

Planning Statement

Land at Chapman Street, Gorton, Manchester

February 2026

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1 Introduction

Introduction

1.1 JLL has been instructed by Centrepont to prepare this Planning Statement in support of a planning application for the development of 34 Independent Living units (Use Class C3).

1.2 The proposal for development is described on the application form as follows:

‘Development of an Independent Living Scheme including access and landscaping’.

1.3 This planning statement is accompanied by the following supporting documents:

- Completed Application Form (prepared by JLL)
- Covering Letter (prepared by JLL)
- Drawings:
 - Architecture Drawings (prepared by 3D Reid):
 - 250128-3DR-ZZ-XX-DR-A-08000-P03-Location Plan
 - 250128-3DR-ZZ-R1-DR-A-08002-P03-Proposed Site Plan
 - 250128-3DR-ZZ-XX-DR-A-08001-P03-Existing Site Plan
 - 250128-3DR-ZZ-00-DR-A-08010-P03-Proposed Plan - Ground Floor
 - 250128-3DR-ZZ-01-DR-A-08011-P02-Proposed Plan - First Floor
 - 250128-3DR-ZZ-XX-DR-A-08100-P02-Proposed Street Elevations
 - 250128-3DR-ZZ-XX-DR-A-08101-P03-Proposed Street Elevations
 - 250128-3DR-ZZ-R1-DR-A-08012-P03-Proposed Indicative Roof Plan
 - 250128-3DR-ZZ-XX-DR-A-08102-P03-Courtyard Elevations
 - 250128-3DR-ZZ-XX-DR-A-08200-P02-Existing Site Sections
 - 250128-3DR-ZZ-XX-DR-A-08210-P02-Proposed Sections – Short
 - 250128-3DR-ZZ-XX-DR-A-08211-P02-Proposed Sections – Long
 - 250128-3DR-ZZ-XX-DR-A-08300-P02-Bay Study - Apartment to Courtyard
 - 250128-3DR-ZZ-XX-DR-A-08301-P02-Bay Study - Apartment to Street
 - 250128-3DR-ZZ-XX-DR-A-08302-P02-Bay Study – Reception
 - Landscaping Drawings (prepared by Exterior Architecture)
 - 25043-EXA-ZZ-ZZ-DR-L-00101 – General Arrangement Plan
 - 25043-EXA-ZZ-ZZ-DR-L-00102 – Lighting Plan
 - 25043-EXA-ZZ-ZZ-DR-L-00103 – Boundary Treatment Plan

■ Reports:

- Acoustic Report (026413-R03-A Acoustic planning report)
- Affordable Housing Statement (Prepared by JLL and Centrepont)
- Air Quality Assessment (10418r2 - Air Quality Assessment - Chapman Street, Gorton)
- Arboricultural Report (Chapman Street RTS 24062025)
- Bat Survey (20250924 UES Bat GLTA - Land off Chapman Street, Gorton)
- Biodiversity Net Gain Statement (20250922 UES Biodiversity Statement - Land off Chapman Street, Gorton)
- BNG Metric (20250922 BNG Metric - Land off Chapman Street, Gorton)
- Broadband Assessment (3658-CWC-XX-XX-RP-E-0002 -Broadband assessment)
- Crime Impact Statement (26-0001, Chapman Street Version B)
- Design and Access Statement (250128-3DR-XX-XX-RP-A-08700-P04-Design and Access Statement)
- Draft Section 106 Heads of Terms (Draft Centrepont s106 HoT 170226)
- Drainage and SuDS Strategy (3535 - Chapman Street - SuDS and Drainage Strategy - 26-02-09)
- Management and Delivery Plan (Prepared by Centrepont)
- Space Standards Review (Prepared by Centrepont)
- Statement of Community Involvement (Centrepont Chapman St Gorton SCI)
- Transport Statement including Framework Travel Plan (3535 - Chapman Street - Transport Statement - 26-02-09)
- Preliminary Ecological Appraisal (C3742_23_E_5681 - Chapman Street - Phase 1 Desk Study)
- Phase I Site Investigation (C3742_23_E_5681 - Chapman Street - Phase 1 Desk Study)
- Waste and Storage Collection (GD04_Waste_Storage_and_Collection_Guidance_for_New_Developments_v7_Sept_2023___Appendix_E_Proforma_3DR)

Structure

1.4 This planning statement identifies and addresses the issues relevant to the consideration of the application submission, as follows:

- Description of Site and Surrounding Area;
- Planning History of Site;

- Proposed Development;
- Relevant Planning Policy
- Planning Assessment; and
- Conclusions

2 Description of Site and Surrounding Area

Site Location and Description

- 2.1 The Site is located to the west of Chapman Street, Gorton. The overall site measures approximately 0.16ha which currently comprises a redundant Multi-Use Games Area (MUGA) with associated soft landscaping including 14no. trees.



Figure 1: Aerial View of the Site

- 2.2 The site is rectangular in shape and is bound to the north by Shalom Christian Church, and to the east by Chapman Street, with residential properties immediately adjacent. To the west by Carfax Street with commercial properties including 'Moon Carpets Manchester' located adjacent.
- 2.3 To the south, the Site is bound by Cross Lane, and adjacent is a parcel of greenfield land shown on Figure 1 above, which is currently under construction for 8no. homes.

Surrounding Area

- 2.4 Beyond the immediate boundaries of the application site, the area is predominantly residential in nature, with large residential areas to the north, east and south of the site.
- 2.5 To the west, and south west, there is a mix of residential properties and commercial uses. The City of Manchester Institute of Gymnastics is located approximately 275m to the west. Gorton District Centre is located to the south west and includes Gorton Market and a large Tesco Extra Supermarket including a pharmacy and opticians are located approximately 260m south west. Adjacent to this, Gorton Library, Gorton Hub Job Centre, Gorton Police Station, a KFC drive thru restaurant, a petrol station and a large Aldi store are all located within 650m west of the site.
- 2.6 There are several bus stops in the immediate vicinity of the site, with the nearest stops located at Carfax Street (50m south), Carberry Road (140m north), Gorton Post Office (180m west), and Wellington Street (450m south). These stops offer access to a variety of services, including the Number 7 to Stockport, the 53 to Pendleton, the 150 to the Trafford Centre, the 171 to East Didsbury, and the 172 to Chorlton. The number 201, 203 and 205 buses provide access to Manchester City Centre and can be accessed on Hyde Road, approximately 400m south of the site.
- 2.7 The site is also located in close proximity to Belle Vue train station (approximately 1km south west), Gorton train station (approximately 1km to the north) and Ryder Brow train station (approximately 1km south) all of which are within a 4-minute cycle or 14-minute walk of the Site.
- 2.8 The site is strategically located, with Chapman Street providing direct access to Hyde Road (A57) which connects to the Manchester Outer Ring Road (M60), approximately 2.5km to the east of the Site, and Manchester Inner Ring Road (A57(M)), approximately 4.8km to the west.
- 2.9 In a wider context the Site lies approximately 5.6km south east of Manchester city centre, approximately 6.6km north of Stockport and approximately 6.6km south west of Ashton-under-Lyne.

3 Planning History

- 3.1 An online search of Manchester City Council's planning database has been carried out to establish the relevant planning history for the application site. The relevant applications are:

Reference	Description of Development	Decision and Date
F08892/LA	Application for deemed planning permission. Formation of a kickabout area with landscaping.	Approved, Sep 1978
F04034/LA	Application for Deemed Planning Permission Use of site as contractors compound for period of 18 months commencing 1st February 1976.	Approved, Mar 1976

- 3.2 Whilst there is limited planning history for the site, due to the longstanding historic use as a Multi-Use Games Area the site can be considered brownfield.

4 Proposed Development

The Proposal

- 4.1 This Planning Statement is submitted in support of a planning application comprising the following:

‘Development of an Independent Living Scheme (Use Class C3) including access and landscaping’.

- 4.2 The proposal will be delivered by Centrepont as part of their Independent Living Scheme which is designed to provide medium-term housing of 1 to 5 years, for single occupancy, working young people aged 18 to 25.
- 4.3 The proposal will deliver 100% genuinely affordable homes, whereby rent contributions from residents will be one third of their gross salary. The operational model relies on Centrepont managing the accommodation and providing ad-hoc support, rather than full on-site support staff.
- 4.4 The scheme will comprise:
- 34no. single occupancy apartments
 - 2no. cycle stores
 - 1no. bin store
 - 2no. plant rooms
 - 1no. electricity switch room
 - 1no. multipurpose communal room
 - 1no. enclosed outdoor courtyard
 - External landscaping

Site Layout

- 4.5 The development has been designed to make effective use of the site, whilst not impacting or restricting the operational requirements of the development. A detailed site plan has been prepared, outlining the layout of the proposed development (drawing ref 250128-3DR-ZZ-R1-DR-A-08002 P02).
- 4.6 The apartment block will be split over two storeys. On the ground floor 15no. apartments are proposed in a horseshoe shape, with the main central reception area located in the centre of the southern elevation. This will comprise two cycle stores accommodating 35no. cycle spaces, a post wall, a stairwell and a lift. To the northern elevation of the site, it is proposed to locate the bin store, two plant rooms, an electricity switch room, and two additional stairwells.

- 4.7 An enclosed external courtyard is located in the centre of the development, accessed via the main reception on the ground floor. The courtyard is surrounded by the main building on all sides with an established path running along the perimeter of the courtyard providing access to all ground floor apartments.
- 4.8 The first floor will comprise 19no. apartments positioned in the same horseshoe shape as the ground floor, with a multi-purpose communal space located above the main reception in the centre of the southern elevation. This will include a private office/meeting room, a kitchen and toilet facilities and an open multi use space. The main stair well and lift are also located in the central section of the southern elevation, with an external walkway wrapping around the first floor to provide access to all first-floor apartments.
- 4.9 The development proposes a single building entrance, located in the centre of the southern elevation, fronting Cross Lane. The 2no. cycle stores have been located at this main entrance to encourage easily accessible sustainable modes of transport. A post wall will also be included in the reception area.
- 4.10 From the reception, residents can access the enclosed external courtyard directly with all ground floor homes accessed via a perimeter path which wraps around the courtyard or use the lift and principal stair to reach all first-floor apartments and the multi-purpose space.

Apartment Design

- 4.11 The apartments have been designed as single occupancy homes. This flexible arrangement accommodates living, kitchen, and dining functions alongside sleeping space, offering an adaptable layout that enhances privacy and safety while maximising space, daylight, and overall usability for residents. All apartments have been designed to comply with M4(1).
- 4.12 The key design aspects of each apartment include:
 - Locating the bathroom adjacent to the entrance.
 - Forming a dedicated sleeping area with integrated storage and additional privacy screen from the hallway.
 - Providing an open living space incorporating a kitchen, dining furniture, soft seating, and TV unit.
 - Installing large windows to draw natural light deep into the plan, with perimeter hedging will provide privacy to homes on the Ground Floor.

Materials

- 4.13 The proposed development features predominantly red/brown brickwork, offering a high-quality design whilst in keeping with the surrounding character of the local area.
- 4.14 The southern elevation, fronting cross lane, will comprise red/brown brickwork with the main entrance featuring a dark red/brown framed glazing to provide a distinctive building entrance, still in keeping with the rest of the building and surrounding area.

- 4.15 The east and west elevations will incorporate articulated protruding red/brown brickwork detail at the ground floor level, introducing a dynamic and enhanced textural interest to the façade. The first-floor level will comprise red/brown brickwork.
- 4.16 The northern elevation proposes of a mix of materials. The ground floor level will comprise the following materials: the western extent will comprise protruding red/brown brickwork; the central extent will comprise a single storey, enclosed, secure dark red metal fence with vertical slats, there will be two access gates within the fence for emergency access only; the eastern extent will incorporate red/brown protruding brickwork detail with a dark red louvred screen. The first-floor level will comprise red/brown brickwork.
- 4.17 The roof will be pitched, in keeping with the local character, and comprise of dark grey roof tiles.

Landscaping and Ecology

- 4.18 The proposed development incorporates a diverse landscaping scheme which integrates biodiversity enhancement through robust planting and new trees. The design embraces principles of prospect and refuge, creating an environment where residents feel safe, empowered and connected to both nature and community.

Soft Landscaping

- 4.19 The Soft Landscaping Scheme comprises a mix of lush green pocket planting and low-level ornamental planting concentrated in the central courtyard and planting along the perimeter of the Site. The scheme specifically comprises:
- A Sustainable urban Drainage System (SuDS) rain garden along the southern elevation, introducing a visually engaging and welcoming landscape softening the building frontage along Cross Lane.
 - Defensible planting along the north, east and western boundaries.
 - Amenity lawn in the central courtyard.
- 4.20 A tree strategy has been prepared which proposes 6no. trees fronting the southern elevation, which will be incorporated as part of a SuDS design, and 10no. trees within the central courtyard which comprises a mix of multi-stem street trees and feature trees. This results in a total number of 16no. trees on the Site, which is a net increase of 2no. trees accounting for the removal of 14no. trees currently existing on site.

Hard Landscaping

- 4.21 The hard landscaping scheme has been designed to wholly integrate and support the soft landscaping scheme. A variety of features are proposed including:
- An entrance 'bridge' over the SuDS along the southern boundary leading to the building entrance, comprising block paving.

- A perimeter path within the central courtyard providing access to ground floor apartments, comprising block paving.
- A flexible and open paved social space, comprising permeable paving within the central courtyard, focused toward the southern extent of the courtyard with outdoor furniture including stepped seating and recreational activity facilities (e.g. a table tennis table and BBQ area)
- A fitness area/gathering space comprising wet-pour rubber crumb surfacing and a stepped seating area
- A central weaving path and gathering spaces for smaller groups/individuals comprising compacted gravel, with tables and chairs and a fixed seating booth
- A gravel maintenance strip will run along the building's external perimeter.

4.22 In accordance with the recommendations of the accompanying Preliminary Ecological Appraisal, 1no. bat box will be installed at the most suitable location within the Site.

Parking

Car Parking

4.23 The scheme is proposed as a 'car free development' due to the nature of the residents who will occupy the units. They are not expected to own private vehicles. The proposed development will be car-free and will not provide any on-site or off-site parking.

4.24 Yellow line parking restrictions are proposed around the site to accommodate all servicing and access requirements associated with the development. Blue badge holders will be able to use waiting-restricted areas on the surrounding streets for up to 3 hours and demand is expected to be visitor-based. Blue badge holders with accessibility requirements will be able to park and access the site without difficulty despite the absence of a dedicated disabled parking bay. On this basis, no provision is proposed for a site-specific disabled parking bay.

4.25 The proposed restrictions will allow for vehicle pick-up and set-down, short-stay stopping (for accessible blue badge holders only), and refuse collection and deliveries.

Cycle Parking

4.26 In line with Manchester Cycle Parking standards, the proposed development provides 35no. cycle spaces within 2no. cycle stores. This accounts for 1no. cycle space per single occupancy apartment, plus 1no. visitor space.

4.27 Residents will benefit from the highly accessible public transport network in the surrounding area, as well as walking and cycling, to access education, training, and employment opportunities.

Environmental Sustainability

- 4.28 A scheme of PV Panels will be installed along the pitched roof and positioned optimally to maximise sun exposure throughout the day. Additionally, an Air Source Heat Pump will be located within the plant room at the northern elevation.
- 4.29 The proposal has been designed in line with MCC's Air Quality Action Plan and encourages sustainable behaviours, such as active and public transport by being a car free development with the provision of cycle storage.
- 4.30 Furthermore, a high-quality SuDS scheme will be incorporated within the development. This includes a rain garden located at the southern boundary fronting Cross Lane and an attenuation tank to store all surface water run-off from impermeable locations and captured by rainwater pipes and channel drains, before discharging into the sewer network at an acceptable rate.
- 4.31 The development has been designed to deliver an energy and heat efficient building, with sustainable methods of construction and efficiency measures and is compliant with current building regulations.

Refuse

- 4.32 The proposed site plan and ground floor plan identifies areas for the storage of refuse and recycling material for the proposed building.
- 4.33 In line with MCC Waste Storage and Collection Guidance for New Developments, the bin store, located on the ground floor will provide 10no. bins and will be accessed by the Council's waste collection service directly from Carfax Street. Only residents will have access to the internal door providing access to the communal courtyard.
- 4.34 The accompanying MCC Waste Management Strategy Proforma provides further details and has been submitted alongside this application.

5 The Need for the Development

- 5.1 The need for Independent Living Schemes for young people and in particular those leaving care in Manchester is acute. In October 2025, across Manchester, there were 129 care leavers within Band 1 of the Social Housing register awaiting rehoming on Manchester Moves. This is the highest priority group for social housing allocations.
- 5.2 There continues to be a significant shortage of affordable, single-occupancy accommodation appropriate for young people, especially those transitioning from care, at risk of homelessness, or moving on from supported housing. Local authority data and independent sector reports, including the Manchester Housing Strategy 2022–2032, Centrepoin’s Youth Homelessness Databank 2023, the National Housing Federation’s “People in Housing Need” report (October 2020), and Manchester City Council’s Homelessness and Rough Sleeping Strategy 2023–2028, have consistently demonstrated the significant shortage of affordable accommodation for young people in Manchester.
- 5.3 Leading national bodies, including the National Housing Federation and the Kerslake Commission, have warned of a “move-on bottleneck,” where young people who are ready for independent living cannot access the homes they need. This not only prevents progression and independence for these young people but also creates blockages in the wider supported housing system, limiting support for those in crisis and increasing the risk of homelessness and rough sleeping.
- 5.4 Manchester City Council’s Homelessness and Rough Sleeping Strategy and emerging Local Plan prioritise the delivery of more affordable homes and specifically highlight the need to provide effective pathways out of supported accommodation for young people. Centrepoin’s Independent Living Scheme responds directly to these documented needs by providing affordable, high-quality homes that bridge the gap in accommodation provision for single young people. The scheme is tailored for those who are prepared for independent living and have successfully transitioned into employment or training, offering them a supportive and accessible pathway to self-sufficiency.
- 5.5 The Independent Living Programme is genuinely 100% affordable, with rents set at a maximum of one-third of a resident’s salary. The programme provides medium-term accommodation offering a 1-to-5-year tenancy. Centrepoin offer young people a stable platform to settle into work and learn to manage their own home before they naturally “outgrow” their Independent Living home in a sustainable manner, fully prepared for the next step in their lives. This is a stepping stone housing product, such that the intention is for a regular throughput of tenants, to ensure that Independent Living homes continue to provide a route out of supported housing for young people.
- 5.6 As a social landlord, Centrepoin has a clear contractual relationship with its tenants over rent payments, property standards and conducting tenancies in a reasonable manner as explained in more detail below. Centrepoin is also much more than a landlord and offers additional

valuable services that support vulnerable people and offers employment opportunities and investment in communities.

- 5.7 In summary, there is an urgent, evidenced need for affordable independent living schemes in Manchester. The proposed development will contribute to alleviating housing pressures for the city's most vulnerable young people, relieve demand on social housing registers, support better transitions into work and adulthood, and help prevent and reduce youth homelessness in line with local and national priorities.

Programme Requirements

- 5.8 The proposed development will be operated and managed by Centrepont. An accompanying framework Management Plan has been submitted as part of this planning application, which provides full details of Centrepont's tenancy expectations and requirements.
- 5.9 The programme applies clear eligibility criteria to ensure positive outcomes for young people. Applicants must be single individuals aged 18–25 who have experienced homelessness. The scheme is strictly single occupancy and does not accommodate couples or families. Residents 25 years of age or under, will be eligible for the Independent Living Accommodation and entitled to the full 1–5-year tenancy. Tenancies do not expire once residents turn 25, they will be able to stay until their agreed tenancy ends and Centrepont will work with these residents to support their onward transition.
- 5.10 Residents must be in employment or an apprenticeship, either full-time (minimum 30 hours per week, with an employer reference) or part-time, provided there is written confirmation from their employer that hours will increase to at least 30 per week upon tenancy commencement.
- 5.11 This approach guarantees that residents have a regular income to pay rent, sustain their tenancy, and develop the skills needed for independent living.

6 Pre - Application

- 6.1 Representatives from Centrepont, 3D Reid and JLL met with MCC Planning Officers in December 2024 to discuss the initial design for the scheme. The applicant set out the rationale for the development and operation and introduced the layout for the scheme, led by the site constraints. Officers set out the key considerations for an application on this site including loss of a redundant MUGA, design, impact on street scene and access. The applicant committed to reviewing all matters raised at the meeting and agreed to convene a further meeting once the matters raised had been reviewed and alterations to the scheme made where appropriate.
- 6.2 Following this, a further pre-application meeting was held with Manchester City Council Planning and Highways teams, Centrepont and the project design team. The principal pre-app meeting took place on 10 December 2025, with subsequent correspondence thereafter.
- 6.3 The scheme proposes 34no. apartments as part of a Centrepont Independent Living Scheme, targeted at young people aged 18–25 moving on from care or at risk of homelessness. The model offers stepping stone accommodation, for single occupancy, temporary tenancies (1–5 years), with rents set at one-third of starting salary. The proposal will deliver 100% genuinely affordable homes, whereby rent contributions from residents will be one third of their gross salary. The operational model relies on Centrepont managing the accommodation and providing ad-hoc support, rather than full on-site support staff.
- 6.4 Key topics discussed in the pre-app meeting included:
- Design evolution, referencing lessons learned from previous Centrepont schemes, namely Reuben House, London Borough of Southwark, and improvements addressing previous feedback. Chapman Street offers larger units (minimum 26 sqm), enhanced communal areas, and an open courtyard to mitigate risks of anti-social behaviour.
 - Site context and landscaping, including local utilities, ground levels, and integration with the surrounding residential environment were considered. Following feedback received from the 2024 Pre App meeting, the building line has moved back from the Cross Lane at the southern elevation to enable planting and natural surveillance.
 - Accessibility, with confirmation that lift access will be provided to offer inclusive access throughout. It was agreed that the scheme will not provide dedicated accessible accommodation, as Centrepont has alternative housing options elsewhere for tenants requiring specialist access.
 - Secure boundary treatments, cycle storage provision, refuse management, and parking strategy were explained. Clarity was given that the scheme is car free and any visitor Blue Badge holders can use waiting-restricted areas for up to 3 hours. Cycle storage will allow one covered space per dwelling, with potential for additional staff spaces noted.
 - Sustainable drainage strategy, including attenuation tanks, permeable paving, options for rain gardens and blue roofs, and confirmation that infiltration schemes are not workable on clay soils were set out.

- Engagement with Manchester Active regarding sports provision offsetting the loss of the MUGA on-site, with surveys commissioned and S106 contribution formed part of ongoing discussions.
- Biodiversity Net Gain (BNG) is to be delivered both on-site and off-site.
- Lighting, security (meeting Secure by Design), and boundary treatments subject to detailed cross-sectional drawings and further architectural modelling to break up long elevations, following previous brickwork approaches.

6.5 Planning officers provided positive comments on the revised approach, including:

- Endorsement of the central reception layout, opening of the courtyard, and setback from the boundary for improved landscaping and street context.
- Support for the car-free model, provided that accessible and disabled parking is addressed as required.
- Welcome for sustainable drainage strategies and inclusive access provisions.
- Recognition that the detailed design has incorporated previous feedback and lessons from existing operational schemes, with zero anti-social behaviour incidents noted at Reuben House.

6.6 The following changes and requests for clarification were noted:

- Provision of clear cross-section drawings showing ground and site levels, boundary treatments, and window reveal depths.
- Further modelling of elevations, including architectural brickwork detailing to break up longer façades.
- Confirmation of utilities and boundary ownership, alignment of landscaping with local constraints.
- Specific commentary in relation to M4(2) and M4(3) accessibility requirements to be provided.
- Inclusion of cycle storage, waste management proforma, broadband connectivity assessment, drainage assessment as appropriate, and servicing arrangements within the application documentation

6.7 The collaborative pre-application process has resulted in a scheme aligned with Council requirements and the needs of the target occupiers. The principle of the proposed development and design were welcomed by officers.

6.8 A scheme of Community Engagement has been undertaken to engage with local residents and stakeholders and to help inform the design process.

6.9 The engagement process consisted of stakeholder outreach, distribution of consultation invitations to 420 local addresses, a project webpage, promotional posters, and a drop-in public exhibition event.

- 6.10 The public consultation ran from 11th December 2025 to 6th January 2026 and included opportunities for online, paper, email, and telephone feedback. The public exhibition event was attended by 35 community members, with 22 submitting feedback forms on the day. In total, 24 pieces of written feedback were received, showing significant support for the proposals, especially the creation of affordable homes for young people, with some concerns about tree retention and local car park issues.
- 6.11 A detailed Statement of Community Involvement (ref: Centrepont Chapman St Gorton SCI) has also been submitted in support of this application.

7 Planning Policy Context

Introduction

- 7.1 When determining any planning application, the relevant planning authorities are under a statutory obligation as imposed by Section 54A of the Town and Country Planning Act, repeated in section 38(6) of the Planning and Compulsory Purchase Act 2004, to make their determination in accordance with the Development Plan, unless material considerations indicate otherwise.
- 7.2 In this instance, the relevant development plan comprises:
- Manchester Core Strategy, adopted July 2012
 - The Addendum to the Manchester Core Strategy, adopted March 2024
 - Places for Everyone Joint Development Plan, adopted March 2024
- 7.3 Other material considerations will include the National Planning Policy Framework (NPPF) issued by central government, emerging local policies, and guidance.

Local Planning Policy

Manchester City Council Core Strategy (Adopted July 2012)

- 7.4 The site is located within the East Manchester Area Policy EC5, H4 and majority lies within the Gorton District Centre (Policy H4).
- 7.5 Policy SP1 sets out the Council's spatial principles which guide strategic development within the Manchester City Council boundary. Beyond the Regional Centre, *'the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas. The City is covered by regeneration areas and the council strongly encourage all development to have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.'*
- 7.6 Policy SP1 sets out that *'development in all parts of the city should make a positive contribution by:*
- *Creating well designed places that enhance or create character*
 - *Making a positive contribution to the health, safety, and wellbeing of residents*
 - *Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity, or income*
 - *Protect and enhance the built and natural environment.'*

7.7 Policy H1 (Overall Housing Provision) sets out that Manchester will provide approximately 60,000 new dwellings between March 2009 and March 2027, with delivery focused in the North, East, City Centre, and Central Manchester to support regeneration and regional growth. New housing will mostly be on previously developed land, with high-density schemes in accessible City Centre and Regional Centre locations, including purpose-built student accommodation, and lower densities in Inner and outer areas prioritising family housing. The mix, type, and tenure of housing will be determined by site-specific needs, financial viability, and aims to diversify stock in mono-tenure areas. Proposals must contribute to mixed, inclusive communities, reflect local area character, provide usable amenity spaces, deliver parking and sound insulation, address infrastructure deficiencies, prioritise sustainable locations near centres or public transport, respect environmental constraints, and ensure privacy for residents and neighbours.

7.8 Policy H2 (Strategic Housing Location) states *'The key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits. Developers should take advantage of these opportunities by:*

- *Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.*
- *Including environmental improvements across the area.*
- *Creating sustainable neighbourhoods which include complementary facilities and services.*
- *Considering the scope to include a residential element as part of employment-led development.*

Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure as set out in the energy policies (EN4 - EN7).

Housing proposals in the Strategic Housing Location, in particular in West Gorton, the Irk Valley, Holt Town and the Lower Medlock Valley, will need to take account of the flood risk issues in line with policy EN14 - Flood Risk'.

7.9 Policy H4 (East Manchester) states that the area *'will accommodate around 30% of new residential development. 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 the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre. These neighbourhoods include Ancoats, New Islington, Holt Town and Chancellor's Place; to the west of Alan Turing Way, and within Eastlands, Newton Heath, Openshaw and Gorton district centres as part of mixed-use schemes.'*

7.10 Policy H8 (Affordable Housing) requires all residential developments in Manchester on sites of 0.3 hectares or with 15+ units to meet affordable housing requirements, currently targeting 20% of new homes as affordable including 5% social or affordable rented, and 15% intermediate

housing. Provision must reflect the development's type and size and be inclusively designed. Exemptions or variations may be considered if financial viability assessments show only part of the target is achievable, or if local circumstances justify it. The Council will also consider alternative equity-based affordable housing products.

- 7.11 Policy EC 5 (East Manchester) aims to *'provide 80–85 hectares of employment land mainly within Central Park, Eastlands, and the City Centre Fringe, with additional support for existing employment zones and district centres such as Newton Heath, Gorton, and Openshaw. The Council will prioritise developments that connect employment areas to neighbourhoods via non-car modes, use key transport routes and Metrolink extensions, enhance links to canals and green spaces for walking and cycling, and respect listed buildings, conservation areas, and the area's industrial heritage.'*
- 7.12 Policy C4 (East Manchester District Centres - Eastlands, Gorton, Newton Heath and Openshaw) specifically states that *'In Gorton and Openshaw the Council will support schemes which improve the District Centre environments, particularly in terms of access and movement within the centre and in creating a more diverse range of uses. Recent development in these centres responded to local retail needs, but there is potential for other commercial and public uses.'*
- 7.13 Policy C2 (District Centres) including Gorton, encourages development that will support thriving district centres with distinct local character and a wide range of accessible services, including retail, health, leisure, and public facilities. The Council positively supports residential development within District Centres, stating *'Housing will also be considered an appropriate use within District Centres, providing it supports the vitality and viability of the centre.'* Development should prioritise key visitor services, promote local employment, efficient land use, contribute to regeneration, enhance diversity and the mix of uses, support independent retailers, address facility deficiencies, and respect local character. Improvements to centre accessibility, environment, and sustainable design are encouraged. Sites for new development will be identified in the subsequent Development Plan Document. [Our emphasis]
- 7.14 Policy T1 Sustainable Transport aims to deliver a sustainable, high-quality integrated transport system that encourages a shift from car travel to public transport, cycling, and walking. This approach supports residents and businesses while preparing for carbon-free transport modes. The policy supports improving alternatives to cars including low-emission transport, promoting economic growth by reducing congestion, enhancing accessibility for disabled individuals, upgrading pedestrian and cycling infrastructure, and expanding public transport. The strategy prioritises road users in a hierarchy that places pedestrians and disabled people first, followed by cyclists and public transport, then commercial access and finally general traffic.
- 7.15 Policy T2 aims to manage development to ensure new projects have good access to key economic drivers. All developments must be accessible by walking, cycling, and public transport, connecting residents to jobs, services, and education, with priority links to strategic employment sites across the city. Car parking should reflect location accessibility, with maximum standards for car parking and minimum standards for disabled and cycle spaces as per guidance, considering individual circumstances. Major applications must include Traffic Impact Assessments and Travel Plans to address access and transport issues.

- 7.16 Policy EN 1 (Design Principles and Strategic Character Areas) requires all development in Manchester to follow the seven national urban design principles, consider the strategic character area, and maximise opportunities for high-quality design, particularly on major transport routes. Design and Access Statements must demonstrate how proposals meet these principles, enhance local character, and support Core Strategy objectives. The Site is located within the (8) Southern Character Area which is described as having:

'A notable presence of older development (1750-early 1900) at key junctions and along historic radial routes such as Oxford Road/Wilmslow Road, often but not exclusively associated with District Centres. The largely flat terrain has enabled the subsequent infilling of land between these routes with a more regular layout of predominantly residential development up to the 1960s. Much of this subsequent development was associated with the purpose-built radial parkways, serving the City Centre. Princess Parkway now forms the principal road link between the City Centre and the Airport. The area contains pockets of formal open space including some significant historic parks'.

The Southern Character Area requires new developments *'to retain the identity and focus of activity associated with the historic District Centres. Where appropriate development along the radial routes such as Princess Parkway should be commensurate in scale with the prominence of its location.'*

- 7.17 Policy EN 8 Adaptation to Climate Change expects all new development to be adaptable to climate change in terms of design, layout, siting, and function. Developers should have regard to minimising flood risk; reduce urban heat island effects through the use of Green Infrastructure; control overheating of buildings through passive design; and provide linked and diverse green spaces. Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO₂ mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.

- 7.18 Policy EN 9 states that *'New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.'*

Key features of Manchester's green infrastructure will include: *'... The continued development of a network of green spaces, water bodies, canals, paths and cycleways, with priority given to those parts of the City where there is an identified existing lack of open space. The Council will seek to protect existing street trees and promote new planting, particularly where this can enhance green links in the urban area. ... The encouragement of green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaption to climate change in heavily urbanised areas.'*

- 7.19 Policy EN 10 Safeguarding Open Space, Sport and Recreation Facilities sets out that the Council will aim to retain and enhance existing open spaces, sport, and recreation facilities, aiming to meet established standards and provide a network of diverse, multi-functional open spaces. *‘Proposals on existing open spaces and sport and recreation facilities will only be permitted where: equivalent or better replacement open space, sport or recreation facilities will be provided in the local area, or, the site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and it could not fulfil other unsatisfied open space, sport or recreation needs, and a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area; or the development will be ancillary to the open space, sport or recreation facility and complement the use or character.’*
- 7.20 Policy EN 12 (Area priorities for Open Space, Sport and Recreation) states that the priorities for open space, sport and recreation, set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas include *‘East Manchester: enhance existing facilities and provide new spaces and facilities in accessible locations’*.
- 7.21 Policy EN 14 Flood Risk, sets out that *‘development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SuDS) and the appropriate use of Green Infrastructure.’*
- 7.22 Policy EN 15 Biodiversity and Geological Conservation, *‘seeks to maintain or enhance sites of biodiversity and geological value throughout the City. Developments are expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.’*
- 7.23 Policy EN 18 Contaminated Land and Ground Stability states that *‘the Council will give priority for the remediation of contaminated land to strategic locations. Any proposal for development of contaminated land must be accompanied by a health risk assessment All new development within former mining areas must undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them.’*
- 7.24 Policy DM1 Development Management requires that *‘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):-*
 - a) *For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:*
 - *Year 2010 – Code Level 3;*
 - *Year 2013 - Code Level 4;*
 - *Year 2016 - Code Level 6; and*

Draft Manchester Local Plan (Regulation 18) September 2025

7.25 Manchester City Council published the Draft Manchester Local Plan (Regulation 18) in September 2025.

7.26 Given its early stage in the Local Plan process, the policies can only be given limited weight. However, those policies relevant to this proposal have been summarised below and appropriate consideration given to them:

- Policy SP1 Spatial Principles
- Policy SP 2 Development Principles
- Policy H 1 Housing Provision
- Policy H 2 Affordable Housing
- Policy H 4 Supported Housing
- Policy H 7 Housing Design
- Policy C 3 District Centres
- Policy ZC 1 Sustainable Design and Construction
- Policy EN 3 Trees and Woodlands
- Policy EN 4 Biodiversity and Geodiversity
- Policy EN 5 Biodiversity Net Gain
- Policy EN 7 Air Quality
- Policy EN 9 Flood Risk
- Policy EN 10 Ground Contamination and Ground Stability
- Policy SI 1 Protection of Open Space, Sport and Recreation Land and Facilities

- Policy T 1 Transport Principles
- Policy T 2 Sustainable Location of Development
- Policy D 1 Design Principles

7.27 A summary of each policy can be found at Appendix 1.

Supplementary Planning Documents

Design Guide SPD (January 2008)

- 7.28 The MCC design guide provides an overview of the design principles and sets out the expectations the Council will have when considering planning applications and carrying out its duty as a Local Planning Authority.
- 7.29 The design guide outlines key design principles for new development in Manchester, organised around seven characteristics of successful urban design. These include creating a sense of place with its own identity, clearly distinguishing public, and private spaces, making places legible and easy to navigate, ensuring ease of movement, creating high quality public spaces, providing variety and choice, and designing for adaptability.
- 7.30 The design guide emphasises that new development should respect and enhance the existing character and context of different areas of Manchester. Buildings should relate well to each other and the street, with appropriate scale, massing, and architectural detailing. The design and layout of streets and public spaces is given significant attention, with guidance on creating safe, accessible environments that prioritise pedestrians. There is also focus on ensuring active street frontages and a mix of uses to create vibrant places.
- 7.31 Environmental sustainability is also highlighted as an important consideration, with guidance on energy efficiency, renewable energy use, and sustainable construction practices.

Guide to Development in Manchester (April 2007)

- 7.32 The Council's Guide to Development establishes key principles for development across the city. It emphasises high standards of design that contribute positively to Manchester's environment by respecting local character, context, and heritage assets. Successful places, according to the Guide, should demonstrate clear distinctions between public and private spaces, prioritise legibility and ease of movement, giving precedence to pedestrians, disabled people, and cyclists, and foster diversity in housing, amenities, and land use.
- 7.33 The Guide discourages car dominance, encourages innovative parking solutions, and mandates safe, secure design that 'designs out' crime. Internal space standards, adaptable layouts, and private amenity space are also advised. Together, these requirements aim to create sustainable, attractive, inclusive communities, reinforce local identities, and elevate Manchester's overall quality of urban life.

Regional Planning Policy

Places for Everyone (PfE) (Adopted March 2024)

- 7.34 Policy JP-S1: Sustainable Development: *‘To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. In preparing plans, authorities should make as much use as possible of suitable previously developed (brownfield) land and vacant buildings to meet development needs. In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.’*
- 7.35 Policy JP-S4: Flood Risk and the Water Environment: *‘An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk, by:*
- 1. Returning rivers to a more natural state, where practicable;*
 - 2. Working with natural processes and adopting a natural flood management approach to slow the speed of water drainage and intercept water pollutants;*
 - 3. Locating and designing development so as to minimise the impacts of current and future flood risk, including retrofitting or relocating existing developments, infrastructure and places to increase resilience to flooding;*
 - 4. Expecting developments to manage surface water run-off through sustainable drainage systems and as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable. District local plans should consider setting more detailed surface water drainage policies to reflect local circumstances, including alternative surface water discharge rates, such as in areas with critical drainage issues;*
 - 5. Ensuring that sustainable drainage systems:*
 - i. Are designed to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation;*
 - ii. Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground;*
 - iii. Are delivered in a holistic and integrated manner, including on larger sites split into different phases; and*
 - iv. Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development.*
 - 6. Securing the remediation of contaminated land and the careful design of developments to minimise the potential for urban diffuse pollution to affect the water environment; and*
 - 7. As a minimum, residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations. District local plans may and should consider setting a tighter water efficiency standard of 110 litres/person/day where there is a clear local need with reference to national guidance on housing optional technical standards’*

7.36 Policy JP-S5: Clean Air: 'A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met, including:

1. *Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution;*
2. *Determining planning applications having regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate;*
3. *Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided;*
4. *Restricting developments that would generate significant point source pollution such as some types of industrial activity and energy generation;*
5. *Significantly expanding the existing commercial network of electric vehicle charging points, both for public and private use, including as part of new developments;*
6. *Implementing the Clean Air Plan and associated measures;*
7. *Facilitating the more sustainable distribution of goods within the urban area, including through accommodating urban consolidation centres and urban distribution centres that use ultra-low-emission vehicles, and local delivery facilities to reduce repeat delivery attempts;*
8. *Designing streets to avoid trapping air pollution at ground level, including through the appropriate location and scale of buildings and trees;*
9. *Controlling traffic and parking within and around schools, early years sites and other locations that are particularly sensitive to air quality;*
10. *Promoting actions that help remove pollutants from the air, such as enhancing the green infrastructure network and using innovative building materials that capture air pollutants; and*
11. *Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users.'*

7.37 Policy JP-H1: Scale, Distribution and Phasing of New Housing Development: 'A minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305.

The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution (as set out in Table 7.2) will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets.

The delivery rates in Table 7.2 are the minimum number of net additional dwellings each district is expected to identify a sufficient supply of sites for through their local plans.

The phasing of development is set out in Table 7.2. Where national policy requires a local planning authority to identify and update annually a supply of specific deliverable sites in their district, this will be assessed against the minimum delivery rates for the district set out in Table 7.2, irrespective of any shortfalls or surpluses in other districts and in the Plan area overall (unless national policy requires a different figure to be used).

Each local authority will monitor delivery rates within their area and will take action as necessary to ensure that delivery rates are maintained as anticipated in this plan. If this regular monitoring reveals significant deviation from the phasing in this plan, the factors resulting in these changes will be determined and consideration will be given to what action would be appropriate, including development management action and review of the policies in this plan. This work would feed into the regular reviews of this plan, although individual authorities may wish to take specific local action outside the formal review process to ensure that they can maintain delivery rates.'

- 7.38 Policy JP-H2: Affordability of New Housing: *'Substantial improvements will be sought in the ability of people to access housing at a price they can afford, including through:*
- 1. Significantly increasing the supply of new housing, in accordance with Policy JP-H1 'Scale, Distribution and Phasing of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases*
 - 2. Maximising the delivery of additional affordable homes⁷², including through local plans setting targets for the provision of affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability*
 - 3. Supporting provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities)*
 - 4. Working with Government to maximise the amount of public funding being directed towards the provision of new affordable housing*
 - 5. Increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low-income households.'*
- 7.39 Policy JP-H3: Type, Size and Design of New Housing: *'Development across the plan area should seek to incorporate a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods. Where appropriate, this should include incorporating specialist housing for older households and vulnerable people. Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence. Housing provision to accommodate specific groups, such as students and travelling people, will be addressed through district local plans.*

All new dwellings must:

- 1. Comply with the nationally described space standards; and*
- 2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.*

Innovation in housing development will be supported where it is consistent with the principles of good design and contributes to local distinctiveness, including the use of modern methods

of manufacturing that can help to improve the speed of delivery and increase building standards’.

- 7.40 Policy JP-H4: Density of New Housing: *‘New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.*

Lower densities may be acceptable where they can be clearly justified by:

- 1. Local housing market issues, such as a demonstrable need for a particular type of housing that cannot be delivered at a higher density; or*
- 2. Site-specific issues, such as the design context and any potential impact on the wider landscape or townscape including heritage assets and green infrastructure.*

In order to achieve an appropriate mix of housing across the plan area, developments should include the provision of houses and/or apartments having regard to the following and the need to achieve high quality design:

- A. 35-70 dwellings per hectare: primarily houses*
- B. 70-120 dwellings per hectare: mix of houses and apartments*
- C. 120+ dwellings per hectare: primarily apartments, incorporating houses and/or ground-floor duplexes where practicable’*

Policy JP-G7: Trees and Woodland: *‘We will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them. This will be done through local planning and associated activities such as:*

- 1. Protecting and expanding the mosaic of woodland habitats, linking fragmented areas of woodland, in particular wooded cloughs and pockets of ancient and riverside (riparian) woodland;*
- 2. Encouraging habitat diversity through conserving and managing existing woodland and trees that are of heritage, cultural and/or aesthetic value, including ancient woodland and veteran trees;*
- 3. Aiming to plant a tree for every resident in the plan area over the next 25 years as part of the City of Trees initiative;*
- 4. Targeting tree-planting at the areas of greatest need where the green infrastructure benefits can be maximised, whilst avoiding the loss of, or harm to, other priority habitats, including encouraging woodland planting schemes on areas of low-grade agricultural land and land in need of remediation;*
- 5. Establishing a new City Forest Park in Salford, Bolton and Bury, which will provide a vast urban forest close to the City Centre;*
- 6. Considerably increasing the provision of street trees within urban areas;*
- 7. Promoting the provision of community orchards to increase fruit consumption;*
- 8. Promoting the opportunity for woodland conservation to raise awareness for the sustainable use of timber;*
- 9. Securing a diversification of broadleaved species, in order to increase biodiversity and disease resilience;*

10. *Improving public access to woodland and trees particularly by sustainable travel models to capture the health and wellbeing benefits whilst managing the associated pressures;*
11. *Encouraging the positive management of woodland to bring it into a more productive state, improve habitat diversity, and more effectively contribute to important green infrastructure functions such as flood risk management, urban cooling and carbon storage/sequestration; And through development as follows:*
12. *Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision; and*
13. *Protecting trees and woodland during the construction phase of development.'*

7.41 Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity: *'Through local planning and associated activities a net enhancement of biodiversity resources will be sought, including, where relevant, by:*

1. *Increasing the quality, quantity, extent and diversity of habitats, particularly priority habitats identified in national or local biodiversity action plans and those that support priority species;*
2. *Improving connections between habitats, to protect and enhance the provision of corridors, ecological networks (including Nature Recovery Networks) and steppingstones that enable the movement of species, especially as the climate changes;*
3. *Enhancing the management of existing habitats, including through habitat restoration, avoiding habitat fragmentation and combating invasive species;*
4. *Protecting sites designated for their nature conservation and/or geological importance, with the highest level of protection given to international and then national designations;*
5. *Facilitating greater access to nature, particularly within urban areas;*
6. *Supporting the development and implementation of the Great Manchester Wetlands Nature Recovery Network; and*
7. *Safeguarding, restoring and sustainably managing our most valuable soil resources, tackling soil degradation/erosion and recovering soil fertility particularly to ensure protection of peat-based soils and safeguard 'best and most versatile' agricultural land.*

Development will be expected to:

- A. *Follow the mitigation hierarchy of:*
 - i. *Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then*
 - ii. *Adequately mitigating any harm to biodiversity, then*
 - iii. *Adequately compensating for any remaining harm to biodiversity*
- B. *Avoid fragmenting or severing connectivity between habitats;*
- C. *Achieve a measurable net gain in biodiversity of no less than 10%*
- D. *Make appropriate provision for long-term management of habitats and geological features connected to the development;*
- E. *Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and*

- F. Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.'*

Policy JP-P7: Sport and Recreation: *'A network of high quality and accessible sports and recreation facilities will be protected and enhanced, supporting greater levels of activity for all ages, including by:*

- 1. Creating a public realm that provides frequent opportunities for play and that all ages can enjoy together;*
- 2. Where appropriate setting out more comprehensive and detailed recreational standards and standards for provision for designated play areas in district local plans, having regard to existing and future needs;*
- 3. Requiring new development to provide new and/or improved existing facilities commensurate with the demand they would generate. The provision of sports facilities will be determined by individual local authorities through an evidence based approach;*
- 4. Locating and designing recreation facilities in relation to housing so as to ensure that they are accessible but also minimise the potential for complaints due to disturbance to residential amenity from recreational activity;*
- 5. Protecting and enhancing the public rights of way network, including to:*
 - a. Provide safe and attractive routes to sports and recreation facilities;*
 - b. Improve access to, and connections between different parts of, the green infrastructure network across Greater Manchester and beyond;*
 - c. Expand the network of strategic recreation routes offering longer distance opportunities for walking, cycling and horse-riding;*
 - d. Provide everyday options for green travel;*
- 6. Encouraging the incorporation of a sports facilities mix in all education settings, that meet both curriculum and local community sport needs as identified by an up to date Local Authority Sports Needs Assessment, and made available for community use where possible;*
- 7. Enabling the continued development of major sports facilities and events, which can further enhance Greater Manchester's international sporting reputation'*

Policy JP-C3: Public Transport: *'In order to help deliver major improvements to public transport, we will support a range of measures, including:*

- 1. Enhanced connections to other major cities, delivering a hub of high-speed rail connection to London with Northern Powerhouse Rail;*
- 2. Increased capacity at the bottlenecks in Manchester city centre on both light and heavy rail networks to enable improvements to reliability, resilience and capacity across the whole of Greater Manchester;*
- 3. Improved public transport routes and services to the City Centre and wider Core Growth Area;*
- 4. Improved public transport routes and services to Manchester Airport;*
- 5. Better integration of services and between public transport modes and enhanced connections between other town centres, key locations, major allocations and public transport interchanges, and the upgrading of key sections of the strategic public transport network;*

6. *More and higher quality public transport stations and interchanges with suitable capacity and better integration of different public transport modes and services;*
7. *Improved access to rapid transit routes including first/last mile solutions.'*

Policy JP-C8: Transport Requirements of New Development: *'We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.*

We will do this by:

Connectivity and Permeability

1. *Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including;*
 - *Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:*
 - *be direct, safe and convenient; connect to nearby facilities, employment areas, public transport stops; and*
 - *improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;*
 - *Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and*
 - *Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;*
2. *Ensure appropriate connectivity to the existing highway network.*

Design

3. *Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;*
4. *Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development;*

Public Transport

5. *Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access;*
6. *Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access;*

Parking Infrastructure

7. *Making adequate car parking provision, including for disabled drivers and passengers;*
8. *Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;*

9. *Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:*
 - i. *Showers, changing facilities and lockers for cyclists and walkers*
 - ii. *Pool or hire bikes for use by occupiers*
 - iii. *Information in advance about facilities to visitors;*
10. *Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;*
11. *Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.*
12. *Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location.*

Access and Servicing

13. *Providing designated pick-up/drop-off points for taxis and other demand responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls;*
14. *Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:*
 - *meets road safety requirements,*
 - *reduces transport emissions and other environmental impacts,*
 - *reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries;*

Construction Management

15. *Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries.*

Transport Assessments

16. *Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Where a Transport Assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Consultation should be undertaken, at pre-application stage, with the relevant local highway authorities to agree which committed developments / allocations and which potential transport interventions should be considered, with reference to Appendix D, as appropriate.*
17. *Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce*

reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan.'

National Planning Policy

National Planning Policy Framework (NPPF) (2024)

- 7.42 The revised NPPF was published on the 12 December 2024 and contains the national planning policy for England.
- 7.43 At the heart of the NPPF is a presumption in favour of sustainable development, it also states applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 7.44 The following policies are considered to be of relevance to the proposal.
- 7.45 NPPF Paragraph 11 is clear that in decision making,
- Development proposals are approved with an up-to-date development plan without delay;
 - Where there are no relevant development plans or the policies which are most important are out of date, permission should be granted 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;*
 - ii. *'Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.'*
- 7.46 Paragraph 12 states that *'the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed'.*
- 7.47 Chapter 5, Paragraph 61: *'To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet an area's identified housing need, including with an appropriate mix of housing types for the local community.'* [Our emphasis]
- 7.48 Chapter 5, Paragraph 63: *'Within this context of establishing need, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in*

planning policies. These groups should include (but are not limited to) those who require affordable housing (including Social Rent); families with children; looked after children; older people (including those who require retirement housing, housing with-care and care homes); students; people with disabilities; service families; travellers; people who rent their homes and people wishing to commission or build their own homes'. [Our emphasis]

7.49 Chapter 5, Paragraph 66: *'Where major development involving the provision of housing is proposed, planning policies and decisions should expect that the mix of affordable housing required meets identified local needs, across Social Rent, other affordable housing for rent and affordable home ownership tenures.'* [Our emphasis]

7.50 Chapter 5, Paragraph 73: *'Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes and are often built out relatively quickly. To promote the development of a good mix of sites local planning authorities should:*

- a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;*
- b) seek opportunities, through policies and decisions, to support small sites to come forward for community-led development for housing and self-build and custom build housing;*
- c) use tools such as area-wide design assessments, permission in principle and Local Development Orders to help bring small and medium sized sites forward;*
- d) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and*
- e) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.'*

7.51 Chapter 7, Paragraph 90: *'Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Planning policies should: ... f) recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.'* [Our emphasis]

7.52 Chapter 8, Paragraph 102: *'Planning policies and decisions should promote public safety and take into account wider security and defence requirements' ... 'This includes appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security...'*

7.53 Chapter 8, Paragraph 104: *'Existing open space, sports and recreational buildings and land, including playing fields and formal play spaces, should not be built on unless: a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or c) the*

development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.'

7.54 Chapter 9, Paragraph 109: *'Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve ... e) identifying and pursuing opportunities to promote walking, cycling and public transport use; ...'*

7.55 Chapter 12, Paragraph 135: *'Planning policies and decisions should ensure that developments:*

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'*

7.56 Chapter 14, Paragraph 181: *'When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:*

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;*
- b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;*
- c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;*
- d) any residual risk can be safely managed; and*
- e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.'*

7.57 Chapter 15, Paragraph 192: *'To protect and enhance biodiversity and geodiversity, plans should: ... b) promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.'*

- 7.58 Paragraph 196: *‘Planning policies and decisions should ensure that: a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation)...’*
- 7.59 Paragraph 198: *‘Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life; b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation’*
- 7.60 Paragraph 199: *‘Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.’*

9 Planning Considerations

- 9.1 When determining any planning application, the relevant planning authorities are under a statutory obligation as imposed by Section 54A of the Town and Country Planning Act, repeated in section 38(6) of the Planning and Compulsory Purchase Act 2004, to make their determination in accordance with the Development Plan, unless material considerations indicate otherwise.
- 9.2 Manchester City Council local planning policy comprises:
- Manchester Core Strategy, Adopted July 2012
 - The Addendum to the Manchester Core Strategy, Adopted March 2024
 - Places for Everyone Joint Development Plan, Adopted March 2024
- 9.3 JLL has undertaken a detailed review of relevant national and local planning policies and identified the following material considerations in relation to the proposed development.

Principle of Development

- 9.4 The NPPF (2024) establishes the need for the planning system to achieve sustainable development, and it breaks down sustainable development into three key areas which are economic, social, and environmental dimensions (Paragraph 8). The NPPF also sets out a presumption in favour of sustainable development (Paragraph 11).
- 9.5 NPPF Paragraph 61 sets out the Government's objective to significantly boost the supply of homes, with a sufficient amount of housing to come forward which specifically meets the needs of local community groups with housing requirements. Paragraph 63 elaborates on this to identify those specific community groups and includes *'those who require affordable housing (including Social Rent)'*. Similarly, Adopted Local Plan Policy (ALPP) SP1 sets out the Council's spatial principles which guides strategic development within the Manchester City Council boundary and places emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs.
- 9.6 The Site is not allocated for a specific use in the Manchester Local Plan (2012), but the majority is located within the Gorton District Centre (ALPP H4) and is wholly located within the East Manchester Policy Area (ALPP EC5, H4). Policy H4 specifically supports new high quality residential development. Policy H1 commits Manchester to provide around 60,000 new dwellings, focusing growth in the North, East, City Centre, and Central Manchester to support regeneration. The Policy requires housing mix and tenure to reflect identified needs and foster inclusive communities and favours previously used land. Policy H4 then details that East Manchester will accommodate approximately 30% of all new residential development with priority given to high-value high quality developments.
- 9.7 Furthermore, ALPP SP1 specifically supports *'providing high quality and diverse housing around district centres which meet local needs'*. Similarly, ALPP C2 states that *'housing is an appropriate use within District Centres, providing it supports the vitality and viability of the*

centre. ALPP Policy C4 supports this further stating that schemes which improve the District Centre environment including through a diverse range of uses will receive strong support. This is also supported by NPPF Paragraph 90 which recognises that *'residential development often plays an important role in ensuring the vitality of centres'*.

- 9.8 Whilst there is no specific policy in the Adopted Local Plan which addresses independent living accommodation, Draft Local Plan Policy H 4 Supported Housing sets out that *'the Council will support development schemes that provide accommodation of a high standard, meet the needs of the local community'* this includes to *'provide appropriate accommodation for children in care and young people leaving care.'*
- 9.9 The proposed development aims to deliver 34no. genuinely affordable, single-occupancy apartments. The scheme is dedicated to supporting care leavers and young people at risk of homelessness aged 18–25, a community group with acute and well-documented housing needs. Importantly, the scheme is proposed on a previously developed, vacant, brownfield site within Gorton District Centre. Therefore, the development proposes to make efficient use of brownfield land, aligning with Manchester's wider regeneration priorities, in line with ALPP H1 and NPPF Paragraph 73.
- 9.10 There remains a significant shortage of affordable, single-person accommodation for young people, especially those at risk of homelessness and/or transitioning from care, as evidenced in Section 6 above. The proposed development directly addresses documented needs by providing genuinely affordable, high-quality homes for single young people who have transitioned into employment or training and are ready to live independently. This proposed development will help alleviate pressures on social housing, support vulnerable young people's transitions into adulthood, and reduce youth homelessness, in line with local and national strategic priorities.
- 9.11 By redeveloping this unused site with a high-quality residential scheme, it will enhance the vitality and functionality of the District Centre, contribute positively to local regeneration, and provide a meaningful, purpose-built housing solution. This initiative not only addresses a pressing need for specialist accommodation but also adds to the overall supply of affordable homes in Manchester, fostering social inclusion and supporting vulnerable young people as they transition into independent adulthood.
- 9.12 Therefore, it is considered that the proposed development accords with Adopted Local Plan Policies SP1, H1, H4, H8, C4 and C2, the Regulation 18 Draft Local Plan Policies, PfE Policy JP-S1, JP-H2, JP-H4, and NPPF Paragraphs 61, 63, 73 and 90. The principle of residential development on the site is consequently acceptable.

Loss of Sports Provision

- 9.13 The proposed development is situated on a site formerly used as a Multi-Use Games Area (MUGA). It is understood that this MUGA had fallen into a state of disrepair by at least 2017 (based on a Google Earth and Street View review) which included the use of the site for fly tipping, the boundary vegetation becoming overgrown and clear deterioration of the playing

surface. The combined effect of which has led to the MUGA having not been used for active sports provision within the neighbourhood for at least nine years.

- 9.14 Adopted Local Plan Policy EN 10 allows proposals on existing sports facilities where an equivalent or better placement of the facilities to be provided elsewhere in the local area. The applicant has explored options to offset the loss of the MUGA, notwithstanding it has been an unusable, derelict site for a significant period. The closest two active MUGAs to the site are George V Playing Fields and Gorton Park. Centrepont has reviewed the options for both facilities. Both are in need of surface repair and new lighting. Therefore, to comply with Policy EN10, Centrepont has agreed with MCC to provide a financial contribution to mitigate the loss of sports provision and direct the funds to enhance other local sports facilities, namely George V Playing Fields.
- 9.15 The funds will be proportionate to the proposed development and will be secured by way of a s106 agreement. It is recommended that the funds can contribute to improved surfacing, lighting and/or equipment at George V Playing Fields. A draft Heads of Terms is submitted with this application setting out the broad terms of the contribution.
- 9.16 Indeed, the proposed contribution will provide a significant benefit to enhance the existing George V Playing Field given the application site makes no contribution at all to local sports provision.
- 9.17 Therefore, it is considered that the proposed development is in accordance with Adopted Local Plan Policy EN 10, the Regulation 18 Draft Local Plan Policies, PFE Policy JP-P7, and NPPF Paragraph 104.

Residential Standards

Space Standards

- 9.18 A Space Standards Review has been prepared by Centrepont and accompanies this application, please see the accompanying 'Space Standards Review' for full details. The proposed development provides an Independent Living scheme offering medium-term accommodation for single occupancy young people aged 18 up to 25 years, i.e. **not** couples or families. The tenancy is offered as a fixed term of up to five years maximum, including a 12-month probationary period.
- 9.19 The unit size of the proposed development is notably larger than typical student accommodation studios, which average 19.2m² in London and 20.6m² elsewhere in the UK. Recent experience at Centrepont's Reuben House in Southwark, with homes at 21m², below national living space standards, demonstrates that young people on the Independent Living programme can thrive within a smaller footprint. The proposed Chapman Street development increases this to 26m², offering more space for residents transitioning from hostel rooms as small as 9m² with shared facilities to self-contained accommodation.
- 9.20 Residents typically find the compact layout less daunting, as they often lack substantial possessions, making the space manageable and comfortable. The shift from hostel-style rooms

to a self-contained 26m² unit represents a significant improvement in personal space and privacy, addressing the urgent need for these homes and the tangible benefits they provide. With these specific parameters in mind, Centrepont welcomes positive dialogue with stakeholders to secure planning consent. The concept draws on leading modular examples such as SoloHaus (24m²) and M-AR (21m²), which have been successfully used in Haringey and Southwark, providing 65 homes to date.

- 9.21 Centrepont's design approach prioritises sustainability, maximisation of light, efficient layouts, privacy and visual connection, flexible built-in furniture, tactile comfort, brightness, a homely and secure feel, robust specifications, and access to shared outdoor landscaped spaces creating a community environment. While supporting minimum space standards in principle, Centrepont believes that well-designed, smaller homes can serve a specific need and should be acknowledged in this context. When executed with care, these homes can provide high-quality, light-filled spaces that enable young people to embark confidently on their path towards independence.
- 9.22 Indeed, the proposed development incorporates shared communal spaces, including a multi-purpose room, a main reception area with 2no. bike stores and a post wall, and a large bin store. Residents will benefit from their private apartments balanced with this shared communal amenity space, as well as a high-quality shared courtyard space.
- 9.23 In addition, there is no specific Adopted Local Plan or PfE policy prescribing minimum space standards for this type of accommodation, which fundamentally differs from conventional residential schemes. The proposed apartment sizes are generous and exceed precedents established elsewhere for comparable Independent Living schemes. Accordingly, there is no specific Independent Living Scheme space standard policy to be applied, and the scheme is considered to be fully compliant with the Development Plan as a whole.

Building Regulations Accessibility Standards

- 9.24 The proposed Independent Living Scheme is specifically aimed at providing good quality affordable homes for young people who have been homeless, are at risk of homelessness and wish to make the transition from supported housing with limited or no support needs. For those young people with additional support needs and/or are not yet in employment, Centrepont will recommend more suitable accommodation types rather than within an Independent Living Scheme or will support the creation of roadmap of how a young person might be ready in the future.
- 9.25 PfE Policy PE-H3 states that '*all new dwelling must ... Be built to the accessible and adaptable standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable*' [Our emphasis].
- 9.26 PfE Policies are primarily designed to guide the most common forms of residential development and do not specify requirements for Independent Living schemes of this nature. This specific development addresses the distinct needs of a specific community group, young people transitioning out of homelessness with limited or no support needs.

- 9.27 There are specific site conditions which make meeting Part M4(2) of the Building Regulations impractical. The Site size does not permit delivery of 34no. units if larger layouts were required, as dictated by these standards. Given the urgent local need to support young people at risk of homelessness, maximising the number of good-quality homes must take priority. Additionally, the scheme's delivery is limited by grant and charity funding, which cannot be exceeded, making it impractical to achieve all elements expected in standard residential developments.
- 9.28 Therefore, on balance, the proposed development is considered to comply with PfE Policy JP-H3 and draft Local Plan Policy H 4.

Design and Landscaping

- 9.29 The design, appearance and functionality of the proposed development has been carefully considered by 3D Reid architects, with relevant national and local design led policy guidance, as presented in the accompanying Design and Access Statement.
- 9.30 Adopted Local Plan Policy EN 1 locates the Site within the 'Southern Character Area' which requires development to retain the identity and focus of activity associated with the historic District Centres. The surrounding area is defined by long, rectilinear blocks of two-storey terraced housing, with pitched-roof ends and subtle brick ornamentation.
- 9.31 The proposal encompasses a high-quality design throughout and offers a sensitive and well-considered response to the site's constraints and opportunities, ensuring strong integration with the wider context. The design reflects the two-storey scale and massing characteristic of the immediate area, incorporating red/brown brick, refined brick detailing, and pitched roofs to harmonise with the surrounding residential dwellings.
- 9.32 The proposal consists of a two-storey apartment building constructed in red/brown brick, featuring subtle brick detailing on the north, east, and west elevations. The northern elevation also includes a secure dark red metal fence for added security and visual articulation.
- 9.33 The main entrance is centrally positioned along the southern boundary, fronting Cross Lane. This arrangement preserves the established street scene, which is defined by a continuous active frontage of homes and businesses. The entrance is clearly identifiable by a distinctive dark red/brown framed glazing, enhancing its visibility and contributing to the overall character of Cross Lane.
- 9.34 The proposal also features a thoughtfully designed landscaping scheme aimed at enhancing biodiversity, sustainability, and resident wellbeing.
- 9.35 The layout integrates both soft and hard landscaping elements, focusing on creating an inviting environment where residents feel safe, empowered and connected to both nature and community. Key design principles include the integration of varied ornamental and amenity planting, 16no. proposed trees, and low-carbon strategies. The green spaces and planting are concentrated in the central courtyard and along the site's boundaries. Hard landscaping

complements this with well-defined pathways, accessible social spaces, outdoor seating, and recreational features such as a table tennis table and fitness area.

- 9.36 The overall approach prioritises high-quality, usable spaces that foster community, improve environmental performance, and ensure residents feel connected and secure.
- 9.37 Therefore, it is considered that the proposed development accords with Adopted Local Plan Policy EN 1, EN 8 and DM 1, the Regulation 18 Draft Local Plan Policies, PfE Policy JP-H1 and NPPF Paragraph 135.

Highways and Parking

- 9.38 The site is ideally situated in a highly accessible location, in close proximity to a range of transport infrastructure. The site benefits from excellent public transport accessibility, with multiple bus stops nearby offering a range of citywide routes; and train stations at Belle Vue, Gorton, and Ryder Brow all within a short cycling or walking distance. Chapman Street provides direct access to Hyde Road (A57), linking efficiently to both the Manchester Outer Ring Road (M60) and Inner Ring Road (A57(M)), ensuring strong connectivity for residents.
- 9.39 Local Plan Policy T1 prioritises creating a high-quality, integrated transport system to encourage a shift from car travel to public transport, cycling, and walking. The policy aims to support carbon-free and low-emission transport, reduce congestion, upgrade pedestrian and cycling infrastructure, and expand public transport options. Policy T2 states that all new development should provide appropriate car parking facilities and the Council will *'take the circumstances of each proposal into account to establish what level of parking is appropriate'*.
- 9.40 The proposed development will accommodate 35no. cycle spaces, in line with MCC Cycle Parking Standards with 1no. space per apartment and 1no. visitor space. Due to the nature of the residents who will occupy the apartments, they are not expected to own private vehicles and therefore the development will not provide any onsite car parking.
- 9.41 Yellow line parking restrictions are proposed around the site to accommodate servicing and access needs, including vehicle pick-up and set-down, short-stay parking for blue badge holders, refuse collection, and deliveries. These restrictions will reduce on-street clutter, improve pavement conditions, and remove physical barriers, supporting walking and cycling in line with the Manchester Active Travel Strategy.
- 9.42 This furthers MCC's goals of reducing car dependency and achieving the committed modal shift targets and encourages active travel and multimodal transport. The development aims to *'change the way we travel'*, aligned with the Manchester Climate Change Framework.
- 9.43 The proposed development will have a negligible impact on the local road network, with a slight increase in pedestrian, delivery, and servicing trips. It is therefore considered that the proposed development accords with Adopted Local Plan Policies T1, T2 and DM 1, the Regulation 18 Draft Local Plan Policies, PfE Policy JP-C3, JP-C8, and NPPF Paragraph 109.

Ecology and Arboriculture

Arboriculture

- 9.44 An Arboricultural Impact Assessment has been prepared by Rowbottom's Tree Services Ltd to support this planning application. This sets out that the site consists mainly of a grass verge and self-seeded shrubs, with 14no. mature trees located around the site's perimeter. Tree species include ash and lime, with varying levels of quality and condition. Many ash trees show symptoms of disease, with two classified as moribund and the remaining in decline.
- 9.45 To facilitate the development all 14no. existing trees and shrubs on the site will be removed. Therefore, in line with Policy EN 8 and EN 9, 16no. trees are proposed to be planted which results in a net increase of 2no. trees, along with a robust and varied planting scheme. It is proposed that 6no. trees will be located along the southern elevation to maintain street trees along Cross Lane. The remaining 10no. trees will be strategically located within the enclosed courtyard.
- 9.46 An Arboricultural Method Statement outlines that all tree removal must occur before construction begins and must follow appropriate professional standards. The report includes a full data schedule, tree categories, site photographs, and references the qualifications and experience of the author.

Preliminary Ecological Appraisal

- 9.47 A PEA prepared by UES, has identified that the site holds limited ecological value. There are limited foraging and commuting opportunities for amphibians and the potential for Great Crested Newts on site is very low. However, as grassland and hedgerows on site will provide commuting and foraging opportunities for common amphibian species, RAMS will be implemented during the construction period. Hedgehog activity is identified as possible in grassland and scrub areas on site; therefore, RAMS will be implemented during the construction period to mitigate this.
- 9.48 A ground-level assessment of trees found no evidence of roosting bats within any trees. Additionally, all trees lacked potential roost features, except for one crab apple tree (T1), which will therefore undergo soft felling or inspection before removal. Any removal of trees will take place outside of the bird breeding season. Similarly, to mitigate the removal of 1no. PRF, a bat box will be appropriately located on the operational site.
- 9.49 Schedule 9-listed *Cotoneaster integrifolius* was found in the scrub onsite and will therefore be fully eradicated before construction.
- 9.50 Despite the site holding only limited ecological and arboricultural value, reasonable mitigation measures have been implemented to ensure no adverse impact on the local wildlife. Therefore, it is considered that the proposed development is in accordance with Adopted Local Plan Policy EN 15 and DM 1, the Regulation 18 Draft Local Plan Policies, PfE Policy JP-G7, JP-G8, and NPPF Paragraph 192.

Biodiversity Net Gain

- 9.51 A BNG Assessment has been undertaken and is submitted as part of this application,
- 9.52 The baseline assessment determined that the site comprises primarily hardstanding, grassland, areas of mixed scrub, an ornamental non-native hedgerow, and scattered trees. The baseline biodiversity value was calculated as 3.19 habitat units, 0.05 hedgerow units, and 0 watercourse units.
- 9.53 The detailed landscaping plans submitted as part of this application have been used to calculate the post development value of the Site. The impact of the development will result in a reduction in the baseline habitat units by 2.82 units resulting in a post development baseline of 0.37 units (a net loss of 88.41%). Hedgerow units will increase to 0.09 units (a net gain of 87.96%), and watercourse units remain unchanged at 0 units due to the baseline value of zero.
- 9.54 The DEFRA Statutory Biodiversity Metric used to calculate the post-development value of the site has been submitted with this report and provides full details of the calculations. As per paragraph 5.2 of the BNG Report, there will be a requirement to purchase off site credits, which will be secured through the Statutory BNG Condition.

Security

- 9.55 A Crime Impact Statement prepared by Secure by Design accompanies this planning application. The CIS supports the development's high-quality design, layout of apartments and shared facilities, and provision of amenity and cycle spaces which promote passive surveillance and activity in appropriate areas.
- 9.56 The scheme will include a host of security measures including CCTV installation, a detailed lighting scheme and high-quality landscaping which promotes safety. The CIS makes recommendations to enhance security further and adoption of these recommendations is expected to enable Secured by Design accreditation and deliver a robust, secure development.
- 9.57 Overall, it is considered that the proposed development is in accordance with Adopted Local Plan Policy DM 1, the Regulation 18 Draft Local Plan Policies and NPPF Paragraph 102.

Sustainability Measures

Air quality

- 9.58 An Air Quality Assessment has been prepared by Redmore Environmental to support this planning application.
- 9.59 Construction phase dust risks were evaluated and found manageable with recommended site-specific control measures. The operational phase impacts from road traffic emissions were screened and predicted to be not significant. Dispersion modelling showed pollutant concentrations across the site are below relevant standards, making the site suitable for residential use without air quality mitigation.

- 9.60 Overall, air quality factors are not considered a constraint to granting planning consent for the development and the scheme therefore accords with Adopted Local Plan Policy EN 16, the Regulation 18 Draft Local Plan Policies, PfE Policy JP-S5, and NPPF Paragraph 199.

Noise

- 9.61 A Noise Assessment has been prepared by Sandy Brown Consultants to support this application. The noise survey was carried out between 13:00 on 4 November 2025 and 13:25 on 5 November 2025. The average ambient noise levels measured during the survey were 65 dB during the day and 59 dB at night. Representative background sound levels measured during the survey were 57 dB during the day and 41 dB at night.
- 9.62 3D modelling has been carried out based on the noise levels measured during the survey to inform an initial assessment of noise ingress and facade sound insulation. This has been carried out to determine required acoustic performances for the facades and provide guidance on the ventilation strategy in line with the requirements of Manchester City Council.
- 9.63 Based on the requirements of Manchester City Council and on the results of the noise survey, all plant must be designed such that the cumulative noise level at 1 m from the worst affected windows of the nearby noise sensitive premises does not exceed 52 dB during the day and 36 dB during the night.
- 9.64 Therefore, it is considered that the proposed scheme is in accordance with Adopted Local Plan Policy DM 1, the Regulation 18 Draft Local Plan Policies and NPPF Paragraph 198.

Flood Risk and Drainage

- 9.65 The Site is located in flood zone 1 and has a site area of approximately 0.16ha, under the 1ha threshold for a Flood Risk Assessment (FRA) to be required. An FRA is therefore not submitted with this application.
- 9.66 A detailed Drainage Scheme has been prepared by HTS. A comprehensive SuDS strategy has been developed in line with the national and regional policy and guidance. Key design decisions have been made in collaboration with both authorities to manage, restrict, and treat surface water runoff in accordance with best practice and local guidance.
- 9.67 In accordance with the requested surface water discharge rates from United Utilities and guidance set out by Manchester City Council for Brownfield sites, the site is limited to a maximum of 5.0l/s for the 1 in 100-year event, with a +45% climate change allowance added. The site will result in an 82.81% betterment to the existing situation in a 1 in 100-year +45% climate change event.
- 9.68 The proposed outfalls will be separate, with a new foul water and surface water connection to the adopted sewers contained in Chapman Street. These connections will be secured with United Utilities via a Section 106 agreement.

9.69 Therefore, it is considered that the proposal is in accordance with Adopted Local Plan Policy EN 14, EN 8 and DM 1, the Regulation 18 Draft Local Plan Policies, PfE Policy JP-S4, and NPPF Paragraph 181.

Ground Conditions

9.70 A Phase 1 Desktop Study has been undertaken by RGS to support the planning application.

9.71 The Study found that there are potential sources of contamination on the site and in the surrounding area and it has therefore been recommended that an intrusive investigation is undertaken to clarify potential risks to the identified receptors before development commences on site.

9.72 The Study sets out that the site is located within a coal mining area as defined by the Coal Authority. However, the site is not located within a development high risk zone. As such, it is not deemed necessary for a Consultant's Coal Mining Report. There are no instances of non-coal mining within 250m of the site. Potential for difficult ground conditions are unlikely and are at a level where they need not be considered. Therefore, it is not considered necessary to conduct further assessment of risk associated with coal mining legacy.

9.73 With regard to potential geological hazards, the Groundsure data identifies only very low to negligible risks.

9.74 Overall, it is considered that the proposed development accords with Adopted Local Plan Policy EN 18, the Regulation 18 Draft Local Plan Policies and NPPF Paragraph 196.

Summary

9.75 In summary, the principle of development for affordable, single-occupancy accommodation on Land at Chapman Street, Gorton is considered to be acceptable and is supported by both national and local planning policy.

9.76 There is a clearly established, acute need for this specialist housing, and the proposed scheme directly responds to the needs of care leavers and young people at risk of homelessness.

9.77 The loss of the redundant MUGA will not result in a genuine loss of usable sports facilities, as it has not served the local community in recent years and appropriate mitigation is secured through a proportionate contribution to enhance local sports facilities.

9.78 The proposed design meets high standards of quality, accessibility, and sustainability, with all technical matters, including flood risk, highways, ecology, arboriculture, noise, ground conditions, and biodiversity, comprehensively addressed within the application and supporting reports.

9.79 Overall, the scheme constitutes a sustainable development in environmental, social, and economic terms. The scheme will deliver a high-quality form of regeneration in line with the

objectives of the Development Plan and the National Planning Policy Framework and should therefore be approved.

10 Conclusions

- 10.1 This Planning Statement has been prepared by JLL on behalf of Centrepont in support of an application for full planning permission, for the redevelopment of Land at Chapman Street, Gorton, Manchester.
- 10.2 The description of development is as follows:
- ‘Development of an Independent Living Scheme (Use Class C3) including access and landscaping’*
- 10.3 The scheme will provide 34no. single-occupancy, genuinely affordable units for young people aged 18–25, operated by Centrepont as part of their Independent Living Programme. The proposal delivers a high-quality, car-free development on a brownfield site within the defined Gorton District Centre.
- 10.4 The scheme responds to identified local needs by targeting care leavers and young people at risk of homelessness, offering 100% affordable homes, with the rent set at no more than one-third of gross salary, to ensure genuine affordability.
- 10.5 The layout employs an efficient and context-driven site plan, positioning the apartment block over two storeys in a horseshoe arrangement. The scheme incorporates communal amenity space including an enclosed central courtyard, secure cycle storage, a communal multipurpose room, an attractive main reception with a post wall. Materials have been selected to reflect local character, including high-quality red/brown brickwork, articulated elevations, and a pitched roof, ensuring the development integrates successfully with its residential context, while enhancing the street scene.
- 10.6 A robust landscaping scheme is proposed, incorporating tree cover with a net improvement on existing numbers, delivering both soft and hard landscape features to promote biodiversity and community wellbeing. The design incorporates sustainable urban drainage (SuDS), ecological enhancements in line with recommendations, and a variety of communal and outdoor amenity spaces for resident use.
- 10.7 The loss of the redundant MUGA will not result in a genuine loss of usable sports facilities, as it has not served the local community in recent years and appropriate mitigation is secured through a proportionate contribution to enhance local sports facilities.
- 10.8 The Highways Assessment confirms the site benefits from excellent accessibility to public transport, local amenities, and employment opportunities. The scheme proposes a car free development with yellow line restrictions to support efficient servicing, accessibility for Blue Badge holders, and promote sustainable movement.
- 10.9 Ecological and arboricultural reports have informed site management and mitigation, with robust strategies including Reasonable Avoidance Measures (RAMS), Biodiversity Net Gain delivery, mitigation measures, and management of invasive species to ensure ecological integrity is protected and enhanced.
- 10.10 Flood risk and drainage have been addressed through the provision of an appropriate surface water management strategy, applying SuDS and separate outfalls that will deliver a significant

betterment on current brownfield runoff rates, ensuring the site can be developed safely without increasing off-site flood risk.

- 10.11 All other technical matters, including ground conditions, air quality, and noise, have been assessed, with supporting surveys confirming compliance.
- 10.12 In summary, the proposed development represents a high-quality, sustainable development which utilises previously developed land and directly addresses a critical and evidenced need for affordable homes for young people in Manchester. The scheme responds positively to its context and the requirements of the Manchester Core Strategy, Places for Everyone Plan, the Draft Manchester Local Plan, and the National Planning Policy Framework. All material considerations and technical matters have been appropriately addressed.
- 10.13 Accordingly, it is respectfully requested that planning permission be granted for this well-justified and greatly needed scheme that will make a significant positive contribution to the housing needs and regeneration of Gorton and Manchester as a whole.

11 Appendix A – Draft Manchester Local Plan Policies

- 11.1 Policy SP 1 Spatial Principles sets out the Council's strategy for growth and development in Manchester's Core Growth Area (including the City Centre and Oxford Road Corridor), Inner Areas (key residential locations), and Southern Area (Wythenshawe and Manchester Airport). It prioritises high-quality development in accessible locations, maximises use of brownfield land, and seeks to enhance green and blue infrastructure while making the best use of existing transport assets.
- 11.2 Policy SP 2 Development Principles requires all development to deliver high-quality design, promote social cohesion and inclusion, support net zero carbon ambitions, respect local character, reuse previously developed land, improve access to services and sustainable transport, and contribute to health and wellbeing.
- 11.3 Policy H 1 Housing Provision, aims to deliver 61,000 new homes between 2022 and 2040, focused on the City Centre, Core Growth Area, Inner, and Southern Areas. New housing should support sustainable, mixed, and inclusive communities, prioritise brownfield sites, and be located near centres or public transport.
- 11.4 Policy H 2 Affordable Housing targets 1,142 affordable homes per year. On major schemes (10+ homes), 30% must be affordable (with a preferred split of 80% affordable rent and 20% affordable home ownership, and 70% of the affordable homes as social rent). On-site provision is preferred, with financial contributions or exemptions only in justified cases of viability or other planning priorities.
- 11.5 Policy H 4 Supported Housing supports high-quality supported accommodation for older people, people with disabilities, children in care, young people leaving care, and others with specific needs. Schemes must be in line with strategic requirements, promote independent living, and meet building accessibility standards. [Our emphasis]
- 11.6 Policy H 7 Housing Design requires new housing to support mixed communities by offering diverse types and tenures, reflect local character, adhere to minimum density standards, provide usable outdoor space, ensure sound insulation, accommodate car and cycle parking, and respect environmental and privacy considerations.
- 11.7 Policy C 3 District Centres requires development in district centres to enhance vitality and viability, complement local character, maintain retail as the main use, support a range of services and housing, and improve environmental quality, accessibility, and sustainable design.
- 11.8 Policy C 5 Central Manchester District Centres, states that Centres such as Gorton, Hulme, Levenshulme, Longsight, and Rusholme will remain the focus for retail, services, and leisure, with further support for a mix of uses and residential development, provided active street frontages and key functions are maintained.

- 11.9 Policy ZC 1 Sustainable Design and Construction requires all new development to support sustainable construction, prioritise reuse and refurbishment, achieve high energy efficiency, minimise lifecycle carbon emissions, favour walking and cycling, incorporate EV charging, and use green/blue infrastructure to reduce overheating and promote climate resilience.
- 11.10 Policy EN 3 Trees and Woodlands sets out that development must include and maintain new and existing trees, enhancing canopy cover and urban character. Loss of trees must be mitigated with replacements (two-for-one, or three-for-one in low-canopy wards), and species selection, maintenance, and biosecurity are key requirements.
- 11.11 Policy EN 4 Biodiversity and Geodiversity states that development must avoid or fully mitigate negative impacts on designated ecological sites and priority habitats. Proposals should enhance, restore, and connect habitats, supporting priorities in the Greater Manchester Local Nature Recovery Strategy.
- 11.12 Policy EN 5 Biodiversity Net Gain requires all applicable development to deliver a minimum 10% net gain in biodiversity, ideally on site, secured for at least 30 years, and demonstrate how it contributes to local and regional nature recovery priorities. Off-site provision must follow a defined hierarchy if necessary.
- 11.13 Policy EN 7 Air Quality requires developers to minimise local emissions, especially from traffic and on-site energy, and avoid negative impacts on air quality. Cumulative impacts will be considered, particularly in Air Quality Management Areas.
- 11.14 Policy EN 9 Flood Risk states that development should be directed away from high-flood-risk areas, minimise surface water runoff with sustainable drainage, and, in brownfield sites, reduce runoff by at least 50%. Proposals must consider all flood risks and opportunities to open up culverted rivers.
- 11.15 Policy EN 10 Ground Contamination and Ground Stability sets out that development on potentially contaminated or unstable land must be supported by risk assessments and remediation plans. Priority for remediation is given to strategic sites, and risks from former mining activity and contamination must be addressed.
- 11.16 Policy SI 1 Protection of Open Space, Sport and Recreation Land and Facilities, requires existing open spaces and recreation facilities to be retained and improved unless surplus to requirements or replaced by equivalent or better provision. Loss is only permitted with justification and mitigation addressing identified deficits.
- 11.17 Policy T 1 Transport Principles supports the delivery of an integrated transport system, aiming for a modal shift from car use to public transport, walking, and cycling, contributing to carbon reduction, improved accessibility, and sustainable economic growth.
- 11.18 Policy T 2 Sustainable Location of Development sets out that new development must be easily accessible by walking, cycling, and public transport. Car parking and cycle provision should be

appropriate to context, with city centre sites prioritising accessible modes and disabled users. Justification for parking levels must be provided.

11.19 Policy D 1 Design Principles requires all development to deliver high-quality design, reinforce local character, contribute to inclusive communities, support active and safe streets, prioritise walking and cycling, integrate with green infrastructure, provide adequate amenity and daylight, and be adaptable for climate resilience.

**We can support you with expert advice that reflects
your business needs and priorities**

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