



Supporting Planning Statement

Redevelopment of Land at 764 – 786 Stockport Road, Levenshulme, Manchester, M12 4DG

May 2022

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For and on behalf of Avison Young (UK) Limited

1. Introduction

- 1.1 The Supporting Planning Statement (“SPS”) has been prepared by Avison Young on behalf of Views (Holding) Limited (“the Applicant”) in support of a full planning application (“application”) submitted to Manchester City Council (“MCC”) for a mixed-use, residential-led development at 764 – 786 Stockport Road, Levenshulme, M12 4DG (the “Site”). The full description of development proposed at the site, as stated on the application form is:

“Demolition of existing buildings on site and construction of a building of ground plus up to three floors comprising of 30 no. new residential units (Use Class C3), together with 9 no. ancillary flexible commercial, retail and sui generis uses at ground floor and other associated infrastructure”.

- 1.2 The application is accompanied by a comprehensive suite of supporting technical reports. The scope of supporting information has been agreed with MCC planning officers through pre-application discussions and where relevant technical reports have been prepared in line with an agreed methodology. These supporting documents are listed at **Appendix I** and this SPS should be read alongside the supporting plans and technical documents.
- 1.3 The purpose of the SPS is to provide a detailed description of both the application site and development proposals, assessing the proposed development against all relevant policies of the Development Plan and other material considerations.
- 1.4 The following chapters of this SPS are structured as follows:
- **Chapter 2 Site Location and Description** – this chapter provides a description of the application site, the surrounding area and planning history;
 - **Chapter 3 Statement of Community Involvement** – this chapter summarises pre application engagement undertaken by the Applicant with MCC planning officers and other key stakeholders;
 - **Chapter 4 The Proposed Development** – this chapter provides a description of what planning permission is being sought for;
 - **Chapter 5 Relevant Planning Policy Framework** – this chapter provides the planning policy context for the proposals;
 - **Chapter 6 Assessment against the relevant development plan policies** – this chapter provides an assessment of the proposals and compliance with policy through consideration of the key issues posed by the Development Plan and other material considerations;
 - **Chapter 7 Technical Considerations** – this chapter sets out a summary of the technical work undertaken to support the planning application;
 - **Chapter 8 Planning Balance** – this chapter brings together all the factors to be put into the planning balance to consider whether, when looked at as a whole, the scheme presents a sustainable form of development;
 - **Chapter 9 Construction Environmental Management Plan (“CEMP”)** – this chapter outlines a framework for the preparation of CEMP which will be secured by condition; and
 - **Chapter 10 Summary** – this chapter provides a summary of each of the above chapters and reaches the firm conclusion that it is appropriate for full planning permission to be granted.

2. Site and Surrounding Area

- 2.1 This chapter of the SPS provides a description of the site and its surroundings. For further details (and to avoid repetition), please also refer to the submitted Design and Access Statement ("DAS") which has been prepared by Ollier Smurthwaite Architects.

Site Description

- 2.2 The site is located on the edge of the Levenshulme District Centre boundary, within the administrative area of Manchester City Council ("MCC"), within the ward of Longsight. The extent of the application site edged red is shown on the Site Location Plan enclosed at **Appendix II**. The site is roughly rectangular in shape and occupies approximately 0.12 ha of previously developed land to the west of the A6 (Stockport Road) which is a key arterial route, connecting Stockport to Manchester City Centre from the south. The site contains a number of vacant buildings as well as a car storage and repair area (Figure 1).



Figure 1. Site's current state as of April 2021.

- 2.3 To the north of the site are two storey buildings with various retail ground floor uses and apartments on the first floor. Located to the south of the site is a piece of land with consent for a 4/5 storey redevelopment, as well as some three-storey mixed use retail and residential properties. To the west of the site is a three-storey warehouse and a terrace of two storey houses with rear yards backing onto an alley that separates them from the proposed development. The rear alleyway serves the existing terrace of the houses and will serve the proposed development as well. The buildings located to the north of the site were also used as retail units of varying heights.
- 2.4 According to the Environment Agency Flooding Map, the full site is located within Flood Zone 1 which is defined as having a less than 1 in 1000 annual probability of flooding, which indicates a low probability of flooding and is therefore suitable to accommodate a residential-led development from a flood risk perspective.

- 2.5 The site is not within a Conservation Area and there are no statutory listed buildings within the curtilage of the site. The nearest Listed Buildings are Slade Hall (Grade II*) and Church of St Agnes (Grade II) which are approximately 250 metres to the west of the site.
- 2.6 There are no public right of ways contained within the curtilage of the site.
- 2.7 No Tree Protection Orders (TPOs) are contained within the site boundary.

Site Surroundings and Location

- 2.8 The surrounding area comprises of a mix of uses, including residential, retail and commercial premises. The layout of the streets to the west of the site consists of grid layouts with rows of houses together fronting the street with a central back-alley entry into their rear gardens.
- 2.9 Adjacent to the site, to the south is an undeveloped parcel of land with planning consent approved in 2021 for the erection of a four-storey building to form 8 retail units on ground floor, 39 apartments above, with associated space car parking and new vehicular access.
- 2.10 In terms of accessibility to services, the site is extremely well connected. The site is located adjacent to Levenshulme District Centre which contains a range of local services and amenities, including an Asda supermarket, Longsight Library and Learning Centre, shops, restaurants, banks and Longsight Market. Chapter Two of the Transport Assessment which has been prepared by Curtins should be referred to for further information on wider accessibility matters.
- 2.11 In terms of public transport accessibility, the site has high levels of accessibility for both private and public transport modes. There are many high frequency bus stops located along Stockport Road (A6) which provide regular services between the site, Manchester City Centre, Gorton, Hazel Grove, The Trafford Centre and Stockport.
- 2.12 Levenshulme Train Station is located approximately 800 metres to the south of the site and provides local services to Manchester, Crewe and Blackpool. Manchester Piccadilly is also located 4km from the site and this provides direct, regular services across the country.
- 2.13 In terms of access to open space, the site is surrounded by a number of parks which are in walking distance. These include Crowcroft Park (60 metres north), Nutsford Vale (550 metres east), Greenbank Park and Playing Field (550m south east), Birchfields Park (1.2km west), Cringle Park (1.2km south) and Highfield Country Park (1.24km south). It is not anticipated that the proposals will have any detrimental impacts on the surrounding open space, given the development of a relatively limited number of apartments.
- 2.14 The site is situated in a highly sustainable and accessible location, with very close proximity to a range of existing shops, services and leisure facilities. The surrounding area exhibits good levels of pedestrian infrastructure and excellent links to public transport will allow for reduced reliance on private motor vehicles.

Planning History

- 2.15 There are two previous planning applications associated with the site which is considered to be of relevance to the proposed scheme. These applications are set out in the table below:

Table 1. Planning Application history

Application Address and Number	Description of Development	Outcome
CDN/21/0193	Discharge of conditions 3 (materials), 6 (fume extraction), 9 (acoustic insulation), 10 (ground conditions), 11 (air quality), 19 (shop fronts) and 22 (CMP) attached to planning permission referenced 114552/FO/2016.	Part Approved Part Refused
774-786 Stockport Road Manchester M12 4GD		C9 - Acoustic 21 November 2021
114552/FO/2016	Erection of one x 2-storey and one x 3-storey in-fill building at 774 and 780A Stockport Road, a single storey roof enclosing the rear yard of 774 to 786 Stockport Road (inclusive), formation of 7 ground floor retail units (Class A1), formation of a total of 9 apartments (one x 1-bedroom apartment at ground floor, three x 2-bedroom and one x 1 bedroom apartments at first floor, three x 2-bedroom duplex apartments at first and second floor and one x 2-bedroom apartment at second floor (Class C3)), associated alterations to existing shopfronts, new shopfronts to 774 and 780A Stockport Road and associated elevational alterations including new windows and roof windows.	Approved 15 November 2017
774 – 786 Stockport Road Manchester M12 4GD		

2.16 The above consent establishes that the proposed residential uses have already been acceptable in this location. Further details on this existing planning permission are provided in the Design and Access Statement. Despite this permission, a number of challenges have been identified with the design in terms of its context, quality and deliverability and therefore, a new scheme is now being proposed.

2.17 As set out in detail in the Design and Access Statement, the proposed scheme seeks to build upon key principles established in the extant consent and incorporates a number of key improvements, including:

- An improved internal layout. The previous scheme is convoluted as it tries to retain as much of the existing building and is cluttered which leads to a compromised proposal;
- Improved amenity for surrounding residents as the windows currently proposed at both first and second floor overlook the properties opposite;
- Higher quality residential development that responds to existing and emerging context within the immediate locality;
- A proposal which complements the adjacent approval for similar a scale residential, retail and commercial development;
- More passive surveillance on Swallow Street and enhanced street frontage;
- A stronger street frontage onto Stockport Road with continuous shop fronts and also address the corner of Swallow Street;
- Improved residential access with the inclusion of a lift and a secure residential lobby on Swallow Street;
- Improved residential facilities with the inclusion of a bicycle store;

- The inclusion of a planted landscaped area on the first floor; and
- The inclusion of surface water attenuation on site.

Summary

- 2.18 The application site comprises a brownfield regeneration opportunity on a prominent site fronting Stockport Road. The site is in a highly sustainable location and within close proximity of a wide range of shops and services which are highly accessible for pedestrians and cyclists via the existing footways. The site is also extremely well connected to public transport links, allowing for reduced reliance on private motor vehicles. Overall, the site is extremely sustainable and accessible, is well located for a housing development and ripe for regeneration.
- 2.19 The site's planning history demonstrates that the principle of a residential-led mixed use at the site has already been established. This development proposal would continue to contribute to the ongoing regeneration of Manchester and the surrounding areas.
- 2.20 The next chapter of the SPS summarises the pre-application consultation undertaken by the Applicant with MCC.

3. Statement of Community Involvement

- 3.1 This section of the Statement, referred to as the Statement of Community Involvement (SCI), sets out the consultation which has been undertaken by the Applicant prior to the submission of the planning application, demonstrating that relevant stakeholders have been informed of the proposals and describes the consultation which took place to obtain their views.
- 3.2 These views, subject to their relevance and achievability, have been utilised to inform the evolution of the proposed development.

Planning Policy and Guidance to Community Consultation

- 3.3 The following documents provide an overview of local and national planning policy which promotes community involvement in the preparation of planning applications:
- Statement of Community Involvement, Manchester City Council (adopted in June 2018); and
 - The National Planning Policy Framework (July 2021).

Statement of Community Involvement (June 2018)

- 3.4 Manchester City Council adopted a Statement of Community Involvement in June 2018. It sets out how the Council will consult and involve people in the preparation of local plans and in the planning application process. Section nine of the Council's Statement of Community involvement sets out the Council's approach to community involvement in planning applications.
- 3.5 At the pre-application stage, the Council advise that development proposals will benefit from engagement with the local community early in the process and encourages applicants to undertake community involvement exercises using a variety of techniques. Specifically, the Council state that, developers will be encouraged to carry out pre-application consultation with interested parties and community bodies to enables issues to be addressed early within the planning process.

National Planning Policy Framework (July 2021)

- 3.6 The updated NPPF was published in February 2019 and contains the Government's most up-to-date planning guidance. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF is a significant material consideration in the determination of this application.
- 3.7 As Greg Clarke MP wrote for the Forward of the NPPF:
- "People have been put off from getting involved because planning policy itself has become so elaborate and forbidding – the preserve of specialists, rather than for the community... this National Planning Policy Framework changes that... we are allowing people and communities back into planning".*
- 3.8 There is therefore a clear rationale from the Government to increase the amount of public consultation undertaken in the planning process.
- 3.9 This section on *"pre-application engagement and frontloading"* within the NPPF states how *"early engagement has significant potential to improve the efficient and effectiveness of the planning application"*

system for all parties” therefore leading to “better coordination between public and private resources and improved outcomes for the community”.

- 3.10 Paragraph 40 further states that whilst LPA’s “cannot require that a developer engages with them before submitting a planning application” they should nevertheless “encourage take up of any pre application services they do offer”. Furthermore, and where deemed to be beneficial, the LPA should “encourage any Applicants who are not already required to do so by law to engage with the local community before submitting their applications”. This is to ensure that any potential issues are resolved as early in the planning process as possible.

Pre-Application Discussions with Manchester City Council

Planning

- 3.11 A series of virtual pre-application meetings have been held with the Council since October 2020. Initially, there was a meeting on 21st October 2020 where the principle of the development was discussed together with the key technical matters for considerations, including design (height, scale, massing and residential space standards), access, servicing and parking, and frontage improvements.
- 3.12 Following this, a second pre-application meeting was held with Sue Wills and Carl Glennon (Planning Officers at Manchester City Council) on 8th October 2021. A revised scheme was presented which made removed the previously proposed office element and decreased to quantum of development proposed to address previous concerns surrounding this and the impact of the office and residential in such close proximity.
- 3.13 At the second meeting, the principle of the development was discussed in more detail, together with design, parking and access. In summary, MCC were supportive of the principle and amendments that have been made to the proposals and accepted comprehensive development of the site.

Highways

- 3.14 MCC Highways have also been involved in the pre-application discussions, particularly in respect to the quantum of parking and the approach and scope of the Highways Assessment. The scope of the assessment was agreed with the transport consultants, Curtins.

Consultation with the Local Community

- 3.15 Views (Holding) Limited is aware of the importance of engaging with the local community and therefore undertook consultation informed by Manchester City Council’s Statement of Community Involvement.
- 3.16 A leaflet drop to approximately 400 residential and business properties within the surrounding area was undertaken on 9th February 2022 which provided information on the forthcoming application and the website address which allowed the community to view online further draft plans, images and information to share their views.
- 3.17 The website was dedicated to presenting the consultation material in the form of six PDF consultation boards, providing information on the project team, the background to the site, outlining the proposals and ways in which feedback could be provided.
- 3.18 The two weeks following the leaflet drop 42 people submitted feedback via the online survey. 36 (86%) responses were supportive/partially supportive of the scheme; 3 (7%) were unsupportive and 3 (7%) were undecided.

- 3.19 In summary there was positive support for the development and respondents were particularly pleased to see the site being developed give its current state and sustainable location. Respondents also noted the positive contribution the site can make to the hosing need in the area. The unsupportive responses cited a lack of parking a need to carefully consider servicing arrangements and a lack of specific information on the sustainability measures being proposed, as reasons.

Ward Councillors

- 3.20 Emails and letters were sent to all three Longsight Ward Councillors: Councillor Luthfur Rahman, Councillor Abid Latif Chohan and Councillor Suzanne Richards; informing them of the planning application and associated consultation exercise.

Summary

- 3.21 In summary, the applicant has carried out extensive consultation with Officers through pre-application discussions and the local community through a leaflet drop and virtual online public exhibition. Views (Holding) Limited consultation exercise fully accords with national and local planning policy guidance, and in particular the Council's SCI.

4. Proposed Development

- 4.1 This section of the Planning Statement provides a summary of the proposed development. A Design and Access Statement has been prepared by Ollier Smurthwaite Architects and had been submitted in support of this application which expands upon the discussion contained below.

Description of Development

- 4.2 Detailed planning consent is sought for the following development:

“Demolition of existing buildings on site and construction of a building of ground plus up to three floors comprising of 30 no. new residential units (Use Class C3), together with 9 no. ancillary flexible commercial uses at ground floor and other associated infrastructure”.

Use and Amount

- 4.3 The site will be developed for 30 no. residential units (Use Class C3) and 9 no. of ground floor commercial units (Use Class E).
- 4.4 The accommodation mix is set out below and in Table 2:
- Ground floor commercial units comprising a floor area of 1,096 m² including up to 50% for café / restaurant uses;
 - 10 one bedroom apartments (33%); and
 - 20 two bedroom apartments (67%).

Table 2. Accommodation Mix

Floor	1 Bedroom Apartments	2 Bedroom Apartments
First	4	7
Second	4	7
Third	2	6
Total	10 Units	20 Units

- 4.5 The residential units, in terms of their mix and size fully accord with standards contained within the Manchester Residential Quality Guidance.
- 4.6 Whilst the end users of the ground floor units are currently unknown, it is proposed that up to 50% of the floorspace on the ground floor could be used as restaurant use.

Layout

- 4.7 The 'L' shaped layout provides continuous frontage to the main Stockport Road frontage and improves the connectivity and frontage along the side streets.
- 4.8 The block orientation utilises the full length of the site completing the main frontage to the street and shielding the existing residential proposed from the noise of the main road.
- 4.9 The retail units fronting across the length of Stockport Road benefit from full height glazing providing active frontages and natural surveillance on Stockport Road and help to animate this façade.
- 4.10 Residential pedestrian access is proposed along Swallow Street (Figure 2).

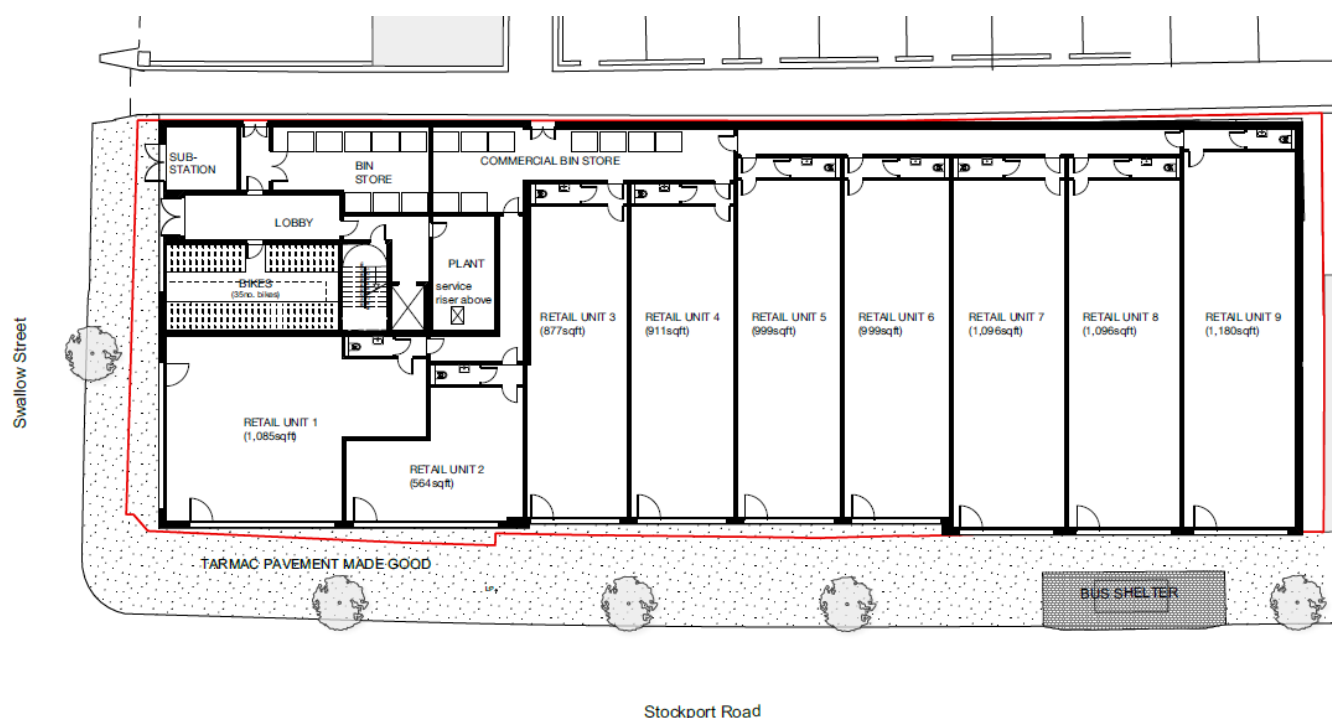


Figure 2. Proposed Ground Floor Layout

Scale and Massing

- 4.11 The scale and massing of the proposed development has been influenced by the site's surrounding context. The architect has sought to achieve this through using different massing, materials, and architectural treatments to break down different elements of the building to better respond to the neighbouring properties (Figure 3).



Figure 3. CGI Viewpoint from Stockport Road, demonstrating varying heights and massing.

- 4.12 The proposed development as pictured in Figure 3 ranges up to four storeys in height. The scale of the building is tallest at the junction of Swallow Street and Stockport Road, which matches the height of the building to the rear and has regard to the new consented residential development on the other side of Swallow Street at 4 – 5 storeys. From here, the building gradually reduces in height, scale and massing to respond to the existing dwellings on further along Stockport Road.
- 4.13 The design has also set back the higher, light weight floor to form a different architectural style which is also much less visible from the street.

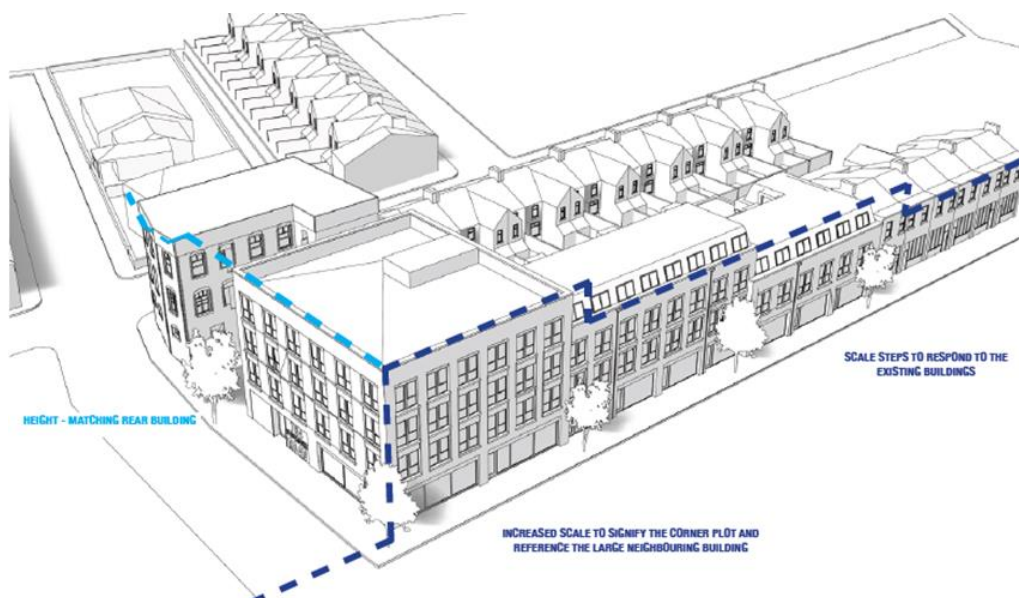


Figure 4. Architectural drawings demonstrating setbacks and scale of proposed development

Appearance

- 4.14 The appearance of the building has been inspired by the surrounding context. The building will be principally constructed from brick, the palette taking cues from surrounding area, and a regular pattern of windows will also feature across the building with good depths of reveals.

- 4.15 Whilst the building rises towards the corner, it mirrors the height of the building to the rear so does not read any higher.
- 4.16 The retail units fronting across the length of Stockport Road benefit from full height glazing providing active frontages and natural surveillance on Stockport Road and help to animate this façade. The glazing is set back from the main frontage and widens the footpath, an approach which visually reduces the overall scale of the building by creating a lightweight base.
- 4.17 The residents' entrance is on Swallow Street, away from the busy retail frontages, but its location here will create activity to animate this currently dead frontage street.
- 4.18 The rear façade has been carefully designed to minimise its overall scale and appearance and is positioned away from the existing properties.



Figure 5. CGI Viewpoint from Stockport Road, demonstrating frontages and appearance

Access

- 4.19 The site would be accessed from Swallow Street, providing direct access into the apartments and the cycle store. Users of the retail uses would access the units directly via Stockport Road.
- 4.20 The bin stores would be accessed via the existing alleyway to the rear of the development which adjoins the residential properties on Siddall Street.
- 4.21 As there is no parking provided within the curtilage of the site, there is no vehicular access provided to the site. It should be noted however, that Views Limited are in negotiations to obtain a maximum of 15 spaces at the adjacent Jain Samaj Religious Centre. This will be secured by a legal agreement.
- 4.22 There will be 35no secure, covered cycle parking spaces for residents, equating to 106% cycle parking provision. This well exceeds MCC's recommendation of 50% provision.

Summary

- 4.23 In summary, this chapter of the SPS has described the use and amount, layout and scale, appearance and means of access to the development. The proposed development will result in high quality residential accommodation being delivered which meets the provisions contained within the Manchester Residential Quality Guidance. The design of the proposal has been shaped through

collaborative pre-application discussions with the Council to ensure that both existing residents and occupants of the sought development will experience good levels of amenity.

- 4.24 The development will dramatically improve the street scene exhibited on Stockport Road through the replacement of a semi-derelict, underutilised site with a contextual contemporary design which seeks to integrate with its surrounding environment. The proposed use of the site will also introduce activity and natural surveillance into the locality. It is therefore recognised that the proposal will enable a number of benefits to be realised.

5. Relevant Planning Policy Framework

- 5.1 This chapter of the SPS summarises relevant local and national planning policies which are relevant to the Application.

National Planning Policy Framework 2021 (NPPF)

- 5.2 The updated NPPF was published in July 2021 and contains the Government's most up-to-date planning guidance. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF is a significant material consideration in the determination of this application. The overall emphasis of the NPPF is to reiterate the Government's key objectives of facilitating economic growth and securing sustainable development.

The Presumption in Favour of Sustainable Development

- 5.3 Central to the NPPF is the presumption in favour of sustainable development and the need for the planning system to support economic growth. Paragraph 11 of the 2021 Framework sets out the presumption in favour of sustainable development and the application of the policy for decision making states:

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

For decision-taking this means:

*c) approving development proposals that accord with an up-to-date development plan without delay; or
d) where there are no relevant development plan policies, of the policies which are most important for determining the application are out-of-date, granting permission unless:*

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

Building a Strong and Competitive Economy

- 5.4 The 2021 Framework confirms that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Paragraph 80 states that "significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and *wides opportunities for development*".
- 5.5 In addition, paragraph 84 states that previously developed land (PDL) "and sites that are physically well related to existing settlements, should be encouraged where suitable opportunities".

Ensuring the Vitality of Town Centres

- 5.6 Town centre policies are dealt with at section 7 of the NPPF under the title "ensuring the vitality of town centres". Paragraph 86 of the national policy document explains that:

"Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered".

- 5.7 Main town centre uses are defined within Annex 2 of the NPPF as: retail development, leisure, entertainment facilities, more intensive sport and recreation uses (including restaurants), offices, arts, culture and tourism development (including hotels).

Promoting Sustainable Transport

- 5.8 The NPPF sets out that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
- 5.9 In line with NPPF policy, the location and design of the scheme maximises opportunities for the use of sustainable transport modes. The location of the site is within walking distance of Bus stops, national rail and Metrolink stations and maximises the opportunity for users, employees and visitors to utilise existing sustainable transport infrastructure.
- 5.10 As set out in chapter two, the Site is in a highly accessible location. The Site is very conveniently located for leisure facilities and employment due to its location in Levenshulme District Centre and proximity to Manchester City Centre. It is also highly accessible for pedestrians and cyclists.

Making Effective Use of Land

- 5.11 Paragraph 117 sets out that 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.
- 5.12 Paragraph 123 (c) states that local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Achieving Well Designed Places

- 5.13 Paragraph 124 states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 5.14 Paragraph 131 sets out that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area.

Development Plan

- 5.15 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise. For the purpose of this application the Development Plan comprises of:
- Manchester's Core Strategy 2012 – 2027 (adopted 2012); and
 - The 'saved' policies of the Manchester Unitary Development Plan (adopted July 1995).
- 5.16 The Manchester Interactive Proposals Map illustrates that the site falls adjacent to Levenshulme District Centre, Central Manchester (Policies EC8 and H5) and Inner Areas (Policy SP1). The site has no specific allocation.
- 5.17 Key policies within the Development Plan are considered below.

Manchester Core Strategy (Adopted 2012)

- 5.18 The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long term strategic planning policies for Manchester's future development.
- 5.19 **Policy SP1 (Spatial Principles)** outlines the key spatial principles which will guide the strategic development of Manchester to 2027. Emphasis is placed on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a district environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas. New development should maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of public transport. The Policy also lists the Core Development Principles, which states that development in all parts of the City should make a positive contribution to neighbourhoods of choice, including creating well designed places that enhance or create character.
- 5.20 **CS Policy H1 (Overall Housing Provision)** states that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027, equating to an average of 3,333 units per year. Within the Inner Areas in North, East and Central Manchester, the type, size and tenure of the housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability. 90% of residential development will be on previously developed land. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. Central Manchester is expected to accommodate approximately 8,200 dwellings (net) within the Core Strategy period.
- 5.21 **CS Policy H5 (Central Manchester)** highlights that Central Manchester will accommodate around 14% of new residential development over the lifetime of the Core Strategy. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.
- 5.22 **CS Policy H8 (Affordable Housing)** states that new development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% as a starting point for calculating affordable housing provision. The proportion of affordable housing units will reflect the type and size of the development as a whole. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in 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 deliver only a proportion of the affordable housing target or where material considerations indicate that intermediate or social rented housing would be inappropriate in accordance with the stated circumstances.

- 5.23 **Policy C2 (District Centres)** states that 20,000 square metres net of convenience retail floorspace and 15,000 square metres of net comparison retail floorspace will be delivered within District centres by 2027. Housing will also be considered an appropriate use within District Centres providing it supports the vitality and viability of centre.
- 5.24 **Policy C6 (South Manchester District Centres – Chorlton, Didsbury, Fallowfield, Levenshulme and Withington)** states that across the area there is capacity for both further convenience and comparison retailing floorspace. In total, approximately 8,000 square metres of convenience and 4,500 square metres of comparison retail floorspace will be promoted up to 2027.
- 5.25 **CS Policy T 2 (Accessible Areas of Opportunity and Need)** states that the Council will actively manage development to ensure that new development is easily accessible by walking, cycling and public transport.
- 5.26 **CS Policy EN 1 (Design Principles and Strategic Character Areas)** states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. In terms of the City Centre Character Area, developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area.
- 5.27 **CS Policy PA 1 (Developer Contributions)** highlights that, where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance. Through such obligations, the Council may seek contributions for specific factors, such as affordable housing, with priority assessed on a site by site basis.
- 5.28 **CS Policy DM 1 (Development Management)** states that all development should have regard to the stated specific issues, including appropriate siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas in terms of design, scale and appearance of the proposed development; community safety and crime prevention; and refuse storage and collection.

Saved UDP Policies (2004)

- 5.29 A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.
- 5.30 **Policy DC7.1 (New Housing Development)** states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable.

Other Material Consideration

- 5.31 There are a series of other planning policy guidance documents at local and national level that are relevant to the determination of this application which include:
- Supplementary Planning Documents;

- Planning Practice Guidance (March 2014); and
- Emerging Places for Everyone Joint Development Plan

5.32 These are addressed in-turn below.

Supplementary Planning Documents

Manchester Residential Quality Guidance

- 5.33 MCC design and quality guidance was adopted by the City Council's Executive in December 2016. The design of the scheme has been cognisant of the guidance and high standards that are presented in the Manchester Residential Quality Design Guidance.
- 5.34 The guidance aims to create places in which people want to live in and can continue to live in, here natural light throughout the home is essential and choice is not restricted. Development should ensure visual and acoustic privacy and should deliver external amenity space.
- 5.35 The guidance also sets out how Manchester encourages sustainable transport and wants to make a growing contribution to transport choices. Residential development is viewed as key in providing the correct facilities to make cycling convenient, safe and practical arrangements. More details on the principles of the proposed development are provided within the DAS.

The Manchester Strategy

- 5.36 The Manchester Strategy sets out a long-term vision for the city following a period of consultation in 2015. The vision includes the objective to 'be a beacon for sustainable design' in order to be a thriving and sustainable city. The planning process is identified as being a facilitator in delivering these objectives. The proposed development of the Site will clearly align with the overarching programmes being promoted by the Manchester Strategy and has been designed alongside the principles contained within this strategy.

Green and Blue Infrastructure

- 5.37 The Manchester Green and Blue Infrastructure Strategy and Action Plan aims to build on investment to date and create a high quality, well maintained green and blue spaces which are integral part of neighbourhoods. The objectives of the Strategy include using appropriate infrastructure to create successful neighbourhoods and support the city's growth.

Planning Practice Guidance

- 5.38 Further guidance on the process for determining higher density development is provided in the Planning Practice Guidance. Paragraph 004 (Reference ID: 66-004-20190722) states that:

"when planning for a range of considerations should be taken into account in establishing appropriate densities on a site or in a particular area. Tools which can assist include accessibility measures, characterisation and design studies, environmental and infrastructure assessments and assessments of market or site viability."

The Emerging 'Places for Everyone' Joint Development Plan

- 5.39 The Places for Everyone Joint Development Plan will provide land for employment and residential uses across the Greater Manchester region excluding Stockport Metropolitan Borough Council. The framework produced by the 9 councils, will ensure that we have the right land available in the right

places to deliver the homes and jobs we need up to 2037, and will identify the new infrastructure such as transport, schools, health centres and utility networks required to achieve this. On 14th February 2022, the PfE Plan was submitted to the Secretary of State for Examination.

- 5.40 The Greater Manchester Combined Authority have placed greater focus on developing Greater Manchester's brownfield sites, building at higher densities and pursuing the regeneration of sites in sustainable locations within the latest version of the document. The number of dwellings required over the plan period (2021 – 2037) is 56,528 which represents 34% of the overall PfE dwelling requirement.

Summary

- 5.41 This chapter has identified national and local planning policy considerations to be taken into account when determining this application. The following chapter assesses the proposals against the policies set out above.

6. Assessment Against Relevant Development Plan Policy

6.1 This chapter appraises the proposed development against the Development Plan. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

6.2 Consideration is given to the following key issues:

- Principle of Development Comprising Commercial and Residential Uses;
- Affordable Housing Provision;
- Residential Amenity; and
- Good Design.

Principle of Development Comprising Commercial and Residential Uses

6.3 The site comprises unallocated land in Central Manchester, bordering the edge of Levenshulme District Centre, where proposals for new residential and mixed use development schemes are generally supported in the Development Plan.

6.4 Local planning policy places considerable emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs (CS Policy SP 1). The designated 'inner areas' of Manchester are stated to be the preferred locations for the majority of new residential development within the city.

6.5 The NPPF (2021) strongly advocates for the effective use of land, specifically in meeting the need for homes, and planning policies, and decisions are encouraged to promote and support the development of underutilised land and buildings to meet identified housing need (Paragraphs 119 and 120). MCC's CS also places considerable emphasis on the development of brownfield sites in sustainable locations (CS Policy H1).

6.6 The application site currently comprises several dilapidated built structures; occupying a relatively large area adjacent to the A6 Stockport Road. The poor condition, large footprint of the site and its highly visible location, fronting an arterial road into Manchester, currently creates a negative impression of the locality. The redevelopment of the site is thus important to not only improve the site itself, but also to enhancing the wider locality in which it is located, specifically as local planning policy encourages improvements to the appearance of premises adjacent to the City's major radial roads (UDP Policy E3.3). Furthermore, the site is located within a highly sustainable location being well-served by several sustainable transport modes and being located within easy access of local services and amenities which are located within Levenshulme District Centre.

6.7 It should also be noted that the proposals have capitalised on the principle of development which has already been established through existing previous consent and used this as an opportunity to enhance the scheme, as set out in Chapter 2 of this SPS, and bring forward a high quality proposal, hence this new application.

- 6.8 The CS states that approximately 60,000 new dwellings will be provided for in Manchester between 2009 and 2027; an average of 3,333 units per year. Central Manchester is expected to accommodate 8,200 dwellings (net) within the CS period.
- 6.9 Local planning policy places significant emphasis on residential development on previously developed land, with a target of 90% of residential development to be developed on brownfield sites.
- 6.10 Overall, the redevelopment of the site for residential led mixed use development, accommodating commercial units and 30 no. high quality new residential units, will ensure that this site is brought back into use. The redevelopment of the site would thus constitute the effective use of land, making an important and positive contribution to the Council's housing figures, whilst significantly enhancing the wider street scape.

Affordable Housing Provision

- 6.11 The development involves the erection of 30 no. residential units; accordingly, the proposal will be subject to Policy H8 of Manchester City Council's Core Strategy (July 2012). This policy stipulates that where 15 or more units are proposed, the target is for 20% to be made affordable, subject to viability.
- 6.12 A Viability Assessment has been completed by Roger Hannah in support of this application. This document demonstrates that it will not be possible for the Applicant to meet the Council's aspirations of providing 20% affordable units on site and ensure a deliverable scheme.

Residential Amenity and Quality

- 6.13 In accordance with CS Policy DM1, the proposed development must have regard to effects on amenity, including privacy, light, noise, vibration, odours, litter, vermin, birds, road safety and traffic generation.
- 6.14 The site is located within an established residential area, along Stockport Road which leads into the Levenshulme high street, surrounded by a number of commercial uses.
- 6.15 A Noise Impact Assessment has been prepared by Lighthouse Acoustic in support of the proposal and concludes that acceptable internal noise levels are achievable for residents of the proposed accommodation through the incorporation of appropriate glazing and ventilation systems.
- 6.16 The proposed development is likely to result in a very marginal increase in traffic movements in the locality. As set out in the supporting Transport Assessment these are anticipated to equate to little over one additional vehicle movement every six minutes during the peak hours. It should also be noted that factors including limited parking provision on site and the accessibility of the site by public transport are also expected to reduce the number of vehicular trips generated to and from the site. This, taken together with the 35 cycle spaces proposed (which equates to 106% residents cycle parking provision), can be concluded that traffic generation as a result of this development will be negligible and therefore complies with Policy DM1.
- 6.17 Each of the apartments have been designed to ensure that natural light is maximised. This has been achieved through orientating the apartments in a manner which utilise the full length of the site, maximising open aspect views. This is supplemented through the provision of extensive glazing and setting the apartments within the southwest of the site back so as to increase the distance from existing adjacent properties.
- 6.18 All apartments exceed the minimum Nationally Described Space Standards and the requirements of the Manchester Residential Quality Guidance.

- 6.19 Overall, the proposed development will result in a good level of amenity for existing and prospective residents, in line with Policy CS DM1, and the Manchester Residential Design Guide.

Good Design

- 6.20 Good design is noted to be a key aspect of sustainable development in national planning policy (Paragraph 126).
- 6.21 A DAS has been prepared by Ollier Smurthwaite Architects which addresses the site location and context, the design development and the scale, massing and appearance of the proposal.
- 6.22 The site is previously developed land, comprising of a vacant semi-derelict buildings which have been subject to vandalism. The proposal will ensure that the existing streetscape is significantly enhanced through the development of a high quality, residential-led development on the site. The proposal will thus function well and add to the overall quality of the area, ensuring that the aesthetic of the locality is enhanced and promoting the area as an attractive place to live.
- 6.23 The proposal will comprise a new high quality residential development of up to four storeys. The tallest element of the site has been designed so as to match the heights of surrounding buildings and announce its presence on Stockport Road without dominating the street scene, provide high-quality larger homes, and to ensure that the overall development is deliverable. The proposed development has also sought to respond to the elevational profiles of the neighbouring building heights through a 'stepped-down' effect; as discussed within the supporting DAS. Therefore, the proposal will relate well to its locality and will be sympathetic to the local character of the area.
- 6.24 Careful attention has been paid to the creation of a safe, inclusive and accessible development. The efforts made by the Applicant to ensure that the development is resistant to acts of criminal behaviour have been recognised by Greater Manchester Police; as articulated through the commentary contained within the Crime Impact Statement.

Summary

- 6.25 In summary, it has been clearly demonstrated that the principle of development is fully established when considered against the Development Plan. The following chapter considers the proposed development against the other technical policies in the Development Plan.

7. Technical Considerations

7.1 This section of the Statement summarises the findings of the individual technical assessments which accompany the detailed planning submission and demonstrates that the proposal fully accords with both national and local planning policy criteria. The following technical disciplines are considered:

- Highways and Transport
- Noise
- Air Quality
- Ground Investigations
- Ecology; and
- Environmental Standards Statement.

Highways and Transport

7.2 In accordance with Policies T1 (Sustainable Transport) and T 2 (Accessible Areas of Opportunity and Need), a Transport Assessment has been prepared by Curtins and submitted as part of this application. The Transport Assessment considers the relevant national and local transport policy guidance, proposed access arrangements and any potential impacts to the local highway network.

7.3 Access to the apartments would be via Swallow Street and access to the retail units would be via Stockport Road. As there is no parking within the curtilage of the site, there is no vehicular access to be provided.

7.4 Modelling undertaken by Curtins demonstrates that the traffic associated with the proposed development will be negligible and can therefore be satisfactorily accommodated on the local road network without causing any adverse impacts.

7.5 It is also noted that the site is highly accessible and within walking and cycling distance of many essential local facilities and services. The proposed development seeks to reduce the reliance on car journeys through limited parking provision (which is proposed to be provided at the adjacent Jain Samaj Religious Centre) and numerous nearby public transport opportunities will encourage sustainable modes of transport. The submitted Framework Travel Plan also identifies a number of measures that can be incorporated to further encourage trips to be made by sustainability modes of travel as opposed to travelling by private car. The proposals therefore clearly accord with Policies T1 and T2 of the adopted Core Strategy.

Noise

7.6 In accordance with Policy DM1 (Development Management), a Noise Assessment has been prepared by Lighthouse Associates and has been submitted in support of this application. The assessment identifies, measures and assesses the potential impact of the existing noise climate on future residential receptors, as well as considering the vehicle generated noise impacts on any nearby receptors.

- 7.7 The dominant noise sources identified in the automated survey were found to be the frequent road traffic along Stockport Road (A6), as well as the occasional train pass by from the trainline to the west.
- 7.8 In order to mitigate noise impacts, a comprehensive glazing and ventilation strategy is proposed to demonstrate that the necessary noise standards can be achieved for internal areas. As such, it is considered the proposals accord with the provisions of the Core Strategy, including Policy DM1.

Air Quality and Odour Impact

- 7.9 An Air Quality Assessment has been undertaken by NJD to establish the baseline conditions currently existing at the site and surrounding area, potential direct and indirect impacts of the development arising from the construction and operation, the mitigation measures required to prevent and reduce the impacts and the residual impacts on air quality.
- 7.10 The site is partially located within the Greater Manchester Air Quality Management Area.
- 7.11 A qualitative construction phase assessment was undertaken, and measures were recommended for inclusion in a Dust Management Plan (DMP) to minimise emissions during construction activities. With the implementation of these mitigation measures the impact of construction phase dust emissions is considered to be 'not significant' in accordance with IAQM guidance. The proposals therefore accord with Core Strategy Policy EN16 (Air Quality) and the site is considered suitable for residential development from an air quality perspective.
- 7.12 The Odour Assessment has also been prepared in anticipation of the use of a number of the ground floor units being used as restaurant / café uses. The Odour Impact Assessment confirms odour and grease control systems can be put in place to mitigate any potential odour effects. Any odour arising from this development is considered to be 'not significant'.

Ground Investigations

- 7.13 Policy EN18 (Contaminated Land and Ground Stability) addresses matters relating to ground contamination and the requirement to submit an appropriate assessment to determine the suitability of the land for the proposed development.
- 7.14 Given the sites historic use, the application is supported by a Geo-Environmental Phase I Report, prepared by bEk Enviro Ltd, which recommends intrusive site investigations are undertaken to inform foundation design. With the employment of further investigations, there will be no significant adverse impacts relating to geology and ground conditions.

Ecology

- 7.15 An Ecological Appraisal has been prepared by bEk Enviro Ltd to support this planning application. The site comprises a row of terraced properties with yard areas which do not offer substantial ecological value. The assessment concludes that the site is of low conservation value with species poor habitats present.
- 7.16 There is, however, potential to provide habitats for sheltering and roosting bats. Emergence surveys are therefore recommended during the active bat survey and if found, a licence will be required once planning permission is granted and prior to commencement of development.

Environmental Standards and Energy Statement

- 7.17 An Environmental Standards Statement ("ESS") has been prepared by Element Sustainability to accompany the planning application. The ESS demonstrates how the proposed development complies with Policies EN4 and EN6 of the Manchester Council Core Strategy and details the energy saving and efficiency measures incorporated within the development, based on the current level of design information available.
- 7.18 Policy EN6 of the Manchester Core Strategy sets a target of 15% improvement over Part L 2010 for domestic CO2 emissions, which is the equivalent to a 9% improvement over Part L 2013. The dwelling emission rate is over 19% relative to Part L 2013 and over 22.1% relative for the commercial zones.
- 7.19 The proposed commercial units will be designed in accordance with the BREEAM criteria and achieve the required 'very good' rating; performing well in all areas of the assessment.
- 7.20 The energy hierarchy has been adopted for the development to ensure that the correct approach to design is taken to promote an energy efficient, low carbon solution. This has ensured that the benefits of less expensive methods of energy use reduction have been maximised first. The approach adopted is as follows:
- Minimise energy demand – Implement passive design measures and optimise the building envelope in terms of orientation, air tightness, and insulation.
 - Meet demands efficiently – Specification of energy efficient plant, heating, ventilation and system controls to facilitate efficient operation.
- 7.21 This approach responds to Policy EN 4 of the Manchester Core Strategy which seeks to maximise energy efficiency and reduce CO2 emissions from new developments. The policy requires the application of the energy hierarchy to ensure that passive measures, energy efficiency and low and zero carbon generation options are considered.
- 7.22 The design has applied passive principles and incorporated a 'fabric led' approach to achieve a highly efficient thermal envelope and reduce primary energy requirements. This approach means that the development will achieve high levels of thermal efficiency and air-tightness, reducing heating demand beyond the requirements of Building Regulations.
- 7.23 Overall the proposals will deliver a high quality, sustainable development on brownfield land which is seeking to minimise the waste generated, increase reuse and recycling and exceed regulatory compliance targets, thus complying with the adopted Core Strategy.

Summary

- 7.24 It has been clearly demonstrated that the proposals fully accord with the relevant policies of the Development Plan, including on technical matters, and as such should be approved without delay in accordance with Paragraph 11 (c) of the NPPF.

8. Planning Balance

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

Economic Benefits

- The generation of both temporary and full-time equivalent construction jobs, including higher skilled professions and lower skilled jobs, and associated job creation in the local economy through the delivery of the ground floor commercial space;
- Support for a number of other off-site employment opportunities in the building trade;
- Provide investment into the local area through the construction process which will act as a catalyst for future regenerations
- Generate increased spending in the local area which will subsequently support job creation; and;
- Generation of circa £51,000 of Council Tax per annum in perpetuity following the scheme's completion.

Social Benefits

- The proposals will deliver well-designed housing of a range and type to meet local needs and make a positive contribution to meeting MCC's overall targets;
- Deliver a sustainable development which has good access to jobs, shops, services and transport links;
- Attract new residents which will broaden the skills base available to employers in the local area and potentially benefit local businesses.

Environmental Benefits

- Deliver the regeneration of a brownfield, site which will have significant remediation and restoration benefits for the area; as well as regenerating the area of land which is currently covered by large expanses of hard standing; significantly enhancing the physical appearance of the local area;
- Attenuation of surface water which is betterment on the existing consented scheme which did not provide any attenuation;

- The provision of a green landscaped area at first floor level providing an ecological net benefit; and
- Deliver a scheme which ensures efficient use of land by maximising its development whilst taking into account key site opportunities.

8.3 In summary, the proposed development represents a highly sustainable form of development on a brownfield site which will deliver much needed housing for Manchester. The scheme proposals fully accord with the Development Plan and associated supporting planning guidance.

9. Construction Environmental Management Plan (CEMP) Framework

- 9.1 The purpose of this section is to provide a framework for the preparation of the Construction Environmental Management Plan ("CEMP") which will be prepared prior to construction and delivered via a planning condition. The CEMP will provide details of how the proposed scheme will be managed during the construction.
- 9.2 A Construction Phase Plan is required by the Construction Design and Management Regulations 2015 for any construction work carried out by contractors. This CEMP will be prepared to satisfy these regulations.
- 9.3 The CEMP will be enforced by the Contracts/Project Manager on receipt of client pre-construction information. The CEMP will be checked by the client team or his appointed Principal Designer for accuracy and robustness before commencement of site works. Following agreement of the Plan, this will be issued to the construction team and be updated/maintained on site by the site manager.

Objectives of the CEMP

- 9.4 The objectives of the CEMP are to:
- Define the existing and proposed ground levels specific to the proposed development.
 - Provide information on any environmental and sensitive local receptors relating to the construction of the development and associated infrastructure;
 - Set out actions required to manage the specified environmental risks, through consideration of design requirements, monitoring schemes and appropriate method statements.
 - Define the requirements for communication of the CEMP to the project team, environmental training and awareness, stakeholder liaison.
 - Define the processes for updating the CEMP - management reviews, incident reporting and investigation, etc.
- 9.5 The key function of the CEMP is to highlight and manage the specific environmental effects of the construction phase and to ensure that the significant negative effects are mitigated, and where practicable that additional environmental enhancements are delivered through completion of the proposed works.

Perceived Environmental Risk from Construction Activities

- 9.6 The perceived and potential risks which the CEMP will set out to address are:
- Contamination of soils, surface waters and groundwater through spills, run-off etc;
 - Production of dust from construction activities;
 - Management of construction traffic;
 - Production of noise and vibration from construction activities;

- Production of construction waste from construction activities and;
- Damage to habitats (including flora and fauna and watercourses) from construction activities.

9.7 The following sets out the framework and structure of the CEMP.

Chapter 1: Project Method Statement

9.8 The section will provide a detailed description of the proposed approach to the enabling and construction programme and set out the following:

- The construction process – sets out the programme and key construction operations such as setting up of compounds, access, any remediation required, changes in levels etc. At this preliminary stage. It is anticipated that the entirety of the construction process will take 70 weeks to complete;
- Hours of operation – for the avoidance of doubt, the construction working hours will be 07:30 – 19:30 Mondays to Fridays and 08:00 to 13:00 on Saturdays. No construction work shall take place on Sundays or Bank Holidays.

Chapter 2: General Site Management

9.9 The project delivery team structure, roles and responsibilities for the overall development of the site will be presented. Roles include:

- Environmental Manager
- Ecological Liaison Officer
- Principal Contractor
- PCs Contract Manager
- Design Manager
- Sub-Contractors

9.10 Site induction procedures will be set out which will include instruction on emergency procedures and any training required for site-based staff. The project goal is zero reportable or major accidents and dangerous occurrences during construction.

9.11 Other items covered under this section of the CEMP include:

- Selection criteria for contractors and designers
- Security and fencing
- Offices and cabins
- Welfare facilities
- Emergency incidents and management
- Fire and emergency evacuation

Chapter 3: Arrangement for Controlling Significant Site Risks

- 9.12 Material placement, delivery, removal and waste management will be set out and measures to ensure that site services are protect and maintained.
- 9.13 Consideration of adjacent land uses and protecting the public to ensure activities will not create unnecessary safety issues will be undertaken. All works will be planned to protect the public and adjacent site workers from the site's activities associated with construction site movement, deep excavations and movement of materials.
- 9.14 Preventing of falls is considered to be one of the highest control priorities and measures will be set out to control working at height. Fuelling and hazardous liquids has the most potential for environmental impact to surface and ground water and will be tightly controlled through measures set out in this chapter.
- 9.15 A subsection within this part of the CEMP will set out measures to control deliveries and vehicle movement:
- Parking
 - Deliveries
 - Site access and vehicle movement
 - Road Cleanliness

Chapter 4: Environmental Considerations and Management Measures

- 9.16 This section will set out the key environmental issues such as soil contamination and how any contaminated material will be handled, removal of any asbestos material, ground gas and set out techniques that will minimise noise and vibration. In addition to reduce the impact of dust and air emissions measures such as dust suppressants, stockpile management and speed limits on site will be considered.
- 9.17 The site management team will ensure that all site personnel are appropriately briefed on any ecological issues at the site. Specific site related issues will be set out here.

Chapter 5: Health and Safety

- 9.18 This chapter will set out the information that will be required, by the Principal Designer, for inclusion in the Health and Safety File.
- 9.19 The above sets out the framework for the CEMP. The applicant invites the requirement for a CEMP to be a condition to the planning consent.

Summary

- 9.20 In summary, this chapter of the SPS has described various components of the CEMP. This CEMP will be prepared prior to construction and delivered via a planning condition. The final CEMP once issued will provide details of how the proposed scheme will be managed during the construction.

10. Conclusion

- 10.1 This SPS has been prepared by Avison Young on behalf of Views (Holding) Limited in support of a full planning application made to Manchester City Council for a residential led, mixed use scheme at 764 – 786 Stockport Road.
- 10.2 This SPS is intended to address the relevant planning policy considerations and in particular the case for a residential led development at the site.
- 10.3 The site is highly sustainable location adjacent to Levenshulme District Centre and has excellent public transport connections with Manchester City Centre, reducing the reliance on private motor vehicles. It is in close proximity to a range of existing shops and services and has very good accessibility for pedestrians and cyclists. In locational terms, the site provides an excellent opportunity for a residential led mixed-use development.
- 10.4 The proposals have been designed with due regard to the technical assessments undertaken by the Applicant's project team. The proposals have been sensitively designed to transform this brownfield site in need of regeneration to provide a vibrant, high quality, residential-led development which will support Manchester's diverse and growing population. The proposals represent a comprehensive and high-quality scheme undertaken in line with best practice guidance and are a significant improvement on the previously consented proposals and, importantly, are deliverable in the current economic climate.
- 10.5 The report has identified a series of Development Plan Documents and other material considerations to be taken into account in the determination of this application. It has clearly been demonstrated that the principle of a residential led development in this location can be robustly justified in line with local and national planning policy.
- 10.6 Furthermore, the proposed development constitutes sustainable development in accordance with the NPPF when taken as a whole. The development will deliver significant positive economic, social and environmental benefits which should be afforded considerable weight in the determination of this planning application.
- 10.7 To summarise, the proposed development represents a high quality, sustainable form of development which will provide a mix of dwelling types and sizes, within a highly accessible location adjacent to Levenshulme District Centre. It will also provide flexible commercial space at ground floor level, providing active frontages and direct employment opportunities to ensure a truly sustainable development creating a sense of place and a development with character.
- 10.8 The scheme proposals accord with the Development Plan and in line with national planning policy, it is respectfully requested that planning permission is granted.

Appendix I

Submission Schedule

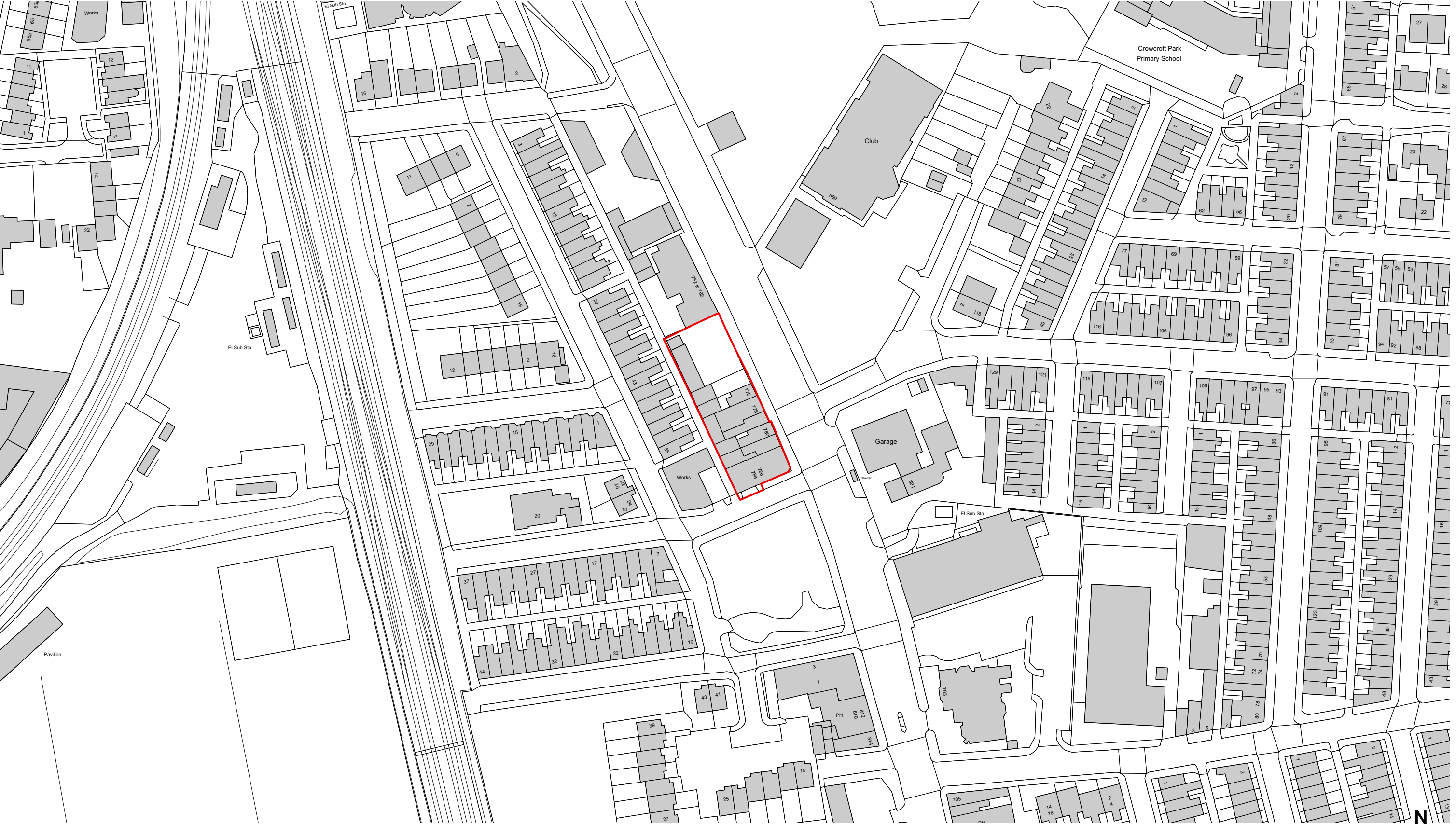
Schedule of Enclosed Documents

Submission Documents	Author	Reference
Administrative		
Covering Letter	Avison Young	31 st May 2022
Application Forms, Certificates and Notices	Avison Young	28 th March 2022
Application Fee	Views (Holding) Limited	Paid directly to Planning Portal
Planning Application Documents		
Planning Statement (inc. SCI, Framework CEMP and Residential Standards Statement)	Avison Young	May 2022
Air Quality Assessment	Njd Environmental Associates	NJD21-0050-002R
Arboricultural Impact Assessment	Ascerta	P.1593.22 February 2022
Broadband Connectivity Assessment	GTech Services	0.1 – 16.02.22
Crime Impact Statement	GMP	2022/0006/CIS/01 Version A
Daylight/Sunlight Technical Note	Gray Scanlan Hill	[3114]NLK 29 th March 2022
Design and Access Statement	Ollier Smurthwaite Architects	March 2022
Environmental Standards and Energy Statement	Element	2021.230 April 2022
Flood Risk Assessment and Drainage Strategy	Curtins	079844-CUR-XX-XX-RP-C-92000-P01-FRADS
Local Labour Agreement	Avison Young	28 th March 2022
Noise Impact Assessment	Lighthouse Acoustic	0714/APR1 Rev. 1
Odour Risk Assessment	Njd Environmental Associates	NJD21-0050-002R
Preliminary Risk Assessment (Land Contamination)	bEk	BEK-20767-1 (Rev B) October 2020
Preliminary Ecological Assessment and Potential Bat Roost Survey	bEk	BEK-20767-1 Rev A

Television Baseline Survey Report	GTech Services	Rev. 1.0 – 02.03.22
Transport Statement	Curtins	076508-CUR-XX-XX-T-TP-00001 Rev. P02
Interim Travel Plan	Curtins	76508-CUR-XX-XX-T-TP-00002 Rev. P02
Viability Assessment (inc. executive summary)	Roger Hannah	March 2022
Planning Application Drawings		
Location Plan	Ollier Smurthwaite Architects	A666_P_001 Rev. A
Block Plan	Ollier Smurthwaite Architects	A666_P_002 Rev. A
Topographical Survey	Ollier Smurthwaite Architects	A666_P_003 Rev. A
Existing Ground Floor Plan	Ollier Smurthwaite Architects	A666_P_010 Rev. A
Existing First Floor Plan	Ollier Smurthwaite Architects	A666_P_011 Rev. A
Existing Street Scene	Ollier Smurthwaite Architects	A666_P_015 Rev. A
Proposed Ground Floor Plan	Ollier Smurthwaite Architects	A666_P_110 Rev. A
Proposed First Floor Plan	Ollier Smurthwaite Architects	A666_P_111
Proposed Second Floor Plan	Ollier Smurthwaite Architects	A666_P_112
Proposed Third Floor Plan	Ollier Smurthwaite Architects	A666_P_113
Roof Plan	Ollier Smurthwaite Architects	A666_P_114
East Elevation	Ollier Smurthwaite Architects	A666_P_210 Rev. B
West Elevation	Ollier Smurthwaite Architects	A666_P_211 Rev. B
North and South Elevation	Ollier Smurthwaite Architects	A666_P_212 Rev. B
Proposed Street Scene	Ollier Smurthwaite Architects	A666_P_215 Rev. B
Proposed Section AA	Ollier Smurthwaite Architects	A666_P_310 Rev. B
Proposed Section BB	Ollier Smurthwaite Architects	A666_P_311 Rev. B
Servicing Plan	Ollier Smurthwaite Architects	A666_P_401 Rev. A
Maintenance Plan	Ollier Smurthwaite Architects	A666_P_402 Rev. A
Detailed Section AA	Ollier Smurthwaite Architects	A666_P_500
Detailed Section BB	Ollier Smurthwaite Architects	A666_P_501
Detailed Section CC	Ollier Smurthwaite Architects	A666_P_502
Area Schedule	Ollier Smurthwaite Architects	A666_P_901

Appendix II

Site Location Plan



LOCATION PLAN
1:1250 @ A3



© Copyright Ollier Smurthwaite Architects	A	27.05.22	AMENDED SITE BOUNDARY	CLIENT: VIEWS	
				PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	
				ADDRESS: 764 STOCKPORT ROAD	
				DRAWING TITLE: LOCATION PLAN	
				SCALE: 1:1250@A3	DATE: MARCH 2022
				DRAWING NO: A666_P_001A	
	REVISION	DATE	DESCRIPTION		

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