

PLANNING STATEMENT

Poplar Court, 156 Moss Lane East, Manchester,
M16 7DH

Irish Anglo Properties (Hulme) Ltd

123/001 AM
October 2022
Final

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1. Introduction

- 1.1. This Planning Statement has been prepared by Broadgrove Planning and Development Limited ('Broadgrove') on behalf of the applicant, Irish Anglo Properties (Hulme) Ltd ('the Applicant'), to seek Manchester City Council's ('MCC' or 'the Council') permission for development at Poplar Court, 156 Moss Lane East, Manchester, M16 7DH ('the site').
- 1.2. This Statement will set out details of the proposed development and how it complies with the relevant policies of Manchester City Council ('MCC' or 'the Council') as local planning authority and relevant material considerations.
- 1.3. This application seeks permission for the following description of development:
'Erection of 4 no. self-contained flats to part of the roof of the existing building and associated works.'

Supporting information

- 1.4. The following documents have been prepared to support this planning submission and should be read together with this Statement:
- Existing and Proposed Plans prepared by Space Architecture and Design Ltd.
 - Design and Access Statement prepared by Space Architecture and Design Ltd.
 - Flood Risk Assessment prepared by S.A.F.E Consultants.

Structure of this Planning Statement

- 1.5. This Statement is structured as follows:
- **Chapter 2**, Site and Surrounding Area: explains the site composition, its content and context to the surrounding area.
 - **Chapter 3**, Planning History: outlines previous applications on the site and nearby.
 - **Chapter 4**, Proposed Development: sets out details of the proposals being applied for by this planning application.
 - **Chapter 5**, Planning Policy Framework: identifies any local policies relevant to the proposed development.

- **Chapter 6, Material Considerations:** sets out national and local material considerations relevant to the proposed development.
- **Chapter 7, Planning Assessment:** makes an assessment of the proposed development against the planning policy framework.
- **Chapter 8, Conclusion:** draws together the contents of this Statement.

2. Site and Surrounding Area

The Site

- 2.1. The site to which this application relates is located at Poplar Court, 156 Moss Lane East, Manchester, M16 7DH, as outlined in red on the accompanying plans.
- 2.2. The existing building is approximately 16 years old, having gained planning approval in October 2003 and completed in 2006. The Applicants gained the original planning approval and are still owners of the site.
- 2.3. The building is rectangular, fronting onto Moss Lane East. It comprises a part-4 and part-5 storey building, housing 34 self-contained flats. Externally, car parking spaces and landscaping form the rest of the site.
- 2.4. 25 car parking spaces are provided at present with Poplar Court. These are located to the rear of the existing building.
- 2.5. Poplar Court is not a listed building, a non-designated heritage asset, or within a Conservation Area. There are no Scheduled Ancient Monuments on, or adjacent to, the site.
- 2.6. Referencing the Environment Agency's Flood Map for Planning, the site is contained mostly in Flood Zone 1, although parts of the site are located in Flood Zone 2. Parts of the site are also at medium risk of surface water flooding. A Flood Risk Assessment is included within the submission which provides further detail in this regard.

The Surrounding Area

- 2.7. The site is immediately bounded by Moss Lane East to the north; Pepperhill Rd to the east; Quinney Crescent to the south; and part-3 and part-4 storey townhouses to the west.
- 2.8. Poplar Court is located approximately 1.6km south of Manchester City Centre, which is accessible in c. 23 minutes on foot. A diverse range of facilities, services and public transport links are available in this area.
- 2.9. More locally, the site is located in Hulme, just south of the main High Street, which includes a number of retail and leisure facilities. Moss Side Leisure centre across the road and less than 100m away provides, swimming pool, gymnasium, health suite, Library and café.
- 2.10. Hulme Retail Park includes an Asda Superstore, Argos and B&M superstore together with McDonalds and KFC. Hulme Market provides local operators and a Fish & Meat Market.

- 2.11. There are several Community Centres and various restaurants within a five minute walk.
- 2.12. There are seven primary schools within a fifteen-minute walk, nine secondary schools within a 30 minute walk and Loretto College is 250m walk away.
- 2.13. There are nine parks offering a total amenity area of 49.6 hectares (122 acres) within one kilometre (and three covering 4 hectares (10 acres) within 300m and 4 minutes walk).
- 2.14. Please see Appendices 1 and 2 for a full schedule of amenities and associated distances.
- 2.15. The site is located between bus stops at Chichester Road (150m away) served by Stagecoach no's 85/85a/86 (Piccadilly Gardens to Chorlton), and Moss Lane East (Stop B, 120m away) and Princess Road (Stop A, 100m away). The latter two stops are both served by the frequent Stagecoach number 15 service (Piccadilly Gardens to Flixton). Buses from the three stops run in both directions from early morning (6am) to late at night (beyond midnight).
- 2.16. The bus stops on Princess Road (250m away) service no's 101,102,103 and 108 provide several services per hour from 6am to beyond midnight to Manchester Piccadilly and South Manchester.
- 2.17. Evidently, the site is in a sustainable location for intensifying residential development, with good access to a range of facilities and public transport links in the local centre and further afield into Manchester.

3. Planning History

- 3.1. A search of Manchester City Council's online planning register has yielded the following results relevant to the site:
- 3.2. **067922/FO/2003/S1** – Erection of part 4 and part 5 storey building to form 34 self-contained flats and 20 car parking spaces and landscaping. Approved 23 October 2003.
- 3.3. This application permitted the original residential (Class C3) use at the site.
- 3.4. **094847/FO/2010/S1** – Residential development comprising three 4 storey and three 3 storey townhouses and new boundary wall to Armani Centre, with additional parking for Poplar Court at Land Adjacent To, Poplar Court, Moss Lane East, Moss Side, Manchester, M16 7DH. Approved 3 June 2011.
- 3.5. This application permitted 6 additional dwellinghouses adjacent to Poplar Court, whilst allowing for the introduction of a new car parking area to the rear of Poplar Court itself. This introduced an additional 6 spaces for use by Poplar Court, taking the total number to 25 spaces.
- 3.6. **130686/P20A/2021** – Prior approval application for the installation of 4 no. self-contained flats to the roof of the existing building. Turned away (Legislative), 5 October 2021. Reason:

'When assessing the criteria of New dwellinghouses on detached blocks of flats under Schedule 2, Part 20, Class A of the above Order, the proposal must comply with all of the requirements; this includes all conditions, limitations or restrictions.

In paragraph A of Class A within part 20 of the Order, it is set out that this part of the above Order relates to "Development consisting of works for the construction of up to two additional storeys of new dwellinghouses immediately above the existing topmost residential storey on a building which is a purpose-built, detached block of flats".

Paragraph A.1 states "Development is not permitted by Class A if— (d) the additional storeys are constructed other than on the principal part of the building".

The "principal part" of the building is defined within the interpretation of Part 20 of the above Order as: "means the main part of the building excluding any front, side or rear extension of a lower height, whether this forms part of the original building or a subsequent addition".

The submitted plans show that the proposed residential units would not be immediately above the topmost residential storey of the building in that they would be located above the 3rd floor

of the building that contains residential units on the fourth floor. They would therefore be on a part of the building of a lower height.

Accordingly, the proposal does not satisfy all of the conditions and limitations and is therefore not permitted under the Order and an application for planning permission is required.'

- 3.7. This application was determined negatively by MCC due to a debate regarding what formed the principal part of Poplar Court. Subsequently, the scheme has been redesigned and resubmitted to address those concerns.
- 3.8. **132492/P20A/2021** – Prior approval application for the installation of 4 no. self-contained flats to the roof of the existing building. Validated 10 December 2021.
- 3.9. The application was negatively determined 26 July 2022 for the following reason:
 - 1) *Prior Approval is required and refused due to the impact of the proposed extension to the external appearance of the building, which is found to be unacceptable due to conflict with policy outlined at Section 12 of the National Planning Policy Framework. The development therefore fails to pass the test outlined at Condition A.2 - (1) (e) of Schedule 2, Part 20, Class A of The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020.*
- 3.10. Following the negative determination of this application the applicant undertook discussions with Planning Officers at Manchester City Council to discuss solutions to providing additional accommodation at the site. The advice received from the Council has formed the basis of this application submission.

4. Proposed Development

- 4.1. This application seeks full planning permission for the construction of 4 no. self-contained flats to the roof of the existing residential accommodation at Poplar Court and associated works.
- 4.2. The proposed scheme will utilise the existing access points to the building at ground floor. At the existing third floor, the application proposes 4 no. self-contained apartments on the most northerly part of the building, i.e. that part directly facing onto Moss Lane East.
- 4.3. The 4 no. apartments are effectively built upon the forward facing timber clad outriggers hereby filling in the gap that currently exists. Once constructed the new apartments will match the height of the existing lift shaft.
- 4.4. All existing apartments at the site will remain unaffected by the proposed development.
- 4.5. All the new apartments will be 2-bedroomed, on one level and propose the following schedule of accommodation:
 - 2 no. bedrooms;
 - 1 no. ensuite;
 - bathroom;
 - hallway;
 - living/dining/kitchen;
 - Total: 64.5 sqm (3 person).
- 4.6. For each of the apartments, the proposed internal area is in accordance with the requisite Nationally Described Space Standard, based on the number of bedrooms, bed spaces.
- 4.7. In terms of the existing arrangements for car parking (25 no. spaces), as part of the proposals, an additional five car parking spaces can be facilitated to serve the new units and existing Poplar Court.
- 4.8. Existing servicing arrangements for the building will remain. It is considered 4 no. new apartments will have a negligible impact within the existing capacity and can be accommodated without the need for upgrades (see Flood Risk Assessment).
- 4.9. The application also proposes the provision of three electric vehicle charging points located in the existing parking spaces underneath the building. The applicant proposes providing two

electric vehicles for the communal use of all the residents of Poplar Court on a pre booking basis. The third charging point will be available for any residents to charge their own vehicle.

- 4.10. In addition, as part of the redevelopment works, the applicant proposes the provision of two electric bicycles for the exclusive use to the residents of Poplar Court.
- 4.11. The application also proposes the provision of an additional communal refuse bin.

5. Planning Policy Framework

- 5.1. Paragraph 47 of the National Planning Policy Framework requires (in accordance with Section 38(6) of the Planning and Compulsory Purchase Act (2004) and Section 70(2) of the Town and Country Planning Act 1990), that planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise.

Adopted Development Plan

- 5.2. The current local plan for Manchester consists of the Core Strategy Development Plan Document, adopted 11th July 2012.
- 5.3. The Core Strategy provides a long-term spatial vision, strategic priorities and policies for future development in Manchester, specifically with regard to the quantity and location of new homes, employment provision, shops, facilities and other services, transport and other infrastructure provision, climate change mitigation and adaption and the conservation and enhancement of the natural and historic environment.
- 5.4. In addition, the Interactive Proposals Map shows both Core Strategy and extant Unitary Development Plan (UDP) policies. Having regard to these maps, the site is subject to the following designations:
- Within the settlement boundary;
 - Central Manchester Area;
 - Inner Area
 - There are no site specific policies that apply to the site.
- 5.5. The following policies are relevant to the consideration of the proposed development in this location:
- Policy SP 1 Spatial Principles
 - Policy EC 8 Central Manchester
 - Policy H 1 Overall Housing Provision
 - Policy H 2 Strategic Housing Location
 - Policy H 5 Central Manchester

- Policy EN 4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Policy EN 6 Target Framework for CO2 reductions from low or zero carbon energy supplies
- Policy EN 8 Adaptation to Climate Change
- Policy EN 15 Biodiversity and Geological Conservation
- Policy EN 16 Air Quality
- Policy EN 19 Waste
- Policy DM 1 Development Management

6. Material Considerations

6.1. In accordance with Paragraph 47 of the National Planning Policy Framework, Section 38(6) of the Planning and Compulsory Purchase Act (2004) and Section 70(2) of the Town and Country Planning Act 1990), planning applications must be determined in accordance with the development plan, unless material considerations indicate otherwise.

6.2. The following represent material considerations at either a national or local level.

National Planning Policy Framework (July 2021)

6.3. The National Planning Policy Framework (NPPF) was updated in July 2021, setting out the Government's most up-to-date vision for future growth. The NPPF must be considered in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.

6.4. The NPPF acknowledges that planning policies and decisions should play an active role in guiding development towards sustainable development solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. The most relevant extracts of the NPPF are summarised below.

6.5. Paragraph 8 states that there are three dimensions to sustainable development: economic, social and environmental and, as set out in paragraph 9, these provide broad objectives to be delivered through planning decisions.

6.6. At the heart of the NPPF is a presumption in favour of sustainable development as set out in paragraph 11. This means, inter alia:

“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, granting permission unless:

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

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

- 6.7. Chapter 4 outlines how Local Planning Authorities should approach decisions on proposed developments. It sets out that the approach should be positive and creative and that decision-makers at every level should seek to approve applications for sustainable development where possible.
- 6.8. Paragraph 60 sets the Government's objective of "significantly boosting the supply of housing". In order to achieve this objective, the NPPF confirms that a housing need figure should be enshrined in planning policies to deliver the size, type and tenure of housing needed for different groups, including those in need of affordable housing. It also confirms that planning policies and decisions should promote the effective use of land in meeting the needs for homes, particularly through achieving appropriate densities.
- 6.9. Within this context, the NPPF states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the Framework.
- 6.10. Chapter 6 relates to the economy and in paragraph 81 states that, 'Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. 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.'
- 6.11. Section 9 "Promoting sustainable transport" states in paragraph 105 that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- 6.12. 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".
- 6.13. Paragraph 119 states "Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions". To do so, the use of previously-developed or 'brownfield' land should be pursued as much as possible.
- 6.14. Paragraph 120, inter alia, states that "Planning policies and decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)".

- 6.15. Paragraph 126 states that “The creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve”.
- 6.16. Paragraph 127 seeks developments that, inter alia, “function well and add to the overall quality of the area for the lifetime of the development, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, including the surrounding built environment.”

Manchester City Council Supporting Documents/Supplementary Planning Guidance

- 6.17. Supplementary Planning Guidance (SPG) and other legislative local documents do not form part of the development plan, but are prepared to provide additional guidance on the application and interpretation of local policies. They are material considerations in the determination of planning applications.
- 6.18. The SPGs and guidance most relevant to the proposed development are set out below.

Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)

- 6.19. The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

Manchester Residential Quality Guidance (2016)

- 6.20. This is a material planning consideration in the determination of planning applications and weight should be given to this document in decision making. The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a city of high-quality residential neighbourhood and a place for everyone to live. The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live

Providing for Housing Choice – Supplementary Planning Document and Planning Guidance (2008)

- 6.21. This document sets out in detail the Council's Affordable Housing Strategy and sets out the rationale for the target proportion of affordable housing and tenure mix.

Residential Growth Strategy (2016)

- 6.22. The Strategy aims to ensure that there is the right quality, mix and type of housing in the right locations to meet demand and changing demographics, develop neighbourhoods of choice and improve equality amongst the City's residents in terms of housing choice, quality and affordability in order to develop strong communities.

Manchester Climate Change Framework: 2020-2025 and Manchester Zero Carbon Framework (2020)

- 6.23. In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are well documented and work towards the city becoming zero carbon by 2038, significantly accelerated from the original target of 2050.

7. Planning Assessment

7.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires Local Planning Authorities to determine planning applications in accordance with the Development Plan, unless material considerations indicate otherwise.

7.2. The key planning issues are discussed in turn below.

Principle of Residential Development

7.3. The principle of introducing the proposed redevelopment, as set out in Section 4 of this Statement, is supported by numerous policies of the adopted development plan and the NPPF.

7.4. Policy H1 relates to Overall Housing Provision and sets a housing requirement for Manchester of approximately 61,150 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. It continues stating that, *'Within the Inner Areas in North, East and Central Manchester densities will be lower but generally around 40 units per hectare.'* It also states that, *'new developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.'*

7.5. Table 9.2 of the Core Strategy, connected with Policy H1, notes that of the total quantum, this comprises of an allowance of 6,650 units delivered through windfall sites (like the application site).

7.6. The NPPF advocates a 'brownfield first' approach to meeting development needs and supports development that makes efficient use of land, including the reuse or redevelopment of vacant buildings. As set out in NPPF Para 120 (d), development that makes more effective use of available sites. The proposed development directly achieves these aims.

7.7. In summary, the proposed additional residential accommodation achieves the brownfield-first aims of the NPPF and is compatible with area-specific local requirements as set out in Policy. The use is therefore acceptable in principle before consideration of the remaining planning matters below.

Residential Amenity

7.8. Residential amenity needs to be assessed from two different perspectives. Firstly, the impact upon surrounding occupiers and secondly the impact upon future occupiers of the approved units.

7.9. Policy DM1 sets out the Development Management requirements when considering application proposals. It states the following:

'All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- *Appropriate siting, layout, scale, form, massing, materials and detail.*
- *Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.*
- *Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.*
- *Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.*
- *Community safety and crime prevention.*
- *Design for health.*
- *Adequacy of internal accommodation and external amenity space.*
- *Refuse storage and collection.*
- *Vehicular access and car parking.*
- *Effects relating to biodiversity, landscape, archaeological or built heritage.*
- *Green Infrastructure including open space, both public and private.*
- *The use of alternatives to peat-based products in landscaping/gardens within development schemes.*
- *Flood risk and drainage.*
- *Existing or proposed hazardous installations.*
- *Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply).'*

- 7.10. The 4 no. apartments will sit neatly on an under utilised part of the building. It will be set against the blank elevation of the existing building and occupy the footprint of the second floor roof. The height of the overall building will not be increased and the existing footprint will not be expanded.
- 7.11. The new residential units will not be visible at all from any of the residential properties to the south and therefore the resultant impact will be indiscernible.
- 7.12. To the north of the application site and across Moss Lane East are the facing three storey residential properties. Apartments 3 and 4 will be nearest to these properties, however no nearer than the existing footprint allows. It is purported therefore that there will be no greater impact than current exists.
- 7.13. To the west of the application site are the three storey residential properties at 146 – 154 Moss Lane East (the nearest property being no. 154). No. 154 has a blank facing side elevation and therefore there are no principal windows that are affected. Again, the proposal does not increase the overall height of the resultant building, nor does it extend the footprint and so the proposal is considered to have minimal impact.
- 7.14. The other consideration is the impact upon future occupiers of the proposed residential units. The proposed elevations and floor plans show that each habitable room will feature generous windows, allowing adequate natural light to penetrate the new apartments.
- 7.15. Given that the apartments are just replicating the form of development on the lower floors in this location, they will not be subject to any more noise and disturbance than the existing occupiers.
- 7.16. It has been demonstrated therefore that the matter of residential amenity has been addressed and should not be a reason to resist the proposed development.

Design and Accessibility

- 7.17. The application is supported by a Design and Access Statement prepared by Space Architecture and Design Ltd, which provides further detail on this matter.
- 7.18. In accordance with Policy DM1, the proposal is an appropriate addition to the street scene. It does not detract from the original design principles which were to create a building of varying heights, scale, massing and materials. The proposal still achieves this.
- 7.19. The application proposes the following commentary in respect of the palette of materials:

'In visual terms the first inclination was that the cladding should copy the timber cladding of the original building. However, the existing cladding is untreated western red cedar and this has aged with time, acquiring its characteristic silvery grey appearance. Trying to replicate this would be extremely difficult.

Furthermore and more importantly, it is felt that the new extensions should appear as a contrast to the existing timber clad sections of the buildings and so that the new and the existing both maintain their own visual identity.

After a degree of design development it was established that the main elevational format should loosely follow that of the existing sections below but that the windows should be larger and should have a different form of subdivision and that the cladding material should be bleached Larch plywood. This is what is shown in the drawings that accompany the application.

The new apartments will have roofs constructed in a very similar fashion to the existing, ie with a 'negative' inset powder coated aluminium edging detail and using a grey single ply upvc membrane. Rainwater run-off will discharge into the existing internal rainwater pipes.'

- 7.20. With regard to accessibility the proposed development utilises the existing arrangements. Access into the wider building will still be from the front and to the rear from the car park. Circulation within the building will remain as existing with residents having the option of either the lift or the stairs. Access into the new apartments will be from the existing third floor internal corridor.

- 7.21. The proposed development is therefore fully accessible in accordance with Policy DM1.

Highways

- 7.22. The existing parking arrangements at Poplar Court provide 25 car spaces (19 within the car park and 6 spaces on the adjoining PRIME site). This represents a 74% car space to unit ratio. All cars parked at Poplar Court are required to be registered with the Management Company. There are currently 18 cars registered representing a take up of 66% of the 27 spaces provided. This is in line with number of empty spaces seen on a daily basis. As part of the proposals for the four new apartments the car parking will be reconfigured as shown on the Poplar Court Proposed Parking Arrangements 5 spaces Plan enclosed within Appendix III. This will then create 32 car spaces and increase the space to unit ratio to 84%.

- 7.23. The use of bicycles at Poplar Court, like elsewhere, has increased dramatically in recent years. There are now regularly over 20 bicycles parked in the undercroft and a former car space was repurposed to facilitate these some time ago.
- 7.24. 4 no. new apartments (approx. 12 new occupiers) will not give rise to any unacceptable transport and highways impacts. The site is in a sustainable location, with services, facilities and public transport links in proximity (discussed below).
- 7.25. The application also proposes the installation of 3 no. electric vehicle charging points and the provision of 2 no. electric vehicles for residents use, in order to reduce vehicle omissions, in accordance with Policies EN4, EN6 and EN8.
- 7.26. The Hulme High Street multi storey underground car park opposite Poplar Court has recently been completely refurbished along with Alexandra House's £8million overhaul. It is a superb facility with lifts, CCTV and excellent lighting. It is also chronically under used. There are over 200 spaces in the car park and on 29th September 2022 there were 56 cars parked there. It has long been a frustration of the Poplar Court Management Company that Alexandra House staff park along Quinney Crescent rather than use this car park. There was perhaps an argument that the previous condition rendered usage unsafe. This is no longer the case and use of this facility by Alexandra House workers would free up 12 on street parking areas directly behind Poplar Court.

Access to Services and Amenities

- 7.27. All tiers of Government policy seek to ensure that proposed developments have access to local services and amenities.
- 7.28. The proposed development is set within a highly sustainable location with access to services and amenities within a very short distance. Enclosed in Appendix 1 and 2 is a plan and supporting table identifying the surrounding opportunities for residents.
- 7.29. The enclosures demonstrates that residents will not need to utilise their car when accessing parks and open spaces, shops, cafes, library and supermarkets.
- 7.30. The highly sustainable nature of the proposal should weigh heavily in favour of the proposal when the Council are undertaking a balancing exercise.

Flooding

- 7.31. This application is accompanied by a Flood Risk Assessment, prepared by S.A.F.E Consultants (August 2022).

- 7.32. The report concludes that the proposed new development is sustainable and satisfactory, provides no flood risk and can be safely managed by the existing systems with minimum environmental effect, to ensure that the new apartments can be developed and occupied safely.

8. Conclusion

- 8.1. This Planning Statement has been prepared by Broadgrove on behalf of our client, Irish Anglo Properties (Hulme) Ltd, to support an application for planning permission for 4 no. additional residentials at Poplar Court, Moss Lane East, Manchester.
- 8.2. This Statement summarises details of the site, its planning history, the proposed development and relevant local policies and material considerations. It then assesses the proposals against the relevant policy context.
- 8.3. The principle of creating additional residential accommodation on vacant and underutilised space is acceptable and supported by relevant national and local policies.
- 8.4. No adverse impacts arising from or to design; noise; residential amenity or highways will result from the proposals. Further to the principle of redevelopment being acceptable, this demonstrates that no technical matters should prevent the proposed development.
- 8.5. In summary, the proposed development represents sustainable development and complies with the relevant provisions of the adopted development plan for Manchester City Council. As no material considerations indicate otherwise, planning permission should therefore be granted without delay.
- 8.6. We trust that the contents of this Statement and accompanying plans are clear, but if you have any queries, do not hesitate to contact Broadgrove (am@broadgrove.co.uk) at your earliest opportunity.

Appendix I: Amenities Map

Appendix II: Amenity Distances

Appendix III: Parking Arrangements Plan