • Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on-site provision. • Prioritise sites which are in close proximity to centres or high frequency public transport routes. • Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford SFRA, or other statutory designations). • Be designed to give privacy to both its residents and neighbours.
Policy H6: South Manchester	South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy, which equates to the delivery of around 3,240 residential units between 2009-2027. The policy also states that it is important to increase housing choice by adding to the stock of larger housing units to complement new housing on higher value sites to retain or attract high income earners by releasing under-occupied property.

Policy H8: Affordable Housing	The following requirements for affordable housing or an equivalent financial contribution, as set out in Providing for Housing Choice or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. The proportion of affordable housing units will reflect the type and size of the development as a whole, and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation of the proportions of socially rented and intermediate housing or a lower commuted sum may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to only deliver a proportion of the affordable housing target of 20%, or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case such circumstances could include: ▪ There is a very high level of affordable housing in the intermediate area; ▪ There is either a high proportion of social rented (35%) or low house prices in the intermediate area compared to average incomes; ▪ Affordable housing would be prejudicial to the diversification of the existing housing mix; ▪ The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes; ▪ It would financially undermine significant redevelopment proposals critical to economic growth in the City; ▪ The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.
Policy EN1: Design Principles and Strategic Character Areas	All development in Manchester will be expected to follow the seven principles of urban design. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.
Policy EN6: Target Framework for CO2 reductions from low or zero carbon energy supplies	Applications for all development over 1,000 sq. m. will be expected as a minimum to meet the targets set out in this policy, unless this can be shown to be not viable. This should be demonstrated through an energy statement. This energy statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.
Policy EN8: Adaptation to Climate Change	All development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy EN14: Flood Risk	In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding, this should take account of all sources of flooding identified in Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). In addition to requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5 ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA. All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of lands Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.
Policy EN15: Biodiversity and Geological Conservation	The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the city. Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to the linkages between valuable or potentially valuable habitat areas.
Policy EN16: Air Quality	The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.
Policy EN17: Water Quality	With reference to the Manchester-Salford-Trafford SFRA and other relevant documents: Development should avoid any adverse impacts on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological. Development should minimise surface water run-off from development and associated roads, and minimise groundwater contamination, and to avoid pollutants reaching watercourses. Development close to a water course should also ensure that waste or litter cannot enter the watercourse from the site. Development should, where feasible and appropriate, see to open up and culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.
Policy EN18: Contaminated Land and Ground Stability	The Council will give priority for the remediation of contaminated land to strategic locations as identified in the core strategy. Any proposal for development of contaminated land must be accompanied by a health risk assessment.
Policy EN19: Waste	The Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.

Policy DM1: Development Management	All developments should have regard to the following specific issues including: effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and green infrastructure.
Policy PA1: Developer Contributions	Where needs arise as a result of development, the Council will seek to secure planning Obligations. The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. Where appropriate, any such provision will be required to be provided on site. Where this is not possible, a commuted sum payment is likely to be sought.
Policy T1: Sustainable Transport	To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: ▪ Promote regeneration and economic viability by relieving traffic congestion and improving access to jobs and services, particularly for those in need and for those without a car. ▪ Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life. ▪ Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles subject to appropriate design and location. ▪ Would reduce the negative impact of road traffic e.g. congestion, air pollution and road accident casualties.
Policy T2: Accessible Areas of Opportunity and Needs	The Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Corridor and Hospitals and the Airport, and is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Proportionate Traffic Impact Assessments and Travel Plans should be provided for all major applications and for any proposals where there are likely to be access or transport issues.

^ Table 4.1

Saved Policies of the Manchester Unitary Development Plan

- 4.4 A large number of the policies set out in the UDP adopted in July 1995 were 'saved' in 2012 and are still in effect today. The policies relevant to the Proposed Development are summarised in **Table 4.2:**

Policy	Summary
DC26 Development and Noise	The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both: - The effect of new development proposals which are likely to be generators of noise; and - The implications of new development being exposed to existing noise sources which are effectively outside planning control. New noise-sensitive developments (including large-scale changes of use of land or buildings) such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced.

Policy	Summary
	In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future. Where the Council believe that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures proposed to deal with it satisfactorily.

^ Table 4.2

Supplementary Planning Documents and Planning Guidance

- 4.5 In addition, MCC has also adopted a number of Supplementary Planning Documents (“SPD”).

Guide to Development in Manchester SPD

- 4.6 The Guide to Development in Manchester SPD was adopted in April 2007 sets out the design principles and standards that the City Council expects new development to achieve. The key principles and standards are set out in **Table 4.3** below.

SPD	Summary
Building heights are to be carefully considered	It is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimate ones.
Strong corners are important landmarks	The corners of buildings create visual interest, enliven the streetscape and contribute to the identity of an area. Corners help people to find their way around an area and are often used as meeting points. Corners should therefore be designed with attractive window, entrance and elevational detail and site boundaries should be high quality.
New developments should maximise access for disabled people	The Council will expect developers to comply with the standards detailed in its “Design for Access 2” Manual, and to produce an access statement, with identifies their philosophy and approach to inclusive design.
Open Space	Successful open spaces play a vital role within the City. Successful open spaces encourage use and ownership by local people, stimulating neighbourliness and pride, and contributing to people's sense of wellbeing.

^ Table 4.3

Manchester Residential Quality Guidance

- 4.7 Manchester City Council has prepared Residential Quality Guidance (July 2016) for use by architects and developers to seek to achieve design excellence in all new housing to be built in the City, and includes minimum space standards and high environmental standards. It is a material consideration in the determination of applications.
- 4.8 The guidance states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration is to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances.

Other Relevant Planning and Regeneration Documents

South Manchester Strategic Regeneration Framework

- 4.9 The South Manchester Strategic Regeneration Framework (“SRF”) (2007), sets out MCC’s key priorities and activities and will guide public and private investment in the area over the next ten to fifteen years. The Site is located within the Old Moat Ward.
- 4.10 The vision for South Manchester, through the SRF identifies that:
- Although South Manchester has a successful housing market, the emphasis of this theme will be to further increase housing choice and quality to attract more families and provide better quality homes for affordable ownership and renting
 - South Manchester will become the ‘Living City’, comprising successful, well managed neighbourhoods, a sustainable housing market, and attractive centres which support a full range of shops and community facilities

Residential Growth Strategy

- 4.11 The Residential Growth Strategy recognises the critical relationship between housing and economic growth. The right mix of housing is needed to support growth and ensure that the growing population can live and work in the city and enjoy a good quality of life.
- 4.12 The Strategy sets out six housing growth priorities to meet the City’s ambitions for sustainable growth in terms appropriate locations, type, quality and sustainability credentials as well as anticipating 25,000 homes will be built over the next ten years from 2015 until 2025.
- 4.13 The Strategy provides a framework for action and will be followed by a detailed implementation plan that sets out the short to medium term actions that the city will take to deliver these priorities.

Manchester Housing Strategy

- 4.14 Manchester Housing Strategy (2022-2032) published in June 2022 sets out MCC’s strategy to meet the demand for all types of housing in every part of the city. The Housing Strategy sets out how the delivery of homes that Manchester residents want and need are to be delivered and the contribution this will make to the economic recovery of the city.
- 4.15 The Strategy identifies the following challenges to be addressed within city, including the following:
- Increasing housing supply to meet the needs of our growing population
 - Meeting the increasing demand for social and affordable housing
 - Addressing rising levels of homelessness across the city
 - Diversifying the housing stock and increasing council tax revenues to fund services
 - Focusing high-density development in accessible locations, close to public transport
 - Delivering low/zero-carbon new-build housing
- 4.16 The Strategy sets a target of delivering 10,000 affordable homes between 2022 and 2032 (an average of 1,000 homes each year over the lifetime of the strategy), to increase the supply of homes to house the growing population across varying tenures in response to demand. There is also a commitment to help more people to become homeowners through increasing the number of Shared Ownership and Rent To Buy homes.
- 4.17 Out of the 10,000 new affordable homes, 3,000 will be delivered in the city centre with 7,000 to be delivered outside of the city centre. More than 80% of all homes built by 2032 are on

brownfield sites close to public transport. 50% of homes built by 2025 are to be low or zero carbon.

Places for Everyone

- 4.18 Places for Everyone is the Plan being brought forward by nine of the ten local authorities in Greater Manchester, to deliver an ambitious joint development strategy for the city-region, following the decision of Stockport Council to withdraw from the Greater Manchester Strategic Framework ('GMSF') at the end of 2020.
- 4.19 Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan Councils will form a joint committee to develop a long-term plan for jobs, new homes, and sustainable growth across their boroughs.
- 4.20 Places for Everyone seeks to map out where development can take place in areas connected by sustainable transport links, creating new homes and jobs for people across the city-region and laying the foundations for new investment and innovation.
- 4.21 Once complete, Places for Everyone will set out the scale and distribution of housing and employment growth across the conurbation for the next 20 years. It will identify strategic land allocations for housing and employment and also key infrastructure requirements to support this growth. It would also be a key tool in meeting Greater Manchester's ambition to become carbon neutral by 2038.

Statement of Community Involvement

- 4.22 On 11 June 2018, the Council adopted a refreshed Statement of Community Involvement ('SCI') which sets out how residents and other stakeholders can get involved in the development process. Further guidance can be provided to consider the level of engagement that will be appropriate to support the proposed redevelopment of the Site.
- 4.23 **Chapter 5** will now introduce the relevant national planning policies.

5. National Planning Policies

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that the determination of planning applications must be made in accordance with the 'Development Plan' unless 'material considerations' indicate otherwise.
- 5.2 The Courts have held that the Government's statements of planning policy are such 'material considerations' which must be taken into account, where relevant, in decisions on planning applications.

National Planning Policy Framework

Background

- 5.3 The revised National Planning Policy Framework ("NPPF") was published by the Ministry of Housing, Communities & Local Government ("MHCLG") on 20 July 2021 and is a significant material consideration in planning decisions.

Introduction

- 5.4 The NPPF Introduction (Section 1) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. The policies in the Framework should be taken into account in dealing with applications from the day of its publication [paragraph 212].
- 5.5 The NPPF is set out over 17 Sections along with Annex 1, Implementation and Annex 2, Glossary, and covers 217 paragraphs. Paragraph 3 states that '*the Framework should be read as a whole (including its footnotes and annexes)*'.
- 5.6 It is relevant to note that the NPPF goes on to outline in paragraph 6 that other statement of government policy may be material when preparing plans or deciding planning applications, such as relevant Written Ministerial Statements and endorsed recommendations of the National Infrastructure Commission.

Achieving Sustainable Development (Section 2: ¶ 7 to 14)

Three Overarching Objectives

- 5.7 Paragraph 7 of the NPPF informs that the United Kingdom, as a member of the United Nations, has agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030.
- 5.8 The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development and, achieving this means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that objectives can be taken to secure net gains across each of the different objectives. These objectives are defined as follows:

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

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

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

- 5.9 Importantly the NPPF states that planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in so doing “take local circumstances into account, to reflect the character, needs and opportunities of each area”.

Presumption in favour of sustainable development

- 5.10 Paragraph 11 of the NPPF states that plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:

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

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date [footnote 7], granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed [footnote 6]; or

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

- 5.11 Footnote 7 relates to the provisions of paragraphs 11d (i) and 11d and respectively; they state:

“The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 176) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 63); and areas at risk of flooding or coastal change.”

Decision-Making (Section 4: ¶ 38 to 59)

- 5.12 Section 4 of the NPPF provides guidance regarding the decision-making process. It states, in paragraph 38, that Local Planning Authorities should approach decisions on proposed development ‘in a positive and creative way’, and should look to use the full range of planning tools to secure developments ‘that will improve the economic, social and environmental conditions of the area.’

Pre-application engagement and front-loading

- 5.13 The NPPF promotes pre-application engagement and front-loading and states that “early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties”.

Determining applications

- 5.14 Paragraph 48 of Section 4 provides guidance regarding the weight that should be given by LPAs when determining applications against emerging plans; it states:

a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given) [in line with Footnote 22].

Planning conditions and obligations

5.15 Paragraphs 55 to 59 of Section 4 provide guidance regarding the use of planning conditions and obligations, along with the submission of viability assessments.

5.16 Paragraph 57 provides guidance on when planning obligations should be sought, stating that this is only necessary where they meet the following tests:

“a) Necessary to make the development acceptable in planning terms;

b) Directly related to the development; and

c) Fairly and reasonably related in scale and kind to the development”

Delivering a sufficient supply of homes (Section 5: ¶ 60 to 80)

5.17 Section 5 of the NPPF states that to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed; that the needs of groups with specific housing requirements are addressed, and that land with permission is developed without unnecessary delay.

5.18 Paragraph 62 states that the ‘size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies’. This includes but is not limited to:

‘those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes’.

5.19 Where a need for affordable housing is identified the NPPF states that planning policies should specify the type of affordable housing required, and expect it to be met on-site unless: off-site provision or an appropriate financial contribution in lieu can be robustly justified; and, the agreed approach contributes to the objective of creating mixed and balanced communities.

Identifying land for new homes

5.20 Paragraph 68 states that planning policies should identify a supply of:

a) specific, deliverable sites for years one to five of the plan period; and

b) specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan.

5.21 The delivery of ‘small and medium sized sites’ are also promoted in paragraph 69 of the NPPF on the basis that they can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. These sites are defined as being no larger than one hectare in size.

Maintaining supply and delivery

5.22 Paragraph 74 states that LPAs should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years’ worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need

where the strategic policies are more than five years old. The supply of specific deliverable sites should in addition include a buffer (moved forward from later in the plan period) of:

a) 5% to ensure choice and competition in the market for land; or

b) 10% where the local planning authority wishes to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan, to account for any fluctuations in the market during that year; or

c) 20% where there has been significant under delivery of housing over the previous three years, to improve the prospect of achieving the planned supply.

- 5.23 A five year supply of deliverable housing sites, with the appropriate buffer, can be demonstrated where it has been established in a recently adopted plan, or in a subsequent annual position statement which:

a) has been produced through engagement with developers and others who have an impact on delivery, and been considered by the Secretary of State; and

b) incorporates the recommendation of the Secretary of State, where the position on specific sites could not be agreed during the engagement process.

- 5.24 To maintain the supply of housing, LPAs should monitor progress in building out sites which have permission. Where the Housing Delivery Test indicates that delivery has fallen below 95% of the local planning authority's housing requirement over the previous three years, the authority should prepare an action plan in line with national planning guidance, to assess the causes of under-delivery and identify actions to increase delivery in future years.

- 5.25 To help ensure that proposals for housing development are implemented in a timely manner, LPAs should consider imposing a planning condition providing that development must begin within a timescale shorter than the relevant default period, where this would expedite the development without threatening its deliverability or viability. For major development involving the provision of housing, local planning authorities should also assess why any earlier grant of planning permission for a similar development on the same site did not start.

- 5.26 Paragraph 79 states that in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Paragraph 80 goes on to set at the parameters whereby the development of isolated home sin the countryside is permitted.

Building a strong, competitive economy (Section 6: ¶ 81 to 85)

- 5.27 Section 6 of the NPPF states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 81). Furthermore, it states that planning policies and decisions should recognise and address the specific locational requirements of different sectors (paragraph 83).

Promoting sustainable transport (Section 9: ¶ 104 to 113)

- 5.28 Section 9 seeks to ensure that sustainable transport modes are promoted through both the plan making process as well as in the determination of planning applications.
- 5.29 Paragraph 105 states that transport issues should be considered at the earliest stage of plan making, and paragraph 103 advises that the planning system should actively manage patterns of growth, including limiting the need to travel, offering a genuine choice of modes, as well as helping to reduce congestion and emissions to improve air quality and public health.
- 5.30 Paragraphs 107-109 provide guidance in relation to car parking policies, and confirms that local set standards should take account of accessibility; type, mix and use of the development;

availability of public transport; local car ownership levels; and the need for adequate spaces where electric cars can be charged.

- 5.31 In terms of decision-making, paragraph 110 confirms that proposals should be assessed on the basis that there are appropriate opportunities to promote sustainable transport modes, safe and suitable access, and that any significant impacts on the highway network or on highways safety can be cost effectively mitigated.

- 5.32 Importantly paragraph 111 states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

- 5.33 In light of this, paragraph 110 states that development should: give first priority to pedestrian and cycle movements as well as high quality public transport; address the needs of people with disabilities and reduced mobility; create places that are safe, secure and attractive; allow for the efficient delivery of goods and access by emergency service vehicles; and, be designed to allow for electric cars to be charged.

Making Effective Use of Land (Section 11: ¶ 119 to 125)

- 5.34 Section 11 of the NPPF states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding the environment and ensuring safe and healthy living conditions. Strategic policies should set a clear strategy for accommodating objectively assessed needs, in a way that *“makes as much use as possible of previously-developed or ‘brownfield land’ [in line with Footnote 47]”*.

- 5.35 Paragraph 120 is noteworthy and states that planning policies and decisions should:

“a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;

b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;

c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)⁴⁸; and

e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well-designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.”

- 5.36 Guidance in respect of ‘achieving appropriate densities’ is set out in paragraphs 124 and 125 of Section 11; the latter stating that planning policies and decisions should support development that makes efficient use of land, taking into account:

“a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;

b) local market conditions and viability;

c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and

e) the importance of securing well-designed, attractive and healthy places.”

- 5.37 Paragraph 125 specifically states that “area-based character assessments, design guides and codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places”.

Achieving Well-Designed Places (Section 12: ¶ 126 to 136)

- 5.38 Section 12 of the NPPF provides design guidance and states that “the creation of high quality beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve”.

- 5.39 Paragraphs 128 and 129 provides guidance for Local Planning Authorities in terms of creating local design guides and codes. The NPPF advises that design guides “*can be prepared at an area-wide, neighbourhood or site-specific scale*” and that “*landowners and developers may contribute to these exercises*”.

- 5.40 Paragraph 130 is noteworthy and states that planning policies and decisions should ensure that developments:

“a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

- 5.41 Paragraph 134 outlines that “great weight should be given [when determining applications] to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings”.

Meeting the Challenge of Climate Change, Flooding and Coastal Change (Section 14: ¶ 152 to 173)

- 5.42 Section 14 sets out guidance for ensuring the planning system supports the transition to a low carbon future in a changing climate, taking into account flood risk and coastal change. This includes encouraging the re-use of existing resources, including the conversion of existing buildings, and supporting renewable and low carbon energy and associated infrastructure.
- 5.43 In line with the objectives of the Climate Change Act 2008, paragraph 153 states “Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures”.
- 5.44 Paragraphs 157-158 sets out guidance for ensuring climate change is taken into account in the plan-making process. Paragraph 157 states: *“In determining planning applications, local planning authorities should expect new development to:*
- a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and*
 - b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.”*
- 5.45 Paragraphs 159-169 provide guidance on planning and flood risk. The guidance confirms that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future).
- 5.46 Paragraph 167 goes on to advise that when determining any planning application, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment – which should be provided for all development proposed in Flood Zones 2 and 3, and for development in Flood Zone 1 for sites of 1 hectare or more in size. Whilst some applications for minor development or change of use should not be subject to either the sequential or exception test, they should still meet the requirements for a site-specific flood-risk assessment (Paragraph 167).
- 5.47 Paragraph 169 states that major developments should incorporate sustainable drainage systems, unless there is clear evidence that this would be inappropriate.

Conserving and Enhancing the Natural Environment (Section 15: ¶ 174 to 188)

- 5.48 Paragraph 174 introduces Section 15 and sets out that planning policies and decisions should contribute to and enhance the natural and local environment.
- 5.49 The NPPF states that plans should protect and enhance biodiversity and geodiversity. Paragraph 180 goes on to state that LPAs should apply the following principles when determining planning applications:
- “a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;*

b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;

c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and

d)) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate."

- 5.50 In terms of ground conditions and pollution the NPPF states in paragraph 183 that planning policies and decisions should ensure that a *"site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination"*.
- 5.51 Paragraph 185 goes on to state that planning policies and decisions should also "ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development".
- 5.52 Paragraph 186 states that planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas.
- 5.53 Similarly paragraph 187 is relevant:
- "Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed."*

Other Material Considerations

National Design Guide

- 5.54 The National Design Guide was published on 1 October 2019 by the Ministry of Housing Communities and Local Government, and illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.
- 5.55 The Guide, which is a material consideration, sets out that well-designed places have individual characteristics which work together to create its physical Character. The ten characteristics set out in Part 2 of the Guide are: context; identity; built form; movement; nature; public spaces; uses; homes and buildings; resources; and, lifespan.

National Planning Practice Guidance

- 5.56 On 6 March 2014 the DCLG published the National Planning Practice Guidance (“NPPG”) web-based guidance. In line with Section 38(6) of the Planning and Compulsory Purchase Act 2004 this guidance is a material consideration that should be taken into account during the determination of planning applications.
- 5.57 In line with this the relevant sections of the NPPG have been taken into account in the preparation of this application. Having set out the relevant local as well as national policies and guidance which are relevant to the Proposed Development, **Chapter 6** will now provide an appraisal of how the proposals accord with these policies.

6. Planning Appraisal

6.1 Having introduced the site along with the Development Plan and other relevant material considerations it is prudent to outline in this chapter the suitability of the Proposed Development in planning terms. The following matters will be considered in turn:

- Principle of Development
- Commitment to High Quality Design and Public Realm
- Impact on Amenity of Users and Neighbours
- Assessment of Transport Impacts
- Pre-Application Consultation
- Other Material Considerations

Principle of Development

South Manchester Location

- 6.2 In line with the objectives of Core Strategy Policy H1 which states that 90% of residential development will be on previously developed land, the Proposed Development will ensure the redevelopment of a currently under-utilised brownfield site to deliver a new, high quality residential development within easy walking distance of West Didsbury Local Centre and with excellent transport links.
- 6.3 The Site is located with South Manchester and within West Didsbury Ward, as defined by the Core Strategy and the South Manchester SRF, and as such residential development in this location is in accordance with Core Strategy H6.
- 6.4 The Site has largely not been in productive use for a number of years following the redevelopment of the wider former Withington Hospital site and is now one of the remaining undeveloped plots at Didsbury Point. The Proposed Development will bring the Site back into productive use, to provide residential apartments in line with Core Strategy SP1 which supports the creation of neighbourhoods of choice, through the provision of high-quality and diverse housing to meet local needs.
- 6.5 The proposals are therefore also consistent with Section 11 of the NPPF which also promotes the effective use of land; paragraph 117 states that strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that ‘makes as much use as possible of previously developed or ‘brownfield land’.
- 6.6 In summary; the Site is in a highly sustainable location, includes the redevelopment of a brownfield site and the development has been designed to respond to local context, thus contributing to the ongoing regeneration of this part of the city, in line with the objectives of Core Strategy Policies SP1 and H6. The principle of the proposed residential development in this location is therefore deemed to be acceptable.

Contribution to Housing Supply

- 6.7 The application proposes the development of 76 no. apartments (Planning Use Class C3), which will all be affordable homes, split between those available for purchase through the Shared Ownership scheme and homes for Affordable Rent.
- 6.8 The development will therefore make an important contribution to the delivery of new housing – this is a key priority for the country as illustrated by the NPPF and the Housing White Paper and for Manchester, as set out within the Manchester Residential Growth Strategy (2016) which sets a target of building 25,000 new homes up until 2025. A key objective of paragraph 75 of

the NPPF is for Local Planning Authorities to maintain a supply of housing and to prioritise the delivery of development.

- 6.9 Core Strategy Policy H1 seeks to deliver 60,000 new homes in the City between 2009 and 2027, whilst Core Strategy Policy H6 identifies that 3,240 of these will be delivered within South Manchester which advises that 'it is important to increase housing choice by adding to the stock of larger housing units to complement new housing on higher value sites to retain or attract high income earners by releasing under-occupied property.'
- 6.10 Core Strategy Policy SP1 states areas outside the Regional Centre and City Centre will be the focus for the creation of neighbourhoods of choice, providing high quality and diverse housing which meet local needs, all in a distinct environment.
- 6.11 The Site is located within South Manchester (as identified within the Core Strategy) and within easy walking distance of West Didsbury Local Centre and also the bus and Metrolink network. It is therefore in a highly sustainable location, with good access to local shops and services, employment opportunities, and high-quality transport hubs providing links across the City and beyond. This is in line with the objectives of Core Strategy Policies SO1 and SO3.
- 6.12 The delivery of a 100% affordable housing scheme (comprising both homes for affordable rent and shared ownership) will respond positively to the requirements of paragraph 60 of Section 5 of the NPPF which sets out that Local Planning Authorities must significantly boost the supply of affordable homes; in doing so, a sufficient amount and variety of land should come forward where it is needed.
- 6.13 The proposals will also wholly align with Manchester's Housing Strategy (2022-2032) which outlines the strategy to meet the demand for all types of housing in every part of the city, as follows:
- Deliver 76 affordable homes in a mix of tenures in a high-density development which is on a brownfield site in an accessible location, close to public transport;
 - This will in turn increase housing supply to meet the needs the growing Manchester population, also meeting the increasing demand for social and affordable housing;
 - Deliver new housing stock and increasing council tax revenues to fund services in Manchester; and
 - Deliver a low-carbon new-build development.
- 6.14 The Proposed Development will therefore bring forward a site that is within a highly sustainable location. It will also make an important contribution to future housing supply in South Manchester and the City as a whole, and is in line with the Manchester Growth Strategy, the NPPF and Core Strategy Policies SP1, SO1, SO3, H1, H6 and H8 and Manchester's Housing Strategy.

Regeneration Benefits and Job Creation

- 6.15 The redevelopment of the Site for a high-quality residential development would bring a range of benefits to Manchester's residential market and to the local area, including:
- **Regeneration** – The redevelopment of the Site for a residential development will bring a currently underutilised site back into productive use, improve the physical appearance of the site and provide the opportunity for a new building of high architectural quality. The Proposed Development will complement the existing mix of residential accommodation offer within South Manchester in line with Core Strategy Policies SP1, SO3, H1 and H6.

- **Contribution to the Economy** – There is a direct link between economic growth, regeneration and the provision of housing and new homes are required to fuel and complement economic growth.
 - **Job Creation** – The development's construction will deliver a temporary economic uplift, supporting a number of new construction jobs both directly and indirectly. This will accord with the provisions of Core Strategy Policy EC1 and Section 2 of the NPPF which outlines that one of the overarching objectives of the planning system is to *"help build a strong, responsive and competitive economy"*.
 - **Contribution to the City** – The Proposed Development will also generate additional Council Tax and also household spend, further benefitting the local economy. The completed development will bring new residents into the area who will support the local economy.
- 6.16 The proposals therefore accord with the Section 6 of the NPPF, Policies EC1, SP1, SO3, H1 and H6 of the Core Strategy.
- 6.17 In terms of national planning policy, the scheme is consistent with the objectives outlined in the NPPF, in particular the need to provide sustainable development in the right locations.

Commitment to High Quality Design and Public Realm

- 6.18 The proposals have been designed to deliver a high-quality development at Didsbury Point, which responds successfully to its context.
- 6.19 In designing the Proposed Development, regard has been had to the context and character of the Site and its surroundings. The surrounding area is characterised by a mix of buildings and uses. With this in mind, the proposals will recognise and add to the diversity of building types which exist within the locale.
- 6.20 As is set out in detail within the Design and Access Statement prepared by Buttress, the scheme has developed throughout the pre-application stage, following meetings with Manchester City Council, Local Councillors and Community Groups.
- 6.21 Detailed consideration has been given to the scale and massing of the Proposed Development, including the impact upon neighbouring residential properties, and the contribution to the existing streetscenes within Didsbury Point. In order for the application proposals to be viable there is a need for a certain number of apartments to be delivered on the Site.
- 6.22 With this in mind, the massing of the proposals has been centred on the corner of The Boulevard and The Avenue, creating a landmark view from Princess Parkway. The overall building mass has also been broken down into two distinct 'blocks' with a linked Atrium. The massing of each block then steps down to the adjacent existing buildings, with the rooftop arrangement of the duplex apartments being set back also to break down the mass.
- 6.23 The overall height of the proposed building has reduced in height by 1050mm at its tallest point following the feedback received during consultation and as the detailed design of the proposals has evolved.
- 6.24 In accordance with the Guide to Development SPD the proposals are considered to be at an appropriate height within the surrounding context and of an excellent design quality in accordance with Core Strategy Policy EN1.
- 6.25 In terms of residential unit sizes, these have been designed in accordance with the standards set out within MCC's adopted Residential Design Guidance. Sufficient provision has also been made with regards to refuse storage and collection arrangements. Further details are provided within the Design & Access Statement prepared by Buttress.

- 6.26 The design of the building has been developed with an inclusive approach to allow easy, safe and secure access to all areas of the building for disabled occupants and visitors.
- 6.27 The proposals therefore accord with the Sections 12 and 16 of the NPPF, Core Strategy Policies EN1, EN19, the Guide to Development SPD and the adopted Residential Quality Guidance.

Impact on Amenity of Users and Neighbours

- 6.28 In line with Core Strategy Policies DM1 and EN16 and UDP Policy DC26, a Sunlight and Daylight Assessment, Noise Assessment and Air Quality Assessment have been undertaken in order to understand the impact the Proposed Development will have on the amenity of users of the development itself as well as neighbouring properties, residents and businesses.

Sunlight and Daylight

- 6.29 A Sunlight and Daylight Assessment has been prepared by GIA which assesses the impact of the proposals on receptors immediately adjacent to the Site, including the neighbouring residential apartments.
- 6.30 The Assessment is undertaken on the basis of Guidance of the loss of light to existing buildings following the construction of new development contained within the Building Establishment Guidelines (BRE) 'Site layout planning for daylight and sunlight: a guide to good practice' (Second Edition, 2022). This report is widely used by Local Authorities to help determine planning applications.
- 6.31 It is noted by GIA that the BRE Guidance and the daylight and sunlight targets contained therein are, however, primarily designed for use in low density suburban environments and should therefore be applied flexibly in urban environments.
- 6.32 The Assessment identifies that the key receptors around the Site are those windows that serve anticipated habitable room uses in the following neighbouring buildings:
- 2-22 Clearwater Drive
 - 24 Clearwater Drive
 - 26 Clearwater Drive
 - 28 Clearwater Drive
 - 30 Clearwater Drive
- 6.33 The assessment undertaken by GIA considers the impact of the Proposed Development against the baseline of the Site as it is currently.
- 6.34 It is concluded that overall that there is an acceptable level of compliance with the BRE guidance for the surrounding properties and gardens, as follows:
- The impact upon 2-22 Clearwater Drive is mainly to secondary windows and bedrooms, with only three living rooms falling below the BRE targets. Two of the living rooms will only experience a minor adverse impact and one a moderate impact.
 - There is very good compliance with BRE Targets at 24, 26, 28 and 30 Clearwater Drive.
 - The overshadowing analysis indicates that all gardens serving the surrounding residential properties will meet the BRE target criteria.
- 6.35 It is concluded by GIA that the daylight and sunlight impact of the Proposed Development is acceptable and given the existing built environment context it is considered that the impacts upon the surrounding residential properties are reasonable. It is therefore considered that the proposals accord with Core Strategy Policy DM1 and the Guide to Development SPD.

Noise

- 6.36 Paragraph 170 of the NPPF states that planning decisions should avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development and states that proposals should seek to mitigate any adverse impacts arising from noise.
- 6.37 This is further supported by guidance within the NPPG which outlines details for the assessment of any potential noise impact and clarifies that the NPPF picks up on the objectives of the Defra Noise Policy Statement for England (2010).
- 6.38 Accordingly, a Noise Impact Assessment has been prepared by Hann Tucker Associates, in liaison with MCC Environmental Health Officers, and is submitted in support of the application.
- 6.39 The Assessment concludes that the Proposed Development will have no significant effect in terms of construction, noise, building plant and traffic noise. Furthermore, the design of the development, including the proposed façade and glazing treatment, has been developed to ensure compliance with MCC's requirements for residential development.
- 6.40 The conclusions of the Assessment are as follows:
- There will be acceptable internal noise levels through the selection of appropriate façade design.
 - The use of MVHR systems within the development remove the requirement for openable windows for ventilation. However, openable windows are acceptable from a noise perspective for rapid ventilation and to prevent overheating.
 - The rooftop amenity spaces are well screened from the nearest noise source by the proposed building massing and calculations indicate that noise levels on the rooftop area should be acceptable.
 - Noise emissions from the proposed carpark have also been considered. Calculations indicate that noise associated with cars parking should not be problematic.
 - Noise emission limits have also been set for new items of fixed plant related to the development.
- 6.41 The Proposed Development is therefore in accordance with Core Strategy Policy DM1, Saved UDP Policy DC26, as well as Paragraph 185 of the NPPF.

Air Quality

- 6.42 An Air Quality Assessment has been prepared by BWB to support the application proposals. This is in line with the requirements of the NPPF which states, at Paragraph 186 '*Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones*'.
- 6.43 The scope of the Assessment has been agreed with Environment Health Officers at MCC, and includes a qualitative construction phase dust assessment and consideration of trip generation associated with the Proposed Development. It was concluded that development generated traffic would not significantly impact local air quality and therefore detailed dispersion modelling of development-generated road traffic was not required to be undertaken.
- 6.44 A review of local air quality monitoring and emission sources in the vicinity of the Site was undertaken to consider the suitability of the Site for the proposed residential use. This identified that the monitored annual mean nitrogen dioxide concentrations were below the annual objective in recent years, with a downward trend identified over the past five years of monitoring.

- 6.45 The Site is set back approximately 90m from the nearest road traffic source (Princess Parkway) and is not located within an Air Quality Management Area. It was therefore considered that pollutant concentrations at the Site would be below the relevant air quality objectives and a detailed road traffic emissions exposure assessment was not undertaken, in agreement with MCC.
- 6.46 It is considered that the development proposals adhere to Core Strategy Policy EN16 and Paragraph 186 of the NPPF.

Assessment of Transport Impacts

- 6.47 A Transport Statement and Framework Travel Plan has been prepared by Civic Engineers to support the planning application.
- 6.48 The Transport Statement outlines that the development is in a highly sustainable location and is easily accessible by non-car modes which will help to encourage residents to travel to and from the Site using sustainable transport modes.
- 6.49 The Transport Statement identifies the Site as having a Greater Manchester Accessibility Level ("GMAL") score of 5 (nearly 6) with a good provision of local amenities within a 20-minute walk, which reduces the reliance on cars by trying to meet normal daily needs of residents within a 20-minute walk. The amenities within walking distance of the Site indicate that many daily needs of residents can be met on foot. Indeed, the development will play its own role in enhancing the 20-minute neighbourhood by providing a medical centre and new pharmacy to the surrounding residential areas.
- 6.50 The scheme proposes provision of 76 cycle spaces within a secure store for residents along with 8 internal cycle parking spaces for the medical centre. There will be a further 10 external cycle parking spaces for visitors.
- 6.51 The Car Parking Strategy undertaken by Civic Engineers was informed by a car parking survey of the streets surrounding the Site. This identified that, even without the current Traffic Regulation Orders ("TROs") now in place on The Boulevard, there was a maximum occupancy rate of 44% during the peak time of 1330 to 1530, with lower rates during the rest of the day.
- 6.52 The survey also identified that other surrounding streets were below capacity all day, with the exception of Clearwater Drive which was continually at, or over, capacity and a few other streets (Tunstead Avenue, Disley Avenue, Buxton Avenue, and Highmarsh Crescent) had at least one period during the day over capacity.
- 6.53 With the results of the car parking survey in mind, along with the analysis of car ownership in the area and for people living in share ownership / affordable homes and following pre-application discussions with MCC Highways Officers, the scheme does include a reasonable proportion of on-site car parking provision. A total of 60 car parking spaces are proposed, with 35 spaces available for residents (equating to 46% provision) and 25 spaces for the medical centre.
- 6.54 The submitted Framework Travel Plan, sets out the potential measures that would be implemented to affect a modal choice and a management strategy for producing a Full Travel Plan in the future. It sets out a number of sustainable travel initiatives that are proposed to encourage the use of sustainable transport modes in places of car travel to access the development. These include the following:
- Communication – sustainable travel information to be incorporated into the Home User Guide for residents and a travel pack containing sustainable travel information to be produced for the staff at the healthcare centre.

- Walking – detailed information about what amenities are available within walking distance. Incentives could be provided to shop locally.
 - Cycling – alongside the ample on-site provision, information will also be provided about local bike mechanics and cycle confidence training. The provision of pool bikes for residents to hire will be explored by the Southway Housing Trust. Provision of pool bike(s) for staff at the healthcare centre.
 - Public transport – information about nearby services included in the sustainable travel information will be provided to residents. Funding for free or discounted public transport tickets for staff at the healthcare centre.
 - Car Club - An Enterprise Car Club vehicle is currently located at the Siemens offices off Princess Road, about 500m walk from the site. Southway Housing Trust will also investigate with reputable car club providers options for car club at the development.
 - Car Share - Encouraging residents and staff who do bring a car to site to offer to drive their neighbours or colleagues that are heading to the same place. Residents should also be encouraged to join peer-to-peer car lending schemes such as Hiyacar.
 - Considerations for how the school run can be managed to be less car dependent than in other residential areas.
 - Lockers are available for parcel deliveries, for use by residents only.
 - New electric vehicle chargers.
 - Showers, lockers, and changing facilities for staff included in the design of the healthcare centre.
 - The medical centre management will promote non-car travel to their staff.
- 6.55 It is concluded that the Proposed Development will not have any significant adverse impacts in relation to transport and that it is acceptable in transport terms.
- 6.56 A Construction Management Plan will be developed and agreed with MCC prior to construction commencing to identify measures to mitigate impacts associated with construction traffic on the local and strategic transport networks.
- 6.57 The proposals are considered to be in accordance with all relevant local and national transport planning policy, including Core Strategy Policies T1 and T2 and Section 9 of the NPPF.

Pre-Application Consultation

- 6.58 The application proposals have been developed by an experienced project team in consultation with Planning Officers at MCC, as well as Highways Officers and in liaison with other relevant consultees including Greater Manchester Design for Security and Greater Manchester Ecology Unit.
- 6.59 As outlined in the Statement of Consultation prepared by UKNetworks, and submitted in support of the application, the Applicant has undertaken extensive positive pre-application consultation in line with the adopted Statement of Community Involvement ("SCI"), adopted in June 2018, and the NPPF in respect of the application proposals. This has included meetings with West Didsbury Ward Councillors (Councillors Hilal, Leech and Stanton), Jeff Smith MP, Executive Member for Housing and Employment (Councillor Gavin White) and also with neighbouring residents and businesses, including Didsbury High School.

Other Material Considerations

Ecology

- 6.60 A Preliminary Ecological Appraisal Report and Badger Survey and Method Statement have been undertaken by e3p and are submitted in support of the application.
- 6.61 The Appraisal identified that the Site was found to have potential ecological constraints in respect of low bat roosting potential and potential foraging opportunities for bats, opportunities for nesting birds within the existing treeline and potential presence of hedgehogs, reptiles and invertebrates. A further nocturnal bat survey is recommended to be undertaken at the appropriate time.
- 6.62 The Appraisal also identified the presence of badger sett on the Site and recommended that this be monitored for a period of 21 days. The subsequent Badger Survey Report outlines that the single outlier sett on the Site was found to be inactive and closed under Precautionary Working Methods.
- 6.63 The Appraisal set out some recommendations for some appropriate mitigation for any potential ecological impacts, which include the following:
- Precautionary working methods for badgers and reptiles during subsequent construction works.
 - Vegetation to be retained where possible, which has subsequently been reflected in the proposed landscaping plan which seeks to retain as many of the existing trees along the eastern boundary of the Site as possible.
 - Where vegetation is to be removed this is to take place outside of the breeding bird season if possible. Vegetation should also be checked for common amphibians and hedgehogs prior to removal.
 - A lighting strategy will diminish the impact on the retained habitats, to ensure wildlife are not deterred and retention of the treeline along the eastern boundary of the Site is maintained, which has been reflected in the application proposals.
- 6.64 Informed by the conclusions of the Appraisal, the Proposed Development will also include the following to seek to enhance the biodiversity of the Site:
- Hedgehog houses are to be installed to enhance the Site's value for the species.
 - Inclusion of bat and bird boxes throughout the development to enhance the Site's value for each species.
 - Provision of planting, including street trees and within the shared amenity space, using a mix of species.
- 6.65 In line with these findings the proposals accord with Core Strategy Policy DM1, SO6 and Policy EN15. The scheme is also consistent with the paragraphs set out in Section 15 of the NPPF, Conserving and enhancing the natural environment.

Crime and Security

- 6.66 A Crime Impact Statement ("CIS") has been prepared for the Proposed Development by Greater Manchester Police ("GMP") and is submitted in support of the planning application. The CIS concludes that the proposals are appropriate in terms of minimising opportunities for criminal activity and makes a number of recommendations to be considered as the detailed design of the Proposed Development is progressed. The design team will continue to work with officers from GMP through the detailed design process.

- 6.67 The proposals will therefore meet the requirements of Core Strategy Policy DM1, the Guide to Development SPD and paragraph 130 of the NPPF which states that developments should create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

Flood Risk and Drainage

- 6.68 The Site and surrounding area lie within Flood Zone 1 where there is a low risk of flooding from rivers or sea. Further within Flood Zone 1, all development is deemed to be appropriate and neither the sequential nor exception test is required to be undertaken to support the application, in line with Section 14 of the NPPF.
- 6.69 A Flood Risk Assessment and Drainage Strategy has been undertaken by Civic Engineers and is submitted as part of the application.
- 6.70 The Drainage Strategy sets out the Site as the Site is currently undeveloped it is classed as 'greenfield' and therefore greenfield run-off rates will apply and whilst the Site less than 1.0 hectare, it is located within a Critical Drainage Area, in accordance with the Manchester SFRA.
- 6.71 The proposed drainage strategy is outlined as follows:
- United Utilities records show existing foul and surface water sewers in the vicinity of the Site and surface water from the Site will discharge into the existing surface water sewer network at a rate of 5 litres per second. This has been agreed in principle with United Utilities.
 - Foul drainage from the Site is proposed to discharge into the existing public foul sewer in The Avenue at an unrestricted rate and has been agreed in principle with United Utilities.
- 6.72 The proposals are therefore consistent with Core Strategy Policies EN14, EN17 and NPPF, Section 14, Meeting the challenge of climate change, flooding and coastal change.

Ground Investigation

- 6.73 In terms of ground conditions and pollution the NPPF states in paragraph 174 that planning policies and decisions should ensure that a '*site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination*'.
- 6.74 Accordingly a Geo-Environmental Appraisal has been prepared by Groundtech Consulting and is submitted in support of the application.
- 6.75 The Report sets out that the Site is suitable for redevelopment and sets out a number of recommendations which have been considered during the design process and will continue to inform the development process. This includes undertaking a fully intrusive Phase Two site investigation and contamination assessment.
- 6.76 On the basis of these findings it is considered that the proposals accord with Core Strategy Policy EN18 and Paragraph 174 of the NPPF, and the NPPG.

Energy and Sustainability

- 6.77 An Energy and Environmental Standards Statement have been prepared by Clancy and is submitted in support of the application.
- 6.78 This sets out that the energy strategy for the Proposed Development has adopted a hierarchical approach of using passive and low energy design technologies to reduce the baseline energy demand and hence CO2 emissions followed by the feasibility of the application of low and zero carbon technologies as appropriate including:

- Photovoltaic panels - 20% of the roof area will be covered with photovoltaic panels (approx. 334m² area). This will likely equate to approximately 34kWp photovoltaic system based on a panel with an efficiency of at least 20% at a pitch of 15°.
 - Hot water – this will be instantaneous via heat interface units (HIU) and therefore there will be no storage losses. Also, the location of the HIU will minimise 'dead leg' runs to sanitary fittings. The hot water generation will be from air source heat pump to maximise efficiency.
- 6.79 As a result, the domestic part of the building should achieve a 19% carbon reduction against Part I 2013 proposed by 'Places for Everyone (2021)' because compliance with Part L 2021 should achieve a 31% improvement on Part L 2013 according to the Government. The non-domestic part of the building for the medical centre will achieve the BREEAM excellent standard for Ene01 credit.
- 6.80 The proposals will therefore accord with Core Strategy Policies EN6, EN8 SO6 and Section 14 of the NPPF, and the Guide to Development in Manchester SPD.
- 6.81 **Chapter 7** will now outline the key conclusions.

7. Summary and Conclusions

- 7.1 In summary, it is considered that the Proposed Development complies with the relevant local and national planning policies and will make a positive contribution to regeneration in South Manchester and has been developed by an experienced project team in consultation with Planning Officers at MCC, as well as Highways Officers and in liaison with other relevant consultees. Planning permission should therefore be granted for the following reasons:
- The Proposed Development seeks to promote a high quality residential development which will encourage multiple benefits from land that has been previously developed (brownfield land).
 - The proposals will deliver 76 new affordable residential units, in a mix of apartment types, which will contribute positively to one of the City Council's strategic policy objectives – that is, to significantly increase high quality housing provision at sustainable locations throughout the City (Core Strategy Policy SO3) and will also accord with Core Strategy Policy CC3 'Housing' and Policy H1 'Overall Housing Provision' as well as the Housing Strategy 2022.
 - Provision of apartments and duplexes for Shared Ownership and Affordable Rent designed in accordance with MCC's Residential Quality Guidance and Nationally Described Space Standards ("NDSS"),
 - The Proposed Development responds positively to the characteristics of the objectives of the Residential Growth Strategy, the Strategic Plan for Manchester City Centre and will also make a positive contribution to the objectives of the South Manchester SRF.
 - The Proposals will lead to economic growth through the contribution to the regeneration of this part of the city through the provision of new homes.
 - The provision of a medical centre within the ground floor providing additional amenities for existing and proposed residents. The Proposed Development will therefore result in the creation of new job opportunities as well as temporary job opportunities during construction, making an important employment and GVA contribution to the city.
 - The development is in a highly accessible location. There is an exceptionally high level of public transport provision in the vicinity of the Site, with a high number of destinations served. Additionally, there is a wide range of amenities within walking and cycling distance of the Site.
 - Protection and enhancement of the existing tree line along the eastern boundary of the Site and provision of new street trees and planting on both The Boulevard and The Avenue frontages, utilising biodiverse species and therefore an aspiration to achieve a biodiversity enhancement on the Site through the provision of bat and bird boxes, installation of hedgehog houses and a lighting strategy will diminish the impact on the retained habitats, to ensure wildlife are not deterred.
- 7.2 The application is supported by a comprehensive suite of technical documents and pre-application consultation has been undertaken by the applicant prior to submission, with local ward councillors and community groups and Manchester City Council.
- 7.3 In planning policy terms, the proposals will wholly accord with the Development Plan as required by Section 38(6) of the Planning and Compulsory Purchase Act 2004. They will also align positively with other material considerations which includes National Planning Practice Guidance.

- 7.4 As the scheme comprises residential development it is therefore relevant to consider the scheme against the provisions of the 'presumption in favour of sustainable development' outlined in paragraph 11 of the Framework.
- 7.5 The proposals accord with the three overarching objectives of the planning system as set out within the revised NPPF:
- The development will lead to economic benefits by delivering residential development that meets locally identified housing needs whilst supporting growth.
 - Social benefits will be delivered by way of the high quality affordable residential development in a highly sustainable location which is well located for existing services and amenities. Furthermore, the Proposed Development will deliver a range of unit size and types.
 - The proposals will ensure consistency with the surrounding built environment, reflected by the nature of the proposed design and the findings of the associated technical studies prepared and submitted in support of the planning application.
- 7.6 Therefore, turning to paragraph 11 of the NPPF, it is evident that the Proposed Development accords with an up-to-date development plan and other relevant material considerations; clause 11(c) is therefore engaged and the Proposed Development should be approved without delay.