ASTEER
PLANNING

Supporting Planning Statement

Full Planning Application for Mixed-Use Development

Land at Renold's Corner, Lane End Road, Burnage

On behalf of Hasaza Estates Limited

March 2026

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1 INTRODUCTION

1.1 This Supporting Planning Statement ("SPS") has been prepared by Asteer Planning LLP ("Asteer") on behalf of Hasaza Estates Ltd. ("the Applicant") in support of a full planning application for mixed-use development at Renold's Corner, Lane End Road, Burnage ("the Site"). A Site Location Plan is enclosed at **Appendix A**.

1.2 The description of the development is as follows:

"Full planning application for the demolition of existing buildings and the erection of a mixed-use development with retail (Use Class E) at the ground floor and residential development (Use Class C3) and roof terrace above, together with car parking facilities, landscaping, and associated infrastructure."

Background

1.3 The Site extends to approximately 0.15 hectares ("ha") and lies within the Ward of Burnage and the administrative jurisdiction of Manchester City Council ("MCC"). At present, the Site comprises: a single-storey pharmacy with associated car parking facilities; a vacant commercial unit (formerly operating as a takeaway restaurant); and a small, grassed area.

1.4 Everest Pharmacy has been operating from the Site since 2023 and is now established as a reputable and reliable healthcare provider within the local community. The pharmacy performs an important frontline service, with dispensing volumes placing it among the top ten pharmacies in Greater Manchester.

1.5 In addition to prescription dispensing, Everest Pharmacy provides a range of essential healthcare services, including: general health checks; contraceptive services; blood pressure monitoring; and the administration of influenza and COVID-19 vaccinations.

1.6 However, the limited scale of the pharmacy's existing premises constrains operational capacity, especially during periods of peak demand. As a result, on-site container units have been installed to sustain vaccination services. While these units, located on land now proposed for development, have facilitated the vaccination of hundreds of local residents, they constitute a short-term and ultimately unsustainable solution.

1.7 The proposed development would deliver a long-term solution to these constraints by enabling the pharmacy to relocate to larger, purpose-built premises. The new facility would incorporate dedicated consultation rooms for NHS services, ADHD clinics, and AI-led heart-valve screening facilities, while providing much-needed homes as part of a high-quality mixed-use scheme.

1.8 This Statement addresses the relevant planning considerations, with particular regard to the case for mixed-use development at the Site and assesses the proposals against both national and local planning policy and guidance.

1.9 The proposed development at the Site is set out in detail within the accompanying Design and Access Statement ("DAS") and is illustrated across the suite of submitted application drawings – a full schedule of which is enclosed at **Appendix B** of this Statement.

1.10 The submitted proposals have been informed by extensive discussion with MCC Planning Officers during the pre-application stage and have been shaped in response to feedback received from both the Council and the local community. Further detail of the engagement undertaken in advance of this application are set out in Section 3 of this SPS.

2 THE SITE AND ITS SURROUNDINGS

2.1 This Section provides an overview of the Site and its surrounding context. It details the Site's location, physical characteristics and existing uses, relevant planning designations and history, accessibility and sustainability credentials, and any identified environmental or technical considerations.

The Site

2.2 The Site is located within the urban centre of Burnage, approximately 7 kilometres ("km") south of Manchester City Centre and 4 km west of Stockport.

2.3 The Site extends to approximately 0.15 ha and is currently occupied by Everest Pharmacy (and associated car parking facilities), together with a vacant commercial unit and small area of poorly maintained grassed land.

2.4 Vehicular access to the Site is taken from Fog Lane to the south, with pedestrian access available via existing footways along Fog Lane, Lane End Road and Kingsway (A34).

Surrounding Context

2.5 The Site occupies a prominent corner position, bounded by Kingsway (A34) to the west, Lane End Road to the north, and Fog Lane to the south. To the east, the Site adjoins a mix of uses, including a car rental service and Kingsway Medical Centre, both with associated car parking; beyond which lies Burnage Lane.

2.6 The immediate surrounding area comprises a mix of residential, commercial and mixed-use development. Apartment buildings in the vicinity are generally between three and four storeys in height, although the scale of development has increased in recent decades, with several buildings of four or more storeys constructed within the past twenty years.

Relevant Designations and Planning History

2.7 There are no designated heritage assets within, or immediately adjacent to, the Site. The nearest listed building is the Grade II Church of St Nicholas (List UID: 1219254), located approximately 80 metres ("m") to the south-west.

2.8 The Site is not located within a Conservation Area, Local Nature Reserve ("LNR"), Area of Outstanding Natural Beauty ("AONB"), or Site of Special Scientific Interest ("SSSI"), nor within any other locally or nationally designated site of landscape/ecological significance.

2.9 The Site is situated entirely within Flood Zone 1, which represents the lowest level of risk (defined as having less than a 0.1% annual probability of flooding from fluvial sources).

2.10 An Ecology Scoping and Biodiversity Net Gain ("BNG") Assessment, prepared by Mulberry and submitted in support of the application, confirms that the Site is predominantly comprised of previously developed land and sealed surfaces. Existing habitats are largely artificial in origin and of limited ecological value, consisting primarily of ornamental shrub planting and a small number of scattered broadleaved trees.

2.11 There are no Tree Preservation Orders ("TPOs") within, or adjacent to, the Site boundary. The accompanying Arboricultural Impact Assessment ("AIA"), also prepared by Mulberry, identifies two trees within the Site: an Ash affected by ash dieback, classified as Category U; and a Category B2 Horse Chestnut.

2.12 Under British Standards ("BS") 5837:2012, Category U trees are those unsuitable for retention, typically due to disease, structural defects or limited life expectancy; while Category B2 trees are of 'moderate' quality and may be removed where necessary to facilitate an appropriate form of development (subject to suitable mitigation and/or replacement planting).

2.13 A desk-based review of MCC's online planning register confirms that there are no recent planning applications, nor any extant planning permissions, of direct relevance to the Site.

Accessibility and Sustainability

2.14 Situated within the heart of Burnage, the Site benefits from convenient access to a range of day-to-day services and community facilities, including:

- **Retail provision**: DANA Supermarket immediately to the north of the site and a Tesco Superstore approximately 125 m to the east;
- **Education facilities**: A number of nurseries, primary and secondary schools, and sixth form colleges located within a one-mile catchment area; and
- **Leisure and recreation**: Fog Lane Park (approximately 400 m to the west), a range of local restaurants and cafes, and Parrs Wood leisure complex (approximately 1.2 km to the south).

2.15 The Site benefits from good connectivity to the surrounding road network. Lane End Road runs broadly east-west and forms a signalised crossroads with Kingsway (A34) and Fog Lane. Kingsway (A34) is a principal north-south arterial route, providing direct northbound access to Manchester City Centre and connections to the M56 and M60 motorways, as

well as Manchester Airport to the south. Fog Lane provides access towards Didsbury and other neighbouring areas.

2.16 The Site occupies a highly accessible location in public transport terms, achieving a Greater Manchester Accessibility Level ("GMAL") score of **5**, which represents the highest level of accessibility. The principal public transport connections serving the Site include:

- **Burnage Railway Station** (approximately 200m west of the Site), which provides regular direct service to Manchester Piccadilly, Manchester Airport, and Liverpool Lime Street;
- **East Didsbury Metrolink** (approximately 1 km to the south), easily accessible on foot or by bicycle, which provides frequent services across Greater Manchester; and
- **Several bus stops**, which offer connections to Salford Quays (via Service 50), Gorton and Newton Heath (via Services 171/172), Ardwick (via Service 727), and Crowcroft Park (via Service 750), among other destinations.

2.17 A number of National Cycle Network Routes ("NCRs") are situated within close proximity of the Site: NCR 55 is approximately 1 km to the south, providing radial cycle connectivity across south Manchester; whilst NCR 6 lies approximately 2 km to the north, offering a direct route to Manchester City Centre.

Environmental and Technical Considerations

2.18 The Site is subject to a number of environmental and technical considerations which have been carefully assessed through the design process and do not constitute constraints that would preclude development. These matters are summarised below and considered in greater detail within the accompanying Landscape Strategy and DAS.

Interface Distances

2.19 The spatial relationship between the proposed development and neighbouring buildings, including matters of overlooking and proximity, was a key consideration addressed during the pre-application stage and has informed the evolution of the Site layout and design.

2.20 A separation distance of approximately 17 m is maintained between the development and Kingsway Medical Centre on Fog Lane, and 25 m to the commercial unit at No.8 Lane End Road. Given their non-residential uses and the absence of habitable windows facing the Site, these relationships are considered acceptable and would not give rise to any adverse amenity effects.

2.21 The proximity of the residential apartments on the corner of Fog Lane has been assessed against the MCC's relevant design guidance. The proposed layout and window placement have been carefully designed to safeguard residential amenity and to avoid unacceptable overlooking or overbearing impacts, as discussed further in Section 3 of this Statement.

2.22 The neighbouring Man Chu Wok Building on Lane End Road, previously identified during pre-application discussions as a potential overlooking constraint, is now within the Applicant's ownership and is proposed for demolition. It therefore no longer presents any material amenity concerns to development at the Site.

Summary

2.23 The Site is particularly well-placed to deliver a high-quality mixed-use development which, through careful design and layout, would make a meaningful contribution to Manchester's housing requirements, whilst ensuring the efficient and sustainable use of brownfield land at a prominent corner location.

3 THE PROPOSED DEVELOPMENT

3.1 This Section summarises the proposed development for which full planning permission is sought. It should be read in conjunction with the more detailed description set out within the DAS and the suite of submitted application drawings and plans (listed at **Appendix B**).

Use and Quantum

3.2 The proposal comprises a mixed-use development delivering 56 high-quality residential apartments, associated private amenity provision, and ground-floor retail floorspace, as summarised in the **Table** below:

Use	Quantum
Residential – Use Class C3	**36** one-bedroom apartments **17** two-bedroom apartments **3** three-bedroom apartments
Retail – Use Class E	Four retail units (totalling **524 m²**): one of which will provide a larger, purpose-built replacement premise for the existing on-site pharmacy.
External Private Amenity Space	**525 m²** of courtyard/roof terrace space for residents.

3.3 All residential units have been designed to meet or exceed the Nationally Described Space Standard ("NDSS") in respect of internal floor area, layout, and accessibility, with no unit falling below the relevant minimum requirement. In summary, the proposed:

- One-bedroom apartments achieve between 100% and 203% of the minimum NDSS requirement (37 m²);
- Two-bedroom apartments achieve between 102% and 121% of the minimum NDSS requirement (61 m²); and,
- Three-bedroom apartments achieve 131% of the minimum NDSS requirement (74 m²).

3.4 On the ground floor, the proposal incorporates four retail units with a combined floorspace of 524 m². These units been designed with a high degree of flexibility, enabling them to accommodate a range of retail and service uses capable of serving the local community and contributing the vitality of the surrounding area. A key component of the ground-floor retail provision is the retention of Everest Pharmacy, which has agreed to lease the largest of the proposed units.

3.5 Engagement with the pharmacy has been ongoing throughout the design process to ensure that the proposed premises have sufficient floorspace to support Everest's continued operation and future growth, thereby enabling it to maintain and expand the vital healthcare service provided to the local community.

3.6 The proposed development incorporates communal amenity space at first-floor courtyard level and at roof level, providing a combined area of approximately 525 m^2. These areas will provide high-quality outdoor amenity for residents, supporting opportunities for quiet enjoyment, informal recreation and social interaction.

Scale and Massing

3.7 The surrounding areas of Burnage and East Didsbury are characterised predominantly by two-storey residential development, the majority of which dates from the 1930s to 1950s. However, at key junctions along Kingsway (A34) – including those adjacent to the Site – the built form becomes more varied in both use and scale.

3.8 The scale of development in the local area has increased gradually over time, with a number of four-storey residential and mixed-use schemes delivered in the past two decades. Recent developments in the immediate vicinity, including those on Fog Lane and at the junction of Lane End Road and Burnage Lane, are all four storeys in height, reflecting an established pattern of greater scale at prominent junction locations.

3.9 The proposed development, which reaches a maximum height of approximately 16.5 m, has been carefully designed to respond to this evolving context. The building's massing and evolution, including the set-back of the uppermost storey, ensure that it is perceived as a four-storey building at street level, allowing it to relate appropriately to neighbouring development.

3.10 The proposed scale has been informed through constructive pre-application engagement with MCC, as set out within Section 4 of this Statement and the accompanying Statement of Community Involvement ("SCI").

Layout

3.11 The layout of the proposed development has been designed to ensure a high standard of residential quality, with all apartments complying with or exceeding the minimum internal space and accessibility requirements set out in the NDSS and Building Regulations Part M4(2) respectively.

3.12 The proposed layout of the Site responds to its prominent corner location, acting as a continuation of Lane End Road's local high street character. The building addresses Kingsway at a 90-degree corner, while stepping approximately 30 degrees towards Fog Lane: forming an orthogonal footprint that both reflects and enhances the surrounding street pattern.

Appearance

3.13 The design approach has been informed by the Site's prominent location at the junction of Lane End Road and Kingsway (A34). The building is subtly curved at the corner to celebrate and echo the established character at comparable junctions along the A34 corridor, including the buildings directly opposite the Site.

3.14 The elevational treatment draws upon contextual references within the local townscape, including the Grade II listed Church of St. Nicholas and the historic Renold chain works, in order to inform the appearance, articulation and detailing of the proposed development.

3.15 References to St. Nicholas Church are expressed through the use of strong horizontal banding and projecting brick piers. Together, these elements establish a clear rhythm and hierarchy across the façades, break down the perceived scale of the building, and echo the strong sculptural quality of the church's brick architecture.

3.16 The influence of the former Renolds chain works is reflected through the incorporation of metallic detailing, which provides visual contrast to the predominant brickwork and introduces a subtle expression of the area's industrial heritage.

3.17 In the absence of a single prevailing brick type within the immediate area, the material palette incorporates two types of red brick, which have been carefully selected to sit comfortably within the surrounding townscape and to avoid visual conflict with the buff brickwork of St. Nicholas Church.

3.18 To address potential overlooking concerns, the proposal incorporates a saw-tooth façade and orients windows so that views are directed away from neighbouring residential uses, particularly those facing Fog Lane.

Landscaping

3.19 As detailed in the accompanying Landscape Strategy prepared by DEP in support of the application, the proposed landscaping scheme has been developed to respond positively to the Site and its surroundings.

3.20 Through a coordinated approach to soft and hard landscaping and the use of a palette of contextually appropriate materials, the scheme will establish a clear sense of place and support the creation of a high-quality, durable and well-functioning environment.

3.21 An integral component of the landscape strategy is the provision of communal amenity areas at the first-floor courtyard and roof level, incorporating:

- A range of ecological features, including bat boxes, swift boxes, beehives and native species planting, contributing to habitat creation and affording residents' access to attractive and ecologically rich green space within an otherwise dense urban context;
- Seating areas, including timber benches set within raised planting, picnic benches and pergolas, arranged to create a variety of open and more sheltered spaces capable of accommodating a range of resident needs;
- A high-quality landscaping palette, including block paving, sett paving and flag paving with flush sett edging, ensuring durability and visual coherence across the Site; and,
- Lift and stair access, allowing for safe, inclusive and convenient by all residents.

3.22 The external works at ground level will comprise high-quality hard landscaping materials that complement the proposed architectural form and enhance the public realm along Kingsway (A34) and Lane End Road. Varied surface treatments will define the building's frontage and create a clear sense of arrival, visually distinguishing the development from the surrounding streetscape.

Refuse and Waste Management

3.23 Refuse and waste management arrangements have been carefully considered as part of the design process. The refuse collection point is proposed on the Fog Lane frontage of the Site, reflecting preferences expressed by MCC during pre-application discussions.

3.24 This arrangement enables servicing to be undertaken in a safe and efficient manner whilst avoiding any operational and safety issues associated with collection on the more heavily trafficked Lane End Road. Kerbside stopping of collection vehicles would be temporary, with sufficient carriageway width retained to accommodate three to four Passenger Car Units ("PCUs"); consistent with typical refuse servicing practices on residential streets.

3.25 Refuse collection is anticipated to occur on a weekly basis. Having regard to the relatively modest traffic flows on Fog Lane (approximately 14 vehicles per hour) and an anticipated dwell time of two minutes, the potential for queuing or disruption arising from collection activity – including any risk of queues extending to Kingsway (A34) – is considered to be negligible.

3.26 The refuse storage and collection area has been designed to be readily accessible to both residents and collection operatives and is appropriately screened to minimise visual and operational impacts on the public realm, neighbouring occupiers, and the wider area.

Access and Parking

3.27 The proposed development incorporates an under-croft parking area, providing dedicated spaces for 24 cars (43% provision) and secure cycle parking for all residential units. Of the 24 spaces, 21 will be standard parking bays, each measuring 2.4m x 4.8m; 3 will be accessible bays; and all will be provided with charging facilities for Electric Vehicles.

3.28 Vehicular access to the under-croft car park is proposed from Fog Lane, to the south of the Site, approximately 40m to the east of the existing access to the current surface-level car park. The existing access will be reinstated as a footway with a restored kerb face.

3.29 Pedestrian access to the various uses within the proposed development will be provided from existing footways along the Site frontage, with an additional pedestrian access gate from Lane End Road proposed to improve permeability through the Site and connectivity with the surrounding street network.

3.30 Cycle access will be available according to the nature of the journey: residents will be able to use the secure under-croft cycle parking (accessed from Fog Lane); or the dedicated visitor cycle parking provided along the street frontage.

Fire Safety

3.31 As detailed within the accompany DAS, the proposed development has been designed in accordance with the relevant requirements of Building Regulations Part B, with specific regard to B1 ('Means of Warning and Escape') and B3 ('Internal Fire Spread – Structure'). The building layout and design provide clear, unobstructed, and appropriately protected escape routes, facilitating the safe evacuation of all occupants in the event of a fire.

Summary

3.32 The proposed development will deliver 56 high-quality residential apartments alongside ground-floor retail accommodation – including the reprovision of the existing pharmacy within larger, modern, purpose-built premises – together with communal amenity space and associated landscaping. The development will contribute positively to local housing delivery and to the vitality of the surrounding townscape, and has been carefully conceived in response to the Site, its context, and extensive pre-application engagement with MCC and the local community as set out in the following Section of this Statement.

4 PRE-APPLICATION ENGAGEMENT

4.1 In accordance with national planning policy and guidance, the Applicant has undertaken a comprehensive programme of pre-application engagement, including early and ongoing consultation with MCC, Ward Members and the local community. Feeback received during this process has informed the evolution of the proposals and has sought to address any relevant policy considerations and site-specific matters prior to the submission of this planning application.

4.2 This Section summarises the policy framework relevant to pre-application consultation and provides an overview of the pre-application process, together with an assessment of its influence on the development of the proposals.

Relevant Policy Framework

4.3 The following national and local planning policy documents are relevant to pre-application consultation and are considered in this Section of the SPS:

- **Localism Act (2011);**
- **National Planning Policy Framework ("NPPF") (2024);** and,
- **MCC's Statement of Community Involvement (2025).**

Localism Act (2011)

4.4 The Localism Act was introduced with the objective of devolving greater decision-making power to local authorities and neighbourhoods, thereby enabling communities to exercise greater influence over matters affecting their area, including planning and development proposals.

4.5 The Act was presented to Parliament in December 2010 and later received Royal Assent in November 2011. As such, it constitutes a material consideration in the determination of planning applications.

4.6 **Section 122** of the Act ('Consultation before applying for planning permission') requires developers of certain schemes to undertake consultation with local communities prior to the submission of a planning application.

4.6.1 The purpose of this provision is to ensure that local residents are afforded meaningful opportunity to comment on emerging proposals and to influence the development of schemes at an early stage.

National Planning Policy Framework (2024)

4.7 The most recently adopted version of the NPPF (December 2024) places strong emphasis on the value of early engagement in the planning process. In particular:

- **Paragraph 40** recognises that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties, enabling better coordination between public and private resources and improved outcomes for communities;
- **Paragraph 41** stresses the important role of local planning authorities in encouraging applicants to make effective use of the pre-application stage; and,
- **Paragraph 42** notes that the more issues that can be resolved at pre-application stage, including those relating to infrastructure and affordable housing provision, the greater the benefits.

MCC's Statement of Community Involvement

4.8 MCC adopted its most recent Statement of Community Involvement in August 2025. The Statement sets out the Council's approach to engaging residents and stakeholders in the preparation of planning policies, and establishes the procedures by which representations may be made in relation to planning applications received by the Council.

4.9 **Section 2** establishes MCC's overarching principles for community involvement, including proportionate and inclusive engagement, the use of appropriate consultation methods, and transparency in the way representations are taken into account.

4.10 **Section 8** encourages early developer-led engagement, particularly in regard to significant schemes, identifies appropriate consultation methods, and requires applicants to submit a record of consultation demonstrating how community feedback has informed the final proposals.

Pre-Application Consultation Undertaken by the Applicant

4.11 Consistent with the national and local planning policy and guidance outlined above, the proposed development has been shaped through an extensive three-year programme of pre-application engagement. Full details of the consultation and engagement undertaken by the Applicant are set out in the accompanying SCI (within the DAS), with a summary of the process provided below.

Consultation with MCC (2022-2025)

4.12 An initial request for pre-application advice was submitted to MCC on 27 September 2022 by Group D Architects, acting on behalf of the Applicant.

4.13 The initial proposals presented for comment comprised a taller building of approximately 24 m in height, accommodating 43 residential units. MCC advised that, whilst there was no objection in principle to mixed-use development at the Site, the proposed scale was considered excessive in its context and inconsistent with the character of the local areas and the prevailing pattern of development.

4.14 A second iteration of the scheme was presented to the Council in June 2024, comprising 35 residential apartments, a reduced building height of approximately 18.5 m, and stepped massing down towards the Fog Lane frontage. Written feedback was issued in September 2024, in which MCC acknowledged that the reduced number of dwellings units was more appropriate for its context; however, officers maintained the view that the height difference from the neighbouring buildings remained "too much of a jump in scale."

4.15 MCC's Heritage Officer also noted that the surrounding area possesses a "turn of the century garden village flavour," and argued that the scale and design of the proposed development risked conflicting with this established character. Notwithstanding this reservation, the Officer recognised that the proposals explored an "architectural form that is of high quality," and advised that a curved corner treatment could resonate with the buildings on the opposite corner.

4.16 Further design revisions were undertaken in February 2025, including a reduction in the overall building height to approximately 16.5 m, the set-back of the uppermost storey, and the introduction of a curved corner at the junction of Lane End Road and Kingsway (A34). These revisions were made in direct response to the feedback received and sought to ensure that the scale and form of the proposed development align more closely with neighbouring development.

4.17 This revised approach was received positively by Planning Officers, and the scheme has subsequently progressed on the basis of that ongoing engagement.

Engagement with Ward Members

4.18 Asteer contacted Councillors for Burnage Ward and Didsbury East Ward in May/June, July and August 2025 to inform them of the emerging proposals and provide an opportunity for comment.

4.19 Following a query from Councillor Craig (Burnage Ward), confirmation was provided that the existing on-site pharmacy would be retained as part of the proposals. No response was received from Didsbury East Ward Councillors.

Public Consultation

4.20 Public consultation was undertaken by Group D Architects over a two-week period between 3 and 17 June 2025 in order to inform local residents, businesses and other interested stakeholders of the emerging proposals and to provide opportunity for feedback.

4.21 The consultation commenced on 3 June with a leaflet drop to residential and commercial addresses within vicinity of the Site. The leaflet directed recipients to a dedicated online consultation webpage, which provided further information on the proposed development and included an online feedback form. The online consultation remained open for a period of two weeks, allowing sufficient time for responses to be received.

4.22 In total, 72 individual responses were received via the online feedback form. These may be summarised as follows:

- 25% expressed strong support for the proposals and highlighted a number of positive aspects of the scheme;
- 45% expressed strong opposition and raised a range of concerns; and,
- 30% provided mixed or neutral feedback, acknowledging potential benefits whilst also identifying a number of issues.

4.23 The principal themes raised during the public consultation, together with the manner in which the Applicant has responded to and addressed these matters, are set out in the **Table** below.

Concern Raised	Applicant's Response
Parking and traffic	A Transport Statement and Framework Travel Plan accompany the application and demonstrate that the proposed parking provision (24 under-croft spaces) is appropriate given the Site's very high public transport accessibility (GMAL 5) and confirms that the proposed development will not give rise to unacceotable impacts on the local highway network.
The potential loss of Everest Pharmacy	The proposals retain and enhance Everest Pharmacy, which will relocate into larger, purpose-built ground-floor premises within the development. This will allow the pharmacy to

	expand its services and continue providing an important healthcare facility for the local community.
The scale/appearance of the development	The scheme has been reduced in height to approximately 16.5 m, with the upper storey set back so that the building reads as a four-storey form within the streetscape, consistent with nearby developments at key junctions. The architectural design draws on local contextual references to ensure the building sits comfortably within the surrounding townscape.
Crime and safety	A Crime Impact Statement accompanies the application and confirms that the development has been designed to incorporate Secured by Design principles, including active frontages, clearly visible entrances, natural surveillance, and secure under-croft parking and cycle storage, thereby promoting a safe and well-overlooked environment.
The loss of existing trees on the Site	The AIA confirms that only 2 trees are present on the Site: one Category U ash tree affected by ash dieback and one Category B2 horse chestnut. Their removal is necessary to facilitate development; however, the scheme incorporates landscaping, native planting and ecological enhancements, as detailed in the Ecology & Biodiversity Net Gain Assessment, with off-site biodiversity credits proposed to achieve the mandatory 10% Biodiversity Net Gain.

Revised Proposals

4.24 Following the pre-application and public consultation outlined above, the applicant acquired the adjacent Man Chu Wok building and incorporated it into the proposals. The submitted proposed scheme was informed by the pre-application and public feedback received in relation to the previous iteration consulted on.

Summary

4.25 The Applicant has engaged proactively with MCC Officers, Ward Members, and the local community in the development of the proposals. Feedback received through the consultation process has been carefully considered and, where appropriate, has informed revisions to the scheme.

4.26 The submitted proposal is therefore informed by a collaborative and iterative design process, responding to the Site context and local character, and reflecting the principles of early and constructive engagement required by national and local planning policy.

5 PLANNING POLICY FRAMEWORK

5.1 This Section outlines the adopted and emerging national and local planning policy, guidance, and other material considerations relevant to the determination of this planning application. A detailed assessment of the proposed development's compliance with this policy framework within the Policy Schedule enclosed at **Appendix C**.

The Development Plan

5.2 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that planning applications be determined in accordance with the statutory Development Plan, unless material considerations indicate otherwise. For the purposes of the present application, the Development Plan comprises:

- The 'saved' policies of the extant **Unitary Development Plan** ("UDP"), adopted July 1995;
- **Manchester's Core Strategy**, adopted 11 July 2012, together with the **Addendum to the Core Strategy**, adopted 21 March 2024; and,
- **The Places for Everyone Joint Development Plan** ("PfE"), adopted 21 March 2024.

5.2.1 The **Greater Manchester Joint Waste Development Plan Document** and the **Greater Manchester Joint Minerals Plan**, adopted 1 April 2012 and 26 April 2013 respectively, also form part of the statutory Development Plan. However, as these documents contain no policies of direct relevance to the determination of this application**,** they are not considered further within this Statement.

The Unitary Development Plan

5.3 Upon its adoption, the UDP established the statutory framework for development across Manchester. While many of the contained polices have since been superseded by the Core Strategy and PfE, a limited number remain extant, including:

- **Policy DC14: 'Shop Fronts and Related Signs';**
- **Policy DC17: 'Telecommunications';**
- **Policy DC19: 'Listed Buildings';** and,
- **Policy DC26: 'Development and Noise'.**

Manchester's Core Strategy

5.4 The Core Strategy establishes the strategic planning framework and overarching spatial vision for Manchester. It comprises thematic and area-based policies alongside general development management criteria. The policies considered to be of most direct relevance to the proposed development are identified below:

- **Policy SP1: 'Spatial Principles'** establishes the strategic framework for growth up to 2027, promoting neighbourhoods of choice and improved access to employment, services, education, and open space through sustainable patterns of movement and reduced reliance on private car travel. The penultimate criterion of this policy has since been superseded by PfE Policy JP-S1.

- **Policy DM1: 'Development Management'** sets out the criteria against which proposals are assessed (including matters relating to design, residential amenity, accessibility, and sustainability), and seeks to ensure that development contributes positively to the built environment.

- **Policy H1: 'Overall Housing Provision'** has been partially superseded by PfE Policy JP-H1 insofar as it relates to the strategic housing requirement. However, the area-based policies remain extant, including **Policy H6**, which identifies South Manchester as accommodating 3,240 net additional dwellings (approximately 5% of city-wide growth) over the Plan period; with higher density and/or mixed-use development directed towards district centres (including Chorlton, Withington, Didsbury, and Fallowfield).

- **Policy H8: 'Affordable Housing'** requires residential development to contribute to the city-wide target of 20% affordable housing. The final sentence of the Policy's first bullet point has since been superseded by PfE Policy JP-H2.

- **Policy C1: 'Centre Hierarchy'** identifies Lane End Road, Fog Lane, and Burnage Lane as Local Service Centres, intended to meet day-to-day needs through the provision of small- and medium-scale retail provision and relevant community facilities.

5.5 Additional Core Strategy policies material to the present application are listed below and assessed in detail within the Policy Schedule at **Appendix C**:

- **Policy C8: 'Local Centres';**

- **Policy T1: 'Sustainable Transport';**

- **Policy T2: 'Accessible Areas of Opportunity and Need';**

- **Policy EN1: 'Design Principles and Strategic Character Areas – Southern Character Area';**

- **Policy EN3: 'Heritage';**

- **Policy EN4: 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development';**

- **Policy EN6: 'Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies';**
- **Policy EN8: 'Adaptation to Climate Change';**
- **Policy EN9: 'Green Infrastructure';**
- **Policy EN14: 'Flood Risk';**
- **Policy EN15: 'Biodiversity and Geological Conservation';**
- **Policy EN16: 'Air Quality';**
- **Policy EN17: 'Water Quality';** and,
- **Policy PA1: 'Developer Contributions'**.

The Places for Everyone Joint Development Plan

5.6 The PfE provides the strategic spatial framework for sustainable growth across Greater Manchester to 2039. The Plan came into effect on the 21 March 2024 following its adoption by MCC and eight other constituent District Councils of the Greater Manchester Combined Authority (excluding Stockport Council, which did not adopt the joint plan). The following PfE policies are of most direct relevance to the present application:

- **Policy JP-H1: 'Scale, Distribution and Phasing of New Development'** establishes a minimum requirement of 175,185 net additional dwellings across the Plan period, of which 60,061 (3,533 per annum) are to be delivered within the area covered by MCC. The Policy requires the delivery of new homes to accord with the spatial strategy, ensuring development is sustainably located, supported by appropriate infrastructure and services, and delivered to high standards of design and adaptability.
- **Policy JP-H2: 'Affordability of New Housing'** seeks to improve access to genuinely affordable homes by supporting their delivery within new developments; promoting mixed communities through the avoidance of tenure clustering; and increasing the supply of low-cost market housing to widen the housing choices available to lower-income households.
- **Policy JP-H3: 'Type, Size and Design of New Housing'** requires new residential development to provide an appropriate mix of dwelling types and sizes, aligned with local plan policies and informed by relevant masterplans, adopted guidance, and local evidence. All dwellings must meet NDSS requirements and be built to the "accessible and adaptable" standard in Part M4(2) of the Building Regulations, unless site-specific conditions render this impracticable.

5.7 Additional PfE policies material to the present application are listed below and assessed in detail within the Policy Schedule at **Appendix C**:

- **Policy JP-Strat9: 'Southern Areas';**
- **Policy JP-Strat14: 'A Sustainable and Integrated Transport Network';**
- **Policy JP-S1: 'Sustainable Development';**
- **Policy JP-S2: 'Carbon Energy';**
- **Policy JP-S4: 'Flood Risk and the Water Environment';**
- **Policy JP-S5: 'Clean Air';**
- **Policy JP-S6: 'Resource Efficiency';**
- **Policy JP-H2: 'Density of New Housing';**
- **Policy JP-G6: 'Urban Green Space';**
- **Policy JP-G7: 'Trees and Woodland';**
- **Policy JP-G8: 'A Net Enhancement of Biodiversity and Geodiversity';**
- **Policy JP-P1: 'Sustainable Places';**
- **Policy JP-P6: 'Health';**
- **Policy JP-C1: 'An Integrated Network';**
- **Policy JP-C5: 'Streets for All';**
- **Policy JP-C6: 'Walking and Cycling';**
- **Policy JP-C8: 'Transport Requirements of New Developments';** and,
- **Policy JP-D2: 'Developer Contributions'.**

Other Material Considerations

5.8 In addition to the Development Plan policies set out above, regard is also given to a range of other material considerations, including: Supplementary Planning Documents ("SPDs"); Supplementary Planning Guidance ("SPG"); Strategic Regeneration Frameworks ("SRFs"); and adopted and emerging national planning policy.

Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance

5.9 Adopted in April 2007, the Guide to Development in Manchester SPD provides detailed guidance to support the implementation of MCC's Development Plan policies, addressing matters including urban design, environmental performance, and community safety.

5.10 **Section 2: 'Design'** sets out the Council's expectation that development should achieve a high standard of design and contribute positively to the built environment. In particular:

- **Paragraph 2.7** encourages development that enlivens neighbourhoods and sustains local facilities, requiring the layout, design, massing, orientation, and scale of buildings to form a coherent whole that integrates with, and links to, adjoining areas;
- **Paragraph 2.8** states that, in locations undergoing significant change or regeneration, the area's future role should inform the character and design of new development. Proposals should retain and respond positively to existing buildings and landscape features, enhance their setting, and help establish a clear and distinctive local identity;
- **Paragraph 2.14** advises that building height should respond appropriately to the site's context and surrounding local character. While some variation in roofscape may be accommodated, excessive contrasts should be avoided unless justified by buildings of exceptional quality in suitable landmark locations; and
- **Paragraph 2.17** recognises the importance of vistas in promoting legibility and ease of movement. Development should address and lead views along important sightlines and, where possible, enhance views of significant buildings, spaces, and landmarks.

5.11 **Section 8: 'Community Safety and Crime Prevention'** promotes a design-led approach to crime prevention, requiring development to incorporate measures that 'design out' crime and accord with Secured by Design principles.

5.12 **Section 11: 'The City's Character Areas'** seeks to ensure that new development sits comfortably with its surroundings, reinforces the distinctive character of the locality, and strengthens sense of place.

The South Manchester Strategic Regeneration Framework

5.13 Adopted in 2007, prior to the preparation of the Core Strategy, the South Manchester SRF established the vision and strategic priorities for the regeneration of South Manchester. Its objectives subsequently informed the formulation of later Development Plan policies, most notably those relating to housing provision and neighbourhood renewal.

The Manchester Green and Blue Infrastructure Strategy

5.14 Adopted in 2015, the Manchester Green and Blue Infrastructure Strategy ("MGBIS") sets out the overarching strategic framework for environmental enhancement across the city, seeking to ensure that green and blue infrastructure is embedded within wider growth and development planning.

Manchester Housing Strategy (2022-2032)

5.15 Endorsed by MCC in July 2022, the Manchester Housing Strategy establishes a ten-year framework for housing delivery. The Strategy is structured around four core principles:

1. Increasing the supply of affordable housing and delivering more new homes across all tenures;
2. Working to end homelessness and ensure housing is accessible and affordable for all;
3. Addressing inequalities and creating high-quality neighbourhoods where people want to live; and,
4. Responding to climate change by supporting zero-carbon development and improving the sustainability of existing stock.

Manchester Five-year Housing Land Supply Statement

5.16 MCC's five-year housing land supply ("5YHLS") requirement for the period 2025-2030, including the 5% buffer required by Paragraph 78 of the NPPF, is 21,287 dwellings. The Council's most recent 5YHLS Statement, published in April 2025, identifies a deliverable supply of 32,670 dwellings, equating to a 7.5-year supply and therefore comfortably exceeding the minimum requirement set out in national planning policy.

National Planning Policy Framework

5.17 The NPPF, first published in 2012 and most recently revised in December 2024, sets out the Government's planning policies for England and provides the overarching framework for both plan-making and decision-taking within the statutory plan-led system established under Section 38(6) of the Planning and Compulsory Purchase Act (2004).

5.18 The NPPF is a material consideration in the determination of planning applications and, as the Government's most recent statement of national planning policy, carries significant weight in decision making. The following Paragraphs are considered of most relevance to the present application:

- **Paragraph 8** sets out the three overarching objectives of sustainable development within the national planning system: an economic objective, to support a strong and competitive economy; a social objective, to support vibrant and healthy communities through the delivery of sufficient homes and high-quality places; and an environmental objective, to protect and enhance the natural, built and historic environment.
- **Paragraph 11** establishes the presumption in favour of sustainable development. In the context of decision-taking, this confirms that development proposals which accord with an up-to-date Development Plan should be approved without delay;

- **Paragraph 39** requires Local Planning Authorities ("LPAs") to approach decision-making in a positive and creative manner, working proactively with applicants and utilising available planning resources to secure sustainable development that improves the economic, social, and environmental conditions of an area;

- **Paragraph 61** emphasises the Government's objective of significantly boosting the supply of homes, requiring that sufficient land is made available to meet housing needs, that the needs of groups with specific housing requirements are addressed, and that sites with planning permission are delivered without undue delay.

- **Paragraph 73** recognises the important contribution of small- and medium-sized sites to housing delivery targets, noting that such sites are often built out relatively quickly and therefore play a key role in maintaining housing supply.

- **Paragraph 115** confirms that development proposals should only be refused on highways grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe.

- **Paragraph 116** encourages developments that give priority to pedestrian and cycle movements, facilitate access to high-quality public transport, create safe and secure layouts that minimise conflicts between road users, and incorporate facilities for electric vehicle charging and other sustainable transport infrastructure.

- **Paragraph 187** seeks to ensure that new development is appropriate for its location, considering the likely effects of pollution on health, living conditions and the natural environment, and ensuring that it is not subject to unacceptable risks from pollution.

- **Paragraph 196** requires planning policies and decisions to ensure that a site is suitable for its proposed use, taking account of ground conditions and any risks arising from land instability and contamination, including risks from natural hazards or former activities such as mining.

- **Paragraph 198** requires planning policies and decisions to ensure that development is appropriate for its location, taking account of the likely effects of pollution on health, living conditions and the natural environment, as well as the sensitivity of the site or wider area.

- **Paragraph 199** requires planning policies and decisions to sustain (and contribute towards) compliance with relevant limit values or national objectives for pollutants, considering the presence of Air Quality Management Areas ("AQMAs") and identifying opportunities to improve air quality or mitigate impacts from development.

- **Paragraph 207** states that, when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, irrespective of the level of harm. Any harm to, or loss of, the significance of a designated heritage asset requires clear and convincing justification.

Planning Practice Guidance

5.19 First introduced in March 2014 and most recently updated in December 2024, the National Planning Practice Guidance ("PPG") provides detail instruction for both plan-making and decision-taking. While it does not constitute policy in itself, it is a material consideration insofar as it guides the interpretation and application of national planning policy.

5.20 In relation to design, the PPG confirms that significant weight should be afforded to well-designed development, particularly where proposals reflect adopted design policies or guidance (including design codes), or demonstrate outstanding or innovative design that promotes high levels of sustainability.

Emerging National Planning Policy

5.21 In December 2025, the Ministry of Housing, Communities and Local Government launched a consultation on proposed revisions to the NPPF and associated reforms to the planning system in England. The consultation comprised:

i. a draft revised NPPF;

ii. a consultation paper outlining the Government's proposed reforms; and

iii. a schedule of consultation questions inviting representations.

5.22 The consultation period closed on 10 March 2026, with a revised NPPF anticipated later in the year. At present, the consultation material attracts limited weight; however, it may constitute a material consideration insofar as it indicates the emerging direction of national planning policy and the likely substance of a future adopted Framework.

5.23 If adopted in its current form, the revised Framework would introduce a number of national decision-taking policies relevant to proposals of this nature, including:

- **Policy DM3: 'Determining Development Proposals**', which requires LPAs to apply a proportionate approach when weighing material considerations and to work proactively with applicants to secure timely determination of applications;
- **Policy S3: 'Presumption in Favour of Sustainable Development',** which confirms that proposals consistent with the Development Plan and relevant national policies should be approved without delay;
- **Policy S4: 'Principle of Development within Settlements',** which provides that, within defined settlement boundaries, proposals should be approved unless adverse effects substantially outweigh the benefits when assessed against the Framework's national decision-making policies;

- **Policy HO7: 'Meeting the Need for Homes',** which affords substantial weight to proposals contributing to the delivery of housing, having regard to housing need evidence, 5YHLS, and Housing Delivery Test performance;

- **Policy HO8: 'Providing Affordable Homes'** which expects proposals to meet or exceed the affordable housing requirements set out in the relevant Development Plan, unless robust site-specific evidence demonstrates that full compliance would render the development unviable.

- **Policy L2: 'Making Effective Use of Land'**, which supports proposals that optimise the use of vacant or under-utilised land and buildings;

- **Policy L3: 'Achieving Appropriate Densities'**, which promotes efficient land use while ensuring development responds appropriately to local context, infrastructure capacity, and place quality;

- **Policy DP3: 'Key Principles for Well-designed Places'**, which sets out national design criteria requiring development to respond appropriately to its context and contribute to high-quality, sustainable places**;** and,

- **Policy DP4 – 'The Design Process'**, which emphasises the importance of embedding design quality throughout the lifecycle of development.

Summary

5.24 This Section has set out the planning policy framework relevant to the determination of the present application. It has identified the statutory Development Plan – comprising the saved policies of the UDP, Manchester's Core Strategy (as amended) and the PfE – together with other material considerations, including supplementary planning guidance, strategic frameworks, the Council's 5YHLS position, and adopted and emerging national planning policy.

5.25 The following Section provides a detailed assessment of the proposed development against this framework and should be read alongside the Policy Schedule at **Appendix C**, which demonstrates the proposal's accordance with the Development Plan as a whole.

6 KEY PLANNING CONSIDERATIONS

6.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that planning applications be determined in accordance with the statutory Development Plan, unless material considerations indicate otherwise. This Section therefore assesses the proposal against the relevant Development Plan policies identified in Section 5 of this Statement.

6.2 The assessment is structured around the principal planning considerations arising from the proposal, including: the acceptability of the development in principle; accessibility and connectivity; design quality and sense of place; scale and massing; and matters relating to affordable housing provision and financial viability.

Principle of Development

6.3 Policy H6 of the Core Strategy establishes the expectation that South Manchester will accommodate around 5% of the city's residential growth over the Plan period, equating to approximately 3,240 net additional dwellings. Housing delivery within this location is therefore not incidental to the spatial strategy, but forms an explicit component of it. The proposed 56 residential apartments will make a direct and proportionate contribution towards meeting this identified requirement within an established urban area.

6.4 Policy H6 further advises that higher-density and/or mixed-use development in South Manchester will "generally only be appropriate within the district centres." Although Burnage is not explicitly identified as a district centre, the Site nevertheless exhibits many of the characteristics that the Policy seeks to prioritise: it occupies a prominent high street frontage within an established mixed-use commercial corridor and benefits from excellent public transport accessibility.

6.5 This strategic direction is further reinforced by PfE Policy JP-H1, which sets a minimum requirement of 60,061 net additional dwellings within Manchester over the period 2022-2039. The Policy requires new residential development to be directed towards sustainable and accessible locations, supported by appropriate infrastructure and service provision, and delivered to high standards of design and adaptability. The proposed development accords fully with all of these principles and will make a notable contribution to MCC's identified housing requirement within a well-connected and established urban context.

6.6 Policy H1 of the Core Strategy promotes the efficient use of land, with approximately 90% of new residential development expected to be delivered on previously developed land. The Site comprises underutilised brownfield land within an established urban location; its redevelopment is therefore consistent with the Development Plan's emphasis on urban

regeneration, the optimisation of existing land resources, and the avoidance of excessive pressure on greenfield sites.

6.7 The proposal incorporates four ground-floor retail units (totalling approximately 525m^2), including the retention and expansion of the existing on-site pharmacy. In the context of ongoing contraction within the pharmacy sector – with 436 permanent closures recorded nationally in 2023 alone – safeguarding local provision carries clear community benefit. The modernised and enlarged premises will provide improved consultation facilities and operational capacity, increased storage capacity, and enhanced scope for delivery-based services to support more vulnerable local residents.

6.8 In addition to the public and strategic benefits outlined above, the principle of mixed-use redevelopment at the Site has already been established through formal pre-application engagement with MCC. Written advice, issued on 31 October 2022, confirmed that "there is no objection to a mixed-use development (commercial with residential above) on the site." This advice provides clear support for the principle of development and reinforces the policy-compliant basis upon which the application is advanced.

Accessibility and Connectivity

6.9 In terms of accessibility and transport connectivity, the Site performs strongly against the requirements of the Development Plan, particularly Core Strategy Policy T1 ('Sustainable Transport') and PfE Policies JP-Strat14 ('A Sustainable and Integrated Transport Network') and JP-C8 ('Transport Requirements of New Development').

6.10 Core Strategy Policy T1 seeks to deliver a sustainable and high-quality transport system, encouraging a modal shift away from private car use towards walking, cycling, and public transport. Development that enhances pedestrian accessibility and promotes use of Greater Manchester's public transport network is therefore supported in principle.

6.11 As detailed in the accompanying Transport Statement, the proposed development will enhance the pedestrian interface along Lane End Road and has been designed to integrate effectively with the existing footway network and local movement corridors. The Site also benefits from a broad range of day-to-day services and facilities within convenient walking distance, including supermarkets, recreational opportunities and food and drink outlets. This level of local accessibility enables many routine journeys to be undertaken on foot, and therefore directly supports the objectives of Policy T1.

6.12 PfE Policy JP-Strat14 supports the concentration of development in locations with strong public transport connectivity, recognising that higher densities are more appropriately

directed towards areas where public transport and active travel infrastructure are already established. The Site accords clearly with this strategic approach: it achieves an overall GMAL rating of 5; is situated within immediate proximity to multiple bus stops along both Lane End Road and Kingsway (A34); lies 200m to the west of Burnage railway station; and is within convenient walking and cycling distance of East Didsbury Metrolink stop.

6.13 Consistent with PfE Policy JC-P8, the public transport infrastructure identified above is readily accessible on foot and by bicycle, thereby supporting sustainable travel patterns and reducing reliance on private car use. Key local destinations, including Manchester City Centre, Stockport, Didsbury, and Levenshulme, fall within practicable cycling distance and many are accessed by established National Cycle Routes; thus, enhancing the safety and attractiveness of cycling for both community and leisure purposes.

6.14 The proposal further embeds active travel through the provision of 100% secure cycle parking, ensuring that cycling represents a practical and convenient option from first occupation. This design response directly supports the objectives of Policy JC-P8 and advances the wider sustainable transport strategy set out in the Development Plan.

Design, Scale, and Sense of Place

6.15 The design of the proposed development has been informed by the requirements and guidance set out within the Development Plan, notably Policy EN1 ('Design Principles and Strategic Character Areas') of the Manchester Core Strategy, which requires development to respond positively to its context, respect surrounding scale and form, and contribute to a strong and coherent sense of place. The scheme has evolved through constructive pre-application engagement with MCC and represents a carefully considered response to this prominent and transitional corner site.

6.16 The Site occupies a key position at the junction of Lane End Road, Fog Lane, and Kingsway (A34) – a principal arterial route into Manchester city centre – and forms a visual gateway between the established Burnage high street and the wider Kingsway corridor. The design strategy has therefore been twofold:

- to reinforce and extend the character and rhythm of the high street; and
- to establish a pronounced corner presence appropriate to its gateway role.

6.17 The proposed development maintains and strengthens the established building line along Lane End Road, continuing the active commercial frontage and reinforcing the coherence and vitality of the existing retail parade. The curved corner treatment responds directly to

the geometry and prevailing character of adjacent buildings along the A34 corridor, ensuring visual consistency at this prominent junction. In doing so, the scheme seeks to enhance streetscape legibility and establish a distinctive yet contextually appropriate focal point with the urban fabric.

6.18 The material palette and façade articulation draws cues from nearby built form, including the listed St Nicholas Church, so that the development sits comfortably within its historic setting. Subtle reference to the area's industrial heritage – including the former Reynolds chain works – further anchors the development within the local narrative, reinforcing its contribution to place-making and local distinctiveness without restoring to pastiche.

6.19 The scale and massing of the building have been carefully considered in order to balance prominence with sensitivity. While the Kingsway elevation adopts a scale commensurate with its position along a key arterial route, the rear element fronting Fog Lane has been stepped and articulated to address interface distances and safeguard residential amenity. Variations in materials and façade depth break down perceived bulk, introduce visual rhythm, and ensure that the development reads as proportionate when encountered from multiple vantagepoints.

6.20 At ground level, active commercial frontages provide animation and natural surveillance along both Lane End Road and Kingsway (A34). These frontages are complemented by proposed street planting and associated public realm enhancements, which soften the urban edge, improve pedestrian experience, and contribute to a more attractive, inviting, and inclusive streetscape.

Affordable Housing and Viability

6.21 Manchester Core Strategy Policy H8 requires residential developments exceeding 0.3 ha or comprising fifteen or more dwellings to contribute towards the city-wide target of 20% affordable housing, unless it can be demonstrated that such provision would render the development unviable. The Policy explicitly provides for flexibility where a robust Viability Assessment confirms that policy-compliant provision cannot be supported.

6.22 The accompanying Financial Viability Assessment ("FVA"), prepared by Avison Young, concludes that the proposed development is unviable on a policy-compliant basis, generating a negative residual land value of (£1,165,350) when the affordable housing requirement is applied. The FVA also confirms that scheme remains unviable even where affordable housing is excluded entirely and the development is delivered on a 100% market basis, generating a residual land value of (£440,791).

6.23 The independent evidence therefore demonstrates that the scheme cannot viably support an affordable housing provision that accords with the relevant Development Plan policies.

6.24 In such circumstances, the absence of a policy-compliant affordable housing provision must be weighed against the proposal's wider public and strategic benefits, having regard to the economic, social and environmental objectives of sustainable development set out at Paragraph 8 of the NPPF. These include:

Economic Benefits

- the redevelopment of an underutilised brownfield site for a high-quality mixed-use scheme, supporting construction employment and associated supply-chain activity during the build programme;
- increased resident expenditure within the local economy, alongside additional Council Tax and Business Rates revenue;
- the provision of active ground-floor retail accommodation, including the retention and expansion of the existing pharmacy, supporting local employment and reinforcing the vitality of Burnage's local centre.

Social benefits:

- the delivery of 56 new homes in a highly sustainable location in South Manchester, contributing to the City's housing supply and the planned growth of the area;
- the provision of well-designed homes that meet or exceed the Nationally Described Space Standards and are built to accessible and adaptable standards (Part M4(2)), improving the quality and inclusivity of the city's housing stock;
- the creation of a high-quality mixed-use development with active street frontages and improved natural surveillance, enhancing the safety, vitality and character of the surrounding streetscape;
- safeguarding and enhancing access to essential healthcare services for the local community; and
- the provision of communal amenity space and secure cycle storage, supporting healthy lifestyles and active travel.

Environmental benefits:

- the efficient reuse of previously developed land in accordance with national and local policy objectives prioritising brownfield redevelopment;
- a highly accessible location that supports sustainable travel patterns, with strong public transport connectivity and infrastructure for walking and cycling; and

- landscaping, native planting and biodiversity enhancements, including the delivery of at least 10% Biodiversity Net Gain and an energy-efficient form of development.

Summary

6.25 The assessment set out in this Section demonstrates that the proposed development represents an appropriate and policy-compliant form of redevelopment for the Site. The scheme will secure the effective reuse of an underutilised brownfield site in a highly sustainable location, delivering 56 high-quality apartments alongside active ground-floor retail accommodation, including the retention and expansion of the existing pharmacy.

6.26 The principle of development has already been established with MCC, and the proposal performs strongly against the principal planning considerations arising in this case. It occupies a highly accessible location with excellent public transport and active travel connectivity; its design, scale and massing respond appropriately to the Site's location and context; it will deliver clear economic, social and environmental benefits for the local community; and there are no identified environmental or technical constraints that would preclude development at the Site (as detailed in the following Section of this Statement).

6.27 Having regard to the above, the proposal accords with the statutory Development Plan when read as a whole. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act (2004), and having regard to the presumption in favour of sustainable development set out in Paragraph 11 of the NPPF, planning permission should therefore be granted without delay.

7 TECHNICAL AND ENVIRONMENTAL CONSIDERATIONS

7.1 In advance of the submission of this application, the Applicant commissioned the relevant technical assessments and reports necessary to inform the design and evaluation of the proposed development. The findings of those documents, together with an assessment of their implications for the determination of the application and their compliance with the statutory Development Plan, are set out below.

Highways

7.2 As set out in Section 3 of this Statement and in the accompanying Transport Statement prepared by Curtins, vehicular access to the proposed under-croft car park will be taken from Fog Lane, to the south of the Site, approximately 40 m from the existing Site access. The proposed access will operate as left-in / left-out only, with a dropped kerb provided at the proposed access point, and a kerb line reintroduced at the existing access point to improve pedestrian continuity along Fog Lane.

7.3 The Statement concludes that the proposed parking provision, comprising 24 under-croft car parking spaces and 100% secure cycle parking, is appropriate for the Site's nature and forecasted end-user needs, and is consistent with the approach set out in the Manchester Residential Quality Guidance (2017).

7.4 The proposed development is not anticipated to give rise to any material adverse effects on the operation of the local highway network: Fog Lane is lightly trafficked at the point of access; visibility at the proposed junction is considered sufficient when taking account of recorded vehicle speeds and the geometry of the Fog Lane-A34 corner; and trip generation forecasts indicate that the development would have a negligible effect on the surrounding highway network.

7.5 A Framework Travel Plan, also prepared by Curtins, accompanies the planning application and is intended to reduce reliance on single-occupancy car travel, and includes objectives to increase levels of walking, cycling and use of public transport. Proposed measures include: the provision of sustainable travel packs, detailed route information and local travel resources; and the future appointment of a Travel Plan Coordinator to oversee implementation, monitoring and review.

7.6 The proposed development therefore accords with the relevant transport policies of the Development Plan, including Core Strategy Policies T1 and T2 and PfE Policies JP-C1, JP-C5, JP-C6 and JP-C8, as well as Paragraphs 115 and 116 of the NPPF.

Energy and Sustainability

7.7 The planning application is accompanied by an Environmental Standards Statement and an Energy Statement, both prepared by Complete Sustainable Solutions. Together, these documents demonstrate that the proposal has been designed in accordance with the relevant energy hierarchy and wider sustainability objectives of the Development Plan.

7.8 With regard to energy, the proposal adopts a fabric-first approach, incorporating a high-performance building envelope, improved thermal standards, low air permeability, and energy-efficient lighting. This is supported by the use of air source heat pumps and roof-mounted solar PV, with the Energy Statement confirming a substantial reduction in carbon remissions against the relevant Part L (2021) baseline. The Statement also confirms that, whilst there is no existing heat district network within 500 m of the Site, the building has been designed to be heat-network ready should a future connection be made available.

7.9 In wider environmental terms, the Environmental Standards Statement confirms that the scheme incorporates appropriate measures in respect of water efficiency, landscaping, climate resilience, sustainable drainage, and biodiversity. These measures include: water-efficient fittings; on-site surface water attenuation; and the incorporation of tree planting, green roof areas and climate-resilient species within the Landscape Strategy.

7.10 The proposed development therefore accords with the PfE Policies JP-S2, JP-S3, JP-S4 and Core Strategy Policies DM1, EN4 and EN8.

Noise

7.11 The planning application is accompanied by a Noise Impact Assessment prepared by Professional Consult Ltd., which assesses the existing acoustic environment at the Site and the potential implications for the proposed development and surrounding receptors.

7.12 Baseline noise surveys undertaken as part of the Assessment confirm that the prevailing acoustic environment at the Site is dominated by road traffic associated with Kingsway (A34). The recorded background sound levels are considered typical of an urban roadside environment, and have informed the assessment of future noise exposure within the proposed development.

7.13 The Assessment demonstrates that, subject to the incorporation of appropriate glazing and ventilation measures, the proposed development will achieve internal noise levels consistent with the relevant standards and guidance, including BS8233:2014.

7.14 The Assessment therefore concludes that noise should not be considered a determining constraint to the development of the Site, and the acoustic environment of the proposed development will be in accordance with the Noise Policy Statement for England, as well as Core Strategy Policy DM1 and PfE Policy JP-P6**.**

Air Quality

7.15 This application is accompanied by an Air Quality Assessment, prepared by Professional Consult Ltd. (with input from Redmore Environmental Ltd.), which considers the potential effects of the proposed development during the construction and operational phases, as well as the suitability of the Site for its proposed end use from an air quality perspective.

7.16 The Assessment confirms that potential construction-phase effects associated with demolition and earthworks have been assessed in accordance with the relevant IAQM methodology, and concludes that – subject to the implementation of appropriate good practice dust control measures – residual effects would be negligible. In operational terms, the Assessment also concludes that impacts associated wit road traffic exhaust emissions would not be significant/adverse, given the relatively limited number of vehicle trips forecast to be generated by the development.

7.17 The potential exposure of future occupants to existing pollutant concentrations is also considered as part of the Assessment, with all relevant tests demonstrating that predicted concentrations of NO_2, PM_{10} and $PM_{2.5}$ would remain below the relevant standards and targets. It is therefore concluded that the Site is suitable for the proposed development and that air quality does not represent a constraint to planning consent.

7.18 The proposals, therefore, accord with Policies DM 1 and EN 16 of the Core Strategy, PfE Policies JP-P6 and JP-S5, and Paragraphs 187 and 199 of the NPPF.

Daylight and Sunlight

7.19 The application is accompanied by a Daylight and Sunlight Assessment prepared by GIA, which evaluates the potential effects of the proposed development on the amenity of surrounding residential properties. The Assessment has been undertaken with reference to the methodology set out within the Building Research Establishment ("BRE") Guidance, namely *Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice* (2022).

7.20 The Assessment considers the potential effects on adjacent receptors through analysis of Vertical Sky Component ("VSC") and Annual Probable Sunlight Hours ("APSH"): the primary metrics used to assess daylight and sunlight availability within existing buildings.

A total of 44 windows within neighbouring residential properties were assessed as part of the technical analysis.

7.21 The results of the Assessment demonstrate that the proposal would achieve an overall compliance rate of 75% for VSC (daylight) and 100% compliance for APSH (sunlight) when assessed against the BRE guidelines.

7.22 The Assessment concludes that neighbouring residential uses will continue to experience acceptable levels of daylight and sunlight, and that the effects arising from the proposed development fall within the intended application of the BRE guidance. Accordingly, the proposals are considered to be in accordance with Core Strategy Policy DM1 and PfE Policy JP-P6.

Ground Conditions

7.23 The application is accompanied by a Preliminary Ground Conditions Assessment, which considers the geotechnical, geoenvironmental and unexploded ordnance ("UXO") risks associated with the Site and the implications for the proposed development.

7.24 The Assessment indicates that the Site is likely to comprise made ground overlying clay soils, with bedrock anticipated at relatively shallow depth. Clay soils may exhibit seasonal shrink–swell behaviour, and therefore appropriate foundation design may be required to accommodate building loads and ground movement.

7.25 From a geoenvironmental perspective, the Site's previous use means that contamination sources may be present. However, the proposed development will involve the removal of approximately 0.5 m of soils across the site footprint, together with the introduction of building foundations, hardstanding and landscaping; these measures are expected to remove or break potential pollutant pathways, meaning the risk to future receptors is low and remediation is unlikely to be required. The overall UXO risk is also assessed as low.

7.26 A Phase 2 intrusive Site Investigation is recommended to verify ground conditions and inform detailed foundation design. Phase 2 investigations are considered to be standard practice for developments of this nature and would be secured through the planning process where necessary.

7.27 The Assessment therefore confirms the Site's suitability for the proposed development, with identified risks capable of being aptly managed through standard investigation and design. Accordingly, the proposals accord with PfE Policy JP-P1 and Paragraphs 187, 196

and 198 of the NPPF, which require that development is appropriate for its location and that risks from contamination and ground instability are properly assessed and mitigated.

Flood Risk and Drainage

7.28 This application is accompanied by a Drainage Strategy, which has been prepared by HBL Associates and developed in consultation with the Environment Agency, the Lead Local Flood Authority ("LLFA"), and United Utilities.

7.29 The Site lies within Flood Zone 1, indicating a low probability of flooding. Although a Flood Risk Assessment is not required due to the Site area being less than 1 ha, flood risk has nevertheless been considered through the preparation of the Drainage Strategy.

7.30 Surface water runoff will be managed through a Sustainable Drainage Systems ("SuDS") strategy, incorporating on-site interception, attenuation and controlled discharge. Runoff will be conveyed via an underground drainage network and discharged through a vortex flow control device, limiting discharge to 5.0 l/s and attenuating rainfall events up to and including the 1 in 100-year event plus 45% climate change allowance.

7.31 Foul water from the development will discharge to the existing combined sewer network to the south of the Site, subject to approval through the statutory Section 106 connection process. The drainage system will be designed in accordance with LLFA requirements and the relevant Building Regulations standards.

7.32 The submitted Strategy demonstrates that the Site can be appropriately drained without increasing flood risk on or off site. Accordingly, the proposals accord with PfE Policy JP-S4 and Core Strategy Policy EN14.

Crime and Safety

7.33 A Crime Impact Statement has been prepared by Greater Manchester Police Design for Security, which assesses the proposal against the principles of 'Crime Prevention Through Environmental Design' in order to reduce the opportunities for crime and the fear of crime.

7.34 The Statement recognises several positive design attributes within the scheme, including: the introduction of retail frontages (and the associated increased natural surveillance) along Lane End Road and Kingsway (A34); the positioning of residential entrances within clearly observable locations; and the location of the proposed apartments above street level, thereby reducing opportunities for theft and/or unauthorised access.

7.35 The scheme incorporates a range of physical security measures consistent with Secured by Design principles, including: controlled access arrangements to communal residential areas; secure, gated under-croft parking accessed from Fog Lane; secure cycle storage; robust boundary treatments; and appropriate external lighting to communal amenity areas and parking spaces.

7.36 The Crime Impact Statement also provides detailed recommendations regarding doors and access control, glazing and shutters, boundary treatments, lighting, CCTV provision and parcel delivery arrangements, together with measures to secure rear access routes and the under-croft parking area. These measures are intended to ensure that the building is designed to a high security standard and provides a safe, well-managed environment for residents, visitors and commercial occupants.

7.37 The Applicant's architectural team have endeavoured to address all the recommendations set out within the Crime Impact Statement to ensure that scheme is acceptable in terms of crime, safety and security (as required by PfE Policy JP-P1 and Core Strategy Policies PA1 and DM1).

Heritage

7.38 The accompanying Historic Environment Desk-Based Assessment, prepared by Orion, considers the archaeological potential of the Site and the implications of the proposal for designated heritage assets within the surrounding area.

Archaeology

7.39 The Assessment concludes that the Site has low potential for archaeological remains dating from the prehistoric to medieval periods, but a higher potential for post-medieval to modern remains. However, any previously unrecorded remains that may be present on Site are expected to be of low significance.

7.40 The Assessment confirms that any potential impacts of construction groundworks could be appropriately mitigated through a suitably worded planning condition, if required.

Built Heritage

7.41 The Assessment also considers the relationship between the Site and nearby heritage assets, including the Grade II listed Church of St Nicholas. It concludes that, whilst the proposed development will introduce a visual change within the surrounding townscape, the scheme would not result in harm to the significance or setting of the listed building.

Summary

7.42 Considering the above, the proposals are considered to accord with NPPF Paragraph 207, Core Strategy Policy EN3, and PfE Policies JP-P1 and JP-P2.

Ecology and Biodiversity

7.43 The planning application is supported by an Ecology Scoping Survey and Biodiversity Net Gain Assessment, which evaluates the ecological value of the Site and the implications of the proposed development.

Habitats

7.44 The Assessment confirms that habitats on the Site are largely artificial in origin and of low biodiversity value, comprising predominantly modified grassland, ornamental shrubbery and scattered urban trees.

7.45 The redevelopment of the Site will result in the loss of these habitats; however, the proposed scheme incorporates a roof garden and associated landscaping, which will provide appropriate mitigatory on-site habitat opportunities.

Trees

7.46 An ash tree on the Site was identified as containing a knot hole which could provide low suitability bat roosting potential. Given the limited suitability and exposed nature of this feature, further bat surveys of the tree are not considered necessary. However, reasonable avoidance measures are recommended during removal works to ensure that any bats present are protected.

Bats

7.47 The existing pharmacy building was assessed as offering negligible bat roosting potential due to the absence of suitable features. However, to confirm the absence of roosting bats, a bat emergence survey during the peak activity season (May-August) is recommended prior to demolition of existing uses.

Breeding Birds

7.48 Areas of ornamental vegetation and trees on the Site provide potential nesting habitat for common bird species. It is therefore recommended that demolition work and vegetation clearance take place outside the bird breeding season (March-August) where possible, or that a check for nesting birds is undertaken by a suitably qualified ecologist immediately prior to the commencement of works.

Hedgehogs

7.49 As a precautionary measure, vegetation/shrub clearance should be undertaken following a check for hedgehogs, with any individuals encountered relocated to suitable habitat outside the works area. Where excavations remain open overnight, ramps or graded sides should be provided to allow mammals to escape.

Ecological Enhancements

7.50 The proposed development incorporates a number of ecological enhancement measures, including the installation of bat boxes, swift bricks and bird boxes within the fabric of the proposal. Additional biodiversity enhancements will be delivered through landscaping and roof garden planting designed to provide nectar sources and habitat for pollinators and urban wildlife.

Biodiversity Net Gain

7.51 A Biodiversity Net Gain Metric assessment, undertaken using DEFRA's statutory Biodiversity Metric (July 2025), identifies a baseline value of 1.24 habitat units. Following the development of the Site, 0.04 habitat units would be delivered on-site; in order to achieve the statutory requirement of at least 10% Biodiversity Net Gain, the development will secure 1.33 habitat units through off-site biodiversity credits.

Summary

7.52 Subject to the recommended mitigation measures, ecological enhancements and the provision of off-site biodiversity units, the ecological implications of the development are considered acceptable and to be in accordance with PfE Policy JP-G8 and Core Strategy Policy EN15.

Arboriculture

7.53 The planning application is accompanied by an Arboricultural Impact Assessment ("AIA"), prepared by Mulberry, which considers the implications of the proposed development for existing trees in accordance with BS5837:2012.

7.54 The AIA identifies a very limited tree resource on the Site. It confirms that Tree T1 cannot be successfully retained due to its relationship with the proposed development and will therefore require removal. The AIA confirms that the loss of this tree can be appropriately mitigated through the proposed landscape strategy (including the supplementary planting of native and ornamental species).

7.55 In this context, the arboricultural effects of the proposals are acceptable and will be offset through replacement planting delivered as part of the overall landscaping scheme. Accordingly, the proposals accord with PfE Policy JP-G2 and Core Strategy Policy EN9.

Summary

7.56 The technical assessments undertaken in advance of the submission of this application confirm that the Site is suitable for the proposed mixed-use development and that the scheme would not give rise to unacceptable environmental, technical or infrastructure impacts. Matters relating to highways, noise, air quality, daylight and sunlight, ground conditions, flood risk and drainage, heritage, ecology and arboriculture have been comprehensively assessed, with all reports demonstrating that any potential effects can be appropriately managed through design, mitigation or standard planning conditions.

7.57 Taken together, the evidence confirms that there are no technical and/or environmental constraints that would preclude the development of the Site. Accordingly, the proposals are considered to comply with the relevant policies of the Development Plan and adopted national planning policy.

8 SUMMARY AND CONCLUSIONS

8.1 This SPS has been prepared by Asteer on behalf of the Hasaza Estates Ltd. in support of a full planning application for mixed-use development at Land at Renold's Corner, Lane End Road, Burnage. A Site Location Plan is enclosed at **Appendix A**.

8.2 The description of the development is as follows:

"Full planning application for the demolition of the existing buildings and erection of a mixed-use development with retail (Use Class E) at the ground floor and residential development (Use Class C3) and roof terrace above, together with car parking facilities, landscaping, and associated infrastructure."

The Site and Background

8.3 Section 2 describes the Site, its surroundings, and its principal characteristics. The Site extends to approximately 0.15 ha and is currently comprises Everest Pharmacy and its associated car parking facilities, together with a vacant commercial unit and a small area of poorly maintained grassed land.

8.4 The Site occupies a prominent corner position at the junction of Lane End Road, Kingsway (A34) and Fog Lane, within an established urban area characterised by a mix of residential, commercial and mixed-use development.

8.5 The Site benefits from excellent access to a range of essential services and facilities and is situated within close proximity to Burnage Railway Station (approximately 200 m to the west), East Didsbury Metrolink (approximately 1 km to the south), as well as several bus stops and National Cycle Network routes.

The Proposed Development

8.6 Section 3 sets out the proposal for which full planning permission is sought, and should be read alongside the accompanying DAS and suite of submitted application drawings. The proposed development comprises: 56 high-quality residential apartments, including 36 one-bedroom, 17 two-bedroom, and 3 three-bedroom dwellings; four ground floor retail units totalling 524 m^2 (one of which will serve as a purpose-built replacement for Everest Pharmacy); and 525m^2 of communal amenity space.

8.7 The proposed development has been designed with careful regard to the Site's prominent corner location, surrounding context and the technical and environmental considerations identified through the preparation of the accompanying application documents.

8.8 The layout, scale and massing of the development respond positively to the established pattern of development along Kingsway (A34), whilst the set-back of the uppermost storey ensures that it is read as a four-storey building at street level. The curved corner treatment, articulated facades and carefully selected materially palette combine to create a scheme that is distinctive, well resolved, and wholly appropriate to its context.

Pre-Application Engagement

8.9 Section 4 details the comprehensive programme of pre-application engagement carried out by the Applicant. This process has been undertaken in accordance with national and local planning policy and guidance and has included: consultation with MCC Officers over a three-year period; engagement with Ward Members; and proactive engagement with the local community.

8.10 This process has material informed the evolution of the proposals. In particular, the layout, scale and massing of the scheme have been reduced through successive iterations, and the curved corner treatment has been introduced in in direct response to officer feedback relating to townscape character and scale. Matters raised through the public consultation, including parking, traffic, the retention of Everest Pharmacy, design, safety, and the loss of existing trees, have been addressed through the design development.

8.11 The submitted application is therefore the product of a collaborative and responsive design process, having evolved positively in response to the Site, its context and the feedback received from officers, elected members and the local community.

Planning Policy Framework

8.12 Section 5 sets out the planning policy framework relevant to the determination of the application. The statutory Development Plan comprises the saved policies of the Unitary Development Plan, Manchester's Core Strategy (as amended), and the Places for Everyone Joint Development Plan; while due regard is also given to other material considerations, including supplementary planning guidance, strategic frameworks, the Council's five-year housing land supply position, the National Planning Policy Framework ("NPPF"), Planning Practice Guidance and emerging national planning policy.

8.13 The subsequent Sections assess the proposed development against that framework. Taken as a whole, that assessment demonstrates that the proposals accord with the Development Plan and with the wider objectives of national planning policy relating to sustainable development, brownfield regeneration, housing delivery, accessibility, good design and environmental quality.

Appraisal of the Proposals

8.14 Section 6 assesses the principal planning considerations arising from the application. It concludes that the proposal represents an appropriate, sustainable and policy-compliant form of mixed-use redevelopment on previously developed land in an established and highly sustainable urban location. The development will deliver 56 new homes in South Manchester, whilst also retaining and enhancing an important local healthcare and retail use through the reprovision of Everest Pharmacy and the delivery of flexible ground-floor commercial floorspace.

8.15 The Site's accessibility credentials weigh strongly in favour of the development. It benefits from excellent public transport connectivity, convenient access to walking and cycling routes, and close proximity to a broad range of local services and facilities. The scheme therefore aligns clearly with both national and local policy objectives which seek to direct growth towards accessible locations and reduce reliance on private car travel.

8.16 In design terms, the proposals respond positively to the Site's context and to the character of the surrounding area. Through the pre-application process, the proposed development has evolved into a carefully considered architectural response which strengthens the Lane End Road frontage, provides active frontages and natural surveillance and establishes a coherent relationship with the surrounding streetscape.

8.17 Section 6 also addresses affordable housing and viability. Whilst the scheme is unable to provide 20% affordable housing, this should be considered in the context of the significant economic, social and environmental benefits arising from the proposed development, as set out below:

- **Economically**, the proposals will secure the redevelopment of an underutilised brownfield site, support construction employment and associated supply chain activity, generate additional expenditure within the local economy, and provide active commercial floorspace to support local services and employment.
- **Socially**, the development will deliver 56 high-quality new homes in a sustainable location, broaden local housing choice, provide accommodation to accessible and adaptable standards, and safeguard and enhance access to essential healthcare services through the retention and expansion of Everest Pharmacy.
- **Environmentally**, the scheme will make efficient use of previously developed land, promote sustainable travel patterns, incorporate energy-efficient design measures, and deliver landscaping and biodiversity enhancements.

Environmental and Technical Considerations

8.18 The planning application is supported by a comprehensive schedule of technical reports addressing – amongst other matters – highways, noise, air quality, daylight and sunlight, ground conditions, flood risk and drainage, heritage, ecology, arboriculture, energy and sustainability. Taken together, the submitted evidence confirms the Site's suitability for the proposed development and identifies no technical or environmental constraints that would preclude the granting of full planning permission.

Conclusion

8.19 This SPS demonstrates that the proposed development at Renold's Corner represents a sustainable, appropriate and policy-compliant form of mixed-use redevelopment. It will bring forward the effective reuse of a prominent brownfield site in a highly accessible location, delivering 56 high-quality homes, flexible ground-floor retail accommodation and improved premises for an established and important local pharmacy, alongside a range of economic, social and environmental benefits.

8.20 When assessed against the statutory Development Plan as a whole, and having regard to all other material considerations, the proposals are considered to accord with national and local planning policy. Accordingly, and in line with Section 38(6) of the Planning and Compulsory Purchase Act (2004) and the presumption in favour of sustainable development set out in Paragraph 11 of the NPPF (December 2024), planning permission should be granted without delay.

APPENDIX A: SITE LOCATION PLAN (EXTRACT)



APPENDIX B: SCHEDULE OF SUBMITTED DOCUMENTS

Title	Reference (/Date)	Prepared By
Technical Reports		
Air Quality Assessment	23.042.2.R7 (4 March 2026)	Professional Consult
Alt Scheme A Ground Floor (Site Location Plan)	GDD24001-GDA-MB-GF-DR-A-0611 (7 November 2025)	Group/D Architects
Arboricultural Impact Assessment	TRE/LERB/Rev D (2 March 2026)	Mulberry
Biodiversity Statutory Metric	(16 February 2026)	Mulberry
Crime Impact Statement	2025/0070/CIS/02 (12 March 2026)	Greater Manchester Police
Design & Access Statement (Incorporating Statement of Community involvement)	GDD25028-GDA-MB-ZZ-PP-A-1835-P02 (March 2026)	Group/D Architects
Daylight and Sunlight: Impact on Neighbouring Properties Report	(23 January 2026)	GIA
Daylight and Sunlight Appendices	(23 January 2026)	GIA
Drainage Strategy	11051-HBL-XX-XX-RP-C-0002 Revision P04 (5 February 2026)	HBL Associates
Ecology Scoping Assessment & Biodiversity Net Gain Summary	Revision P03 (25 February 2026)	Mulberry
Energy Statement	33089 (3 March 2026)	Complete Sustainability Solutions
Environmental Standards Statement	33089 (3 March 2026)	Complete Sustainability Solutions
Framework Travel Plan	083754-CUR-00-XX-T-TP-00002 Revision P05 (3 February 2026)	Curtins
Historic Environment Desk-Based Assessment	PN4569/HEBDA/1 (January 2026)	Orion
Landscape Strategy Document	Revision A (January 2026)	DEP Landscape Architecture
Noise Impact Assessment	23.042.1.R7 (29 January 2026)	Professional Consult

Phase I Desk Study Report	11051-HBL-XX-XX-RP-C-0002 Revision P02 (27 January 2026)	HBL Associates
Transport Statement	083754-CUR-00-XX-T-TP-00001 Revision P06 (3 February 2026)	Curtins
Financial Viability Statement	Revision 3 (March 2026)	Avison Young
Waste Pro-forma	n/a	Group D /Asteer
Scheme Drawings		
Colour Plan – Ground Floor	5490 06 Revision B (April 2025)	DEP Landscape Architecture
Colour Plan – Roof Terraces	5490 08 Revision A (January 2026)	DEP Landscape Architecture
GA Elevations 01	GDD25028-GDA-MB-ZZ-DR-A-1620 (12 January 2026)	Group/D Architects
GA Plan First Floor	GDD25028-GDA-MB-01-DR-A-1317 Revision P02 (15 January 2026)	Group/D Architects
GA Plan Fourth Floor	GDD25028-GDA-MB-04-DR-A-1318 (17 December 2025)	Group/D Architects
GA Plan Ground Floor	GDD25028-GDA-MB-GF-DR-A-1316 Revision P02 (26 January 2026)	Group/D Architects
GA Plan Second – Third Floors	GDD25028-GDA-MB-01-DR-A-1337 (15 January 2026)	Group/D Architects
GA Plan Roof	GDD25028-GDA-MB-04-DR-A-1319	Group/D Architects
Hardworks – Roof Terrace 1st Floor	5490 04 Revision C (April 2025)	DEP Landscape Architecture
Hardworks – Roof Terrace 4th Floor	5490 07 Revision A (January 2026)	DEP Landscape Architecture
Hardworks – Ground Floor	5490 03 Revision C (April 2025)	DEP Landscape Architecture
Planting Plan	5490 05 Revision C (April 2025)	DEP Landscape Architecture
Proposed Section A-A	GDD25028-GDA-MB-GF-DR-A-1624 (15 January 2026)	Group/D Architects
Proposed Section B-B	GDD25028-GDA-MB-GF-DR-A-162 (15 January 2026)	Group/D Architects
Proposed Section C-C	GDD25028-GDA-MB-GF-DR-A-1626 (15 January 2026)	Group/D Architects

Street Scene (Existing) Kingsway	GDD24001-GDA-MB-ZZ-DR-A-0414 (25 November 2025(	Group/D Architects
Street Scene Elevation Kingsway	GDD25028-GDA-MB-ZZ-DR-A-1414 (12 January 2026)	Group/D Architects
Street Scene Elevation Lane End Road	GDD25028-GDA-MB-ZZ-DR-A-1415 (12 January 2026)	Group/D Architects
Street Scene Elevation Fog Lane	GDD25028-GDA-MB-ZZ-DR-A-143 (12 January 2026)	Group/D Architects
Typical Window Reveal Detail	GDD25028-GDA-MB-ZZ-DR-A-1629 (16 January 2026)	Group/D Architects

APPENDIX C: POLICY SCHEDULE

Policy	Full Policy Wording	Compliance
Places for Everyone Joint Development Pan (2024)		
Policy JP-Strat 9: Southern Areas	The economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the area's town centres and its other key assets, including education and training facilities enabling people to gain access to employment opportunities. As identified in Section 11 of this Plan, a number of sites have been specifically allocated through this Plan in support of the area's future growth. The economic potential of, and benefits of investment in Altrincham, Trafford's Main Town Centre and Manchester Airport, along with associated transport infrastructure will be maximised. There will be an emphasis on improving transport connections and accessibility by public transport, cycling and walking, ensuring access to key employment opportunities in this area.	Redevelopment of a sustainably located brownfield site within South Manchester for a high-quality mixed-use scheme delivering 56 residential units and ground-floor commercial floorspace. The development supports housing delivery in the southern part of the city, reinforces the role of the local centre, and secures the retention and expansion of Everest Pharmacy as an important community healthcare facility. The Site is well related to existing services, facilities and employment opportunities and benefits from excellent accessibility by public transport, walking and cycling. Discussed in Sections **2, 3, 6** and **7**.
Policy JP-Strat 14: A Sustainable and Integrated Transport Network	The transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods. An ambitious programme of investment in our transport network will be crucial to ensure much greater access for people across the Plan area to high quality, high frequency, easy-to use, public transport services, and benefit from healthy and active streets. The local programme of investment needs to be complemented by significant national and regional	The site is in a highly accessible location with a GMAL rating of 5 and strong public transport connectivity, including Burnage Railway Station, bus services on Lane End Road and Kingsway (A34), and East Didsbury Metrolink within walking and cycling

	projects such as Northern Powerhouse Rail to ensure that connectivity is significantly improved to key locations outside of the conurbation, such as London, Liverpool, Leeds, Sheffield and Birmingham. Collectively this will ensure that our residents will have access to economic opportunities. The creation of a much larger, integrated, rapid transit network – incorporating bus, Metrolink, tram/train and rail services – will be supported by policies that focus new development in locations close to existing and proposed public transport connections. And initiatives such as integrated smart ticketing, reform of the bus market, rail refranchising and increasing capacity at city centre bottlenecks will ensure all new routes function effectively as part of the overall network. Higher densities will typically be appropriate in locations with good access to rapid transit connections. New development will have a significant role in delivering our future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport.	distance. The development promotes sustainable travel through secure cycle parking, EV charging infrastructure, pedestrian connectivity and a Framework Travel Plan. The Transport Statement confirms that the development can be accommodated without unacceptable impact on the local highway network. Discussed in Sections **2, 3, 6** and **7**.
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.	Efficient redevelopment of underutilised previously developed land within an established urban area, delivering new homes, commercial floorspace and community services in a highly accessible location. The scheme provides economic, social and environmental benefits through housing delivery, retention of a key local healthcare facility, public realm improvements and ecological enhancements. The supporting technical evidence confirms that there are no environmental or infrastructure constraints that would preclude development.

		Discussed in Sections **5, 6** and **7**.
Policy JP-S2: Carbon and Energy	The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including: 1. The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including: 2. Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured; 3. Taking a positive approach to renewable and low carbon energy schemes, particularly schemes that are led by, or meet the needs of local communities; 4. Increasing the range of nature-based solutions including carbon sequestration through the restoration of peat-based habitats, woodland management, tree planting and natural flood management techniques; 5. An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable; a) Be net zero carbon (29) which applies: • From adoption – to regulated operational carbon emissions; • From 2028 – to all emissions 'in construction'. From 2025, development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions. Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy, which in order of importance seeks to:	The energy strategy is based on a fabric-first approach supported by low- and zero-carbon technologies. Measures include a high-performance building envelope, improved thermal standards, low air permeability, air source heat pumps and roof-mounted solar PV panels. Together, these measures secure a substantial reduction in carbon emissions relative to the applicable baseline and support Greater Manchester's carbon reduction objectives. Discussed in Section **7**.

	i. Minimise energy demand; ii. Maximise energy efficiency; iii. Use renewable energy iv. Use low carbon energy; and, v. Utilise other energy sources. From 2025 any residual carbon emission that cannot be fully mitigated on-site should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund. As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and /or national or local planning policies. a) Incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations, unless superseded by changes relevant Local Plan policies, to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site; b) Where practicable, prioritise connection to a renewable energy/heating/cooling network in the first instance or a low carbon energy/heating/cooling network that is adaptable to non-fossil fuels at a later date; c) In residential developments, achieve energy demand reductions in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation, in accordance with Table 5.1 d) For renewable energy generation priority should be given to PV installation where technically feasible, alternative technologies will be appropriate where the equivalent generation is evidenced. e) For non-residential developments, achieve at least BREEAM excellent standard (or equivalent) for the 'Ene 01 – reduction of energy use and carbon emissions' category rising to 'BREEAM outstanding' equivalent for ENE 01 from 2028.	

	f) Include a detailed energy statement to demonstrate via site relevant evidence how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. Whole life cycle emissions should be considered where possible. Include a detailed energy statement to demonstrate via site relevant evidence how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. Whole life cycle emissions should be considered where possible.	
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 Northwest 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;	The Site is located wholly within Flood Zone 1, representing the lowest probability of flooding. The Drainage Strategy demonstrates that surface water will be managed through a sustainable drainage approach incorporating interception, attenuation and controlled discharge. Foul drainage will connect to the existing combined sewer network, subject to statutory approval. The development can therefore be safely drained without increasing flood risk on- or off-site. Discussed in Sections **2** and **7**.

	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.	
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	The Air Quality Assessment confirms that predicted pollutant concentrations remain below relevant national objectives and that operational impacts associated with development traffic would not be significant. Construction effects can be controlled through standard dust mitigation measures. Future occupiers would therefore experience acceptable air quality conditions. Discussed in Section **7**.

	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.	
Policy JP-S6: Resource Efficiency	The achievement of a circular economy and a zero-waste economy will play a key role in meeting Greater Manchester's ambition of becoming a leading green city region by 2038. The following measures will help achieve this: Development and implementation of the Zero Waste Strategy for Greater Manchester which promotes overall reduction in the level of waste produced and supports resource	Efficient use of a compact brownfield site within the urban area, supported by resource-conscious design measures. These include energy-efficient construction, water-efficient fittings, sustainable drainage infrastructure, landscaping and biodiversity

	efficiency within the Plan area in order to gain the maximum value from the things we produce; Recognition of the role of existing infrastructure in managing our waste and protecting such facilities to ensure adequate waste management capacity is maintained; and, Using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.	enhancements. Taken together, these demonstrate an appropriate response to resource efficiency and environmental performance. Discussed in Sections **3** and **7**.
Policy JP-H1: Scale, Distribution and Phasing of New 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.	The proposal will deliver 56 new dwellings within the City of Manchester, contributing towards the delivery of the minimum housing requirement identified within the PfE Plan period (2022–2039). The Site comprises previously developed land within the urban area of South Manchester and occupies a highly accessible location close to existing services, facilities and public transport, including Burnage Railway Station and bus routes along Kingsway (A34). The redevelopment of the Site therefore contributes to increasing the overall supply of housing within Manchester and supports the Plan's spatial strategy of directing development towards sustainable, well-connected locations where residents can access employment, services and amenities without the need for extensive travel. The scheme will deliver new homes of good quality design in a location already

<table>
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<td>Table 7.2 Distribution and Phasing of new dwellings 2022-2039

<table>
<tr><th>-</th><th>Annual average 2022-2039</th><th>2022-2025 (annual)</th><th>2025-2030 (annual)</th><th>2030-2039 (annual)</th><th>Total 2022-2039</th></tr>
<tr><td>Bolton</td><td>787</td><td>787</td><td>787</td><td>787</td><td>13,379</td></tr>
<tr><td>Bury</td><td>452</td><td>246</td><td>452</td><td>520</td><td>7,678</td></tr>
<tr><td>Manchester</td><td>3,533</td><td>3,533</td><td>3,533</td><td>3,533</td><td>60,061</td></tr>
<tr><td>Oldham</td><td>680</td><td>404</td><td>680</td><td>772</td><td>11,560</td></tr>
<tr><td>Rochdale</td><td>616</td><td>568</td><td>616</td><td>632</td><td>10,472</td></tr>
<tr><td>Salford</td><td>1,658</td><td>1,658</td><td>1,658</td><td>1,658</td><td>28,186</td></tr>
<tr><td>Tameside</td><td>485</td><td>236</td><td>485</td><td>568</td><td>8,245</td></tr>
<tr><td>Trafford</td><td>1,122</td><td>817</td><td>1,122</td><td>1,224</td><td>19,077</td></tr>
<tr><td>Wigan</td><td>972</td><td>814</td><td>972</td><td>1,025</td><td>16,527</td></tr>
<tr><td>PfE</td><td>10,305</td><td>9,063</td><td>10,305</td><td>10,719</td><td>175,185</td></tr>
</table>
</td>
<td>supported by existing infrastructure and community facilities.

Discussed in Sections: 5 and 6</td>
</tr>
<tr>
<td>Policy JP-H2: Affordability of New Housing</td>
<td>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</td>
<td>The proposed development contributes to the overall increase in housing supply, which forms a key mechanism for improving access to housing and supporting the affordability objectives of the PfE Plan. By delivering additional homes within a sustainable urban location, the scheme supports the wider strategic objective of reducing pressure on housing supply that can contribute to rising house prices and rents.

The potential for on-site affordable housing provision has been assessed through a Financial Viability Assessment prepared by Avison Young,</td>
</tr>
</table>

	Increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low-income households.	which demonstrates that the scheme would be financially unviable if policy-compliant affordable housing were delivered. The assessment indicates that the development generates a negative residual land value when affordable housing is included and remains unviable even without such provision. In these circumstances, the absence of affordable housing provision reflects the viability constraints affecting the scheme and must be considered alongside the wider benefits of the development in delivering additional housing supply. Discussed in Section: **6**.
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.	The development provides a range of dwelling types and sizes, comprising 36 one-bedroom apartments, 17 two-bedroom apartments and 3 three-bedroom apartments, contributing to a varied housing offer that responds to local housing needs within South Manchester. All dwellings are designed to meet or exceed the Nationally Described Space Standards (NDSS) and will be constructed to the 'accessible and adaptable' standard (Part M4(2)) of the Building Regulations, ensuring that homes are capable of accommodating a wide range of households and adapting to changing needs over time.

	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.	The scheme therefore delivers well-designed residential accommodation consistent with the policy's requirements relating to housing mix, quality and accessibility. Discussed in Sections: **3** and **6.**
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. Regard should be had to the minimum densities set out below.	Efficient use of land in a highly accessible urban location. The density reflects the Site's prominent corner position, mixed-use context and strong public transport accessibility, while the design evolution through the pre-application process has ensured that the final scale and massing respond appropriately to surrounding development. The scheme therefore optimises the use of the site without compromising design quality or residential amenity. Discussed in Sections **3, 4 and 6**

Location (use highest density that applies when a site falls within more than one location)	Minimum net residential density (dwellings per hectare): Within the location	Minimum net residential density (dwellings per hectare): Within 400 metres	Minimum net residential density (dwellings per hectare): Within 800 metres
Designated centres:			
City Centre	200	120	70
Designated town centres	120	70	50
Other designated centres	70	50	35
Public transport stops:			
Main rail stations and Metrolink stops in the City Centre	N/A	200	120
Other rail stations and Metrolink stops	N/A	120	70

Location (use highest density that applies when a site falls within more than one location)	Minimum net residential density (dwellings per hectare): Within the location	Minimum net residential density (dwellings per hectare): Within 400 metres	Minimum net residential density (dwellings per hectare): Within 800 metres
in large, designated centres			
Other rail stations with a frequent service and all other Metrolink stops	N/A	70	50
Leigh Guided Busway stops	N/A	50	35
Areas within GMAL 6 and above or its equivalent	50	35	35
All other locations: minimum net residential density of 35 dwellings per hectare			

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-G6: Urban Green Space	To ensure there is an appropriate scale, type, quality and distribution of accessible urban green space that can support a high quality of life and other important green infrastructure functions: • existing urban green space will be protected and enhanced in balance with other considerations; and, • we will work with developers and other stakeholders to deliver new high quality urban green spaces. Development should be designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.	The proposals provide landscaped communal amenity areas including first-floor courtyard space and roof terraces for residents. The Landscape Strategy introduces planting and ecological features which enhance green infrastructure within a dense urban setting and provide usable outdoor amenity space for future occupiers. Discussed in Sections **3 and 7**.
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;	The Arboricultural Impact Assessment confirms that only two trees exist on the Site, including a Category U ash affected by ash dieback. Their removal is necessary to facilitate development, but this is mitigated through replacement planting and wider landscaping measures delivered as part of the Landscape Strategy.

	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	Discussed in Sections **2, 3 and 7**.

	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.	
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:	The Ecology Report and Biodiversity Net Gain Assessment confirm that the Site has limited ecological value. The development incorporates ecological enhancements including planting, roof garden habitats, bat boxes, swift bricks and bird boxes. The statutory requirement for at least 10% Biodiversity Net Gain will be achieved through a combination of on-site measures and off-site biodiversity credits. Discussed in Sections **2, 3 and 7**.

	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-P1: Sustainable Places	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. 1. Distinctive, with a clear identity that: i. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture; ii. Enables a clear understanding of how the place has developed; and, iii. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used.	The proposals are for a high-quality mixed-use development responding positively to the Site's prominent corner location and surrounding townscape. The design process has produced a scheme with active frontages, high-quality materials, a legible layout and landscaped amenity areas. Secured by Design principles are incorporated and supported by the Crime Impact Statement, helping to ensure a safe,

	2. Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design 3. Socially inclusive: Responding to the needs of all parts of society; Enabling everyone to participate equally and independently; Providing opportunities for social contact and support; and, Promoting a sense of community. 4. Resilient, capable of dealing with major environmental events 5. Adaptable, able to respond easily to varied and changing needs and technologies 6. Durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained 7. Resource-efficient with: A low carbon footprint; Efficient use of land; Minimised use of new materials; High levels of recycling. 8. Safe, including by designing out crime and terrorism, reducing opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster. 9. Supported by critical infrastructure, such as energy, water and drainage and green spaces 10. Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage 11. Incorporating inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places 12. Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place 13. Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest	attractive and well-functioning environment. Discussed in Sections **3, 4, 6 and 7**.

	14. Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond 15. Comfortable and inviting, with indoor and outdoor environments: A. Offering a high level of amenity that minimises exposure to pollution; and, B. Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter. 16. Incorporating high quality and well managed green infrastructure and quality public realm, with: A. Opportunities for recreation and outdoor play for children, and interaction between the generations; B. Public and private spaces clearly distinguished; C. Development clearly defining, and promoting activity within, public spaces; D. High quality landscaping with schemes 17. Well-served by local shops, services and amenities, including education and health facilities.	
Policy JP-P6: Health	To help tackle health inequality new development will be required, as far as practicable, to: a) Maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development; b) Support healthy lifestyles, including through the use of active design principles making physical activity an easy, practical and attractive choice; and, c) Be supported by a Health Impact Assessment for all developments which require to be screened for an Environmental Impact Assessment, and other proposals which, due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing.	New homes in a location with excellent access to services, public transport and active travel opportunities. The scheme also safeguards and enhances the operation of Everest Pharmacy within larger, purpose-built premises, improving access to healthcare provision for the local community. Technical assessments demonstrate acceptable living conditions in relation to daylight, sunlight, noise and air

	Improvements in health facilities will be supported, responding to the changing needs and demands of both existing and new residents, including through: 1. Requiring, where appropriate, the provision of new or improved health facilities as part of new developments proportionate to the additional demand that they would generate; 2. Enabling the continued enhancement and successful operation of our hospitals; and, 3. Facilitating greater integration of health and social care, and the provision of integrated wellness hubs, including the co-location of health, community and wellness services.	quality, while communal amenity space supports healthy lifestyles. Discussed in Sections **3, 6 and 7**.
Policy JP-C1: An Integrated Network	In order to help deliver an accessible, low carbon Greater Manchester with worldclass connectivity, we will support a range of measures, including: 1. Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure; 2. Enabling the provision of high-quality digital infrastructure; 3. Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport; 4. Transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that will: • promote social inclusion, support economic growth, reduce carbon emissions and protect our environment and air quality; • meets customers' needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy; and,	Development located within an established transport corridor and well integrated with the surrounding movement network. The Site benefits from excellent access to rail, bus and Metrolink services, together with pedestrian and cycling routes. The scheme includes cycle parking, improved pedestrian access and a Framework Travel Plan to support sustainable travel patterns. Discussed in Sections **2, 3, 6 and 7**.

	• provide access to jobs and other key services, including healthcare, education, retail, recreation and leisure facilities, greenspace and green infrastructure. 5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first): a) Pedestrians (and people using mobility aids); b) Cyclists, powered two-wheelers, and public transport users; c) People doing business or providing services (such as taxis/private hire, deliveries or waste collection) d) People in personal motorised vehicles 6. Developing local transport industry skills and education to ensure the right skills are available into the future.	
Policy JP-C5: Streets for All	Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. Targeted improvements to the highway network will be supported through studies and scheme development, where they complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport (as set out in Policy JP-C6 'Walking and Cycling' and Policy JP-C3 'Public Transport'). We will seek to ensure: 1. The design and management of streets will follow a Streets for All approach, including by: a) Understanding the 'movement and place function' of streets as the starting point for improvement; b) Ensuring that streets are welcoming for all, and respond to the needs of those with reduced mobility; c) Delivering new and improved walking and cycling routes and facilities as part of the delivery of an integrated sustainable transport network;	Positive contribution to the public realm along Lane End Road, Fog Lane and Kingsway (A34). Active commercial frontages, improved pedestrian permeability and high-quality hard and soft landscaping create a more attractive and accessible street environment while reinforcing the character of the local centre. Discussed in Sections **3 and 6**.

	d) Maximising the ability of pedestrians and cyclists to navigate easily, safely and without delay, and minimising barriers and obstacles to their movement; e) Providing frequent opportunities for people to rest, linger and socialise, and for children to play, particularly in streets with a high 'place function'; f) Setting aside space for cycle parking (including for bike-sharing schemes where appropriate), high-quality public transport waiting areas, and other facilities that will support sustainable modes of travel; g) Incorporating increased levels of greenery including trees where possible; h) Offering shelter from wind and rain, and shade from the sun; i) Delivering priority for public transport and facilities for public transport users; j) Providing appropriate places and routes for servicing, deliveries and 'drop-off'; k) Mitigating the impacts of air and noise pollution and carbon emissions from road transport; l) Ensuring the efficient movement of people and goods on streets with a high 'movement function'; and, m) Harnessing new mobility innovations such as traffic signals technology and ULEV charging infrastructure. 2. Improvements to the highways network are part of a multi-modal strategy to increase public transport, cycling and walking and improve access for all; 3. Any new infrastructure minimises the negative effects of vehicle traffic; and, 4. New infrastructure includes provision for utilities and digital infrastructure where required.	
Policy JP-C6: Walking and Cycling	In order to help deliver a higher proportion of journeys made by walking and cycling, we will support a range of measures, including:	Location supports walking and cycling through close proximity to services, facilities and public transport. The development provides secure cycle parking for residents and visitor cycle

	1. Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance; 2. Ensuring routes are direct, easily navigable and integrated with the street and public transport network; 3. Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle; 4. Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings; 5. Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed; 6. Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling;	parking, helping to encourage active travel and reduce reliance on private vehicles. Discussed in Sections **2, 3, 6** and **7.**
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;	Transport Statement demonstrates that the proposed access arrangements, parking provision and servicing strategy are appropriate to the Site and its sustainable location. Residual impacts on the highway network are negligible. Additional sustainable transport measures include cycle parking, EV charging infrastructure and a Framework Travel Plan. Discussed in Sections **3, 6** and **7.**

	• Ensuring that the layout, design and landscaping of development prioritise 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: • Showers, changing facilities and lockers for cyclists and walkers • Pool or hire bikes for use by occupiers • 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 that: • meets road safety requirements, • reduces transport emissions and other environmental impacts, • reduces traffic congestion, the number of vehicle m 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.	
Policy JP-D2: Developer Contributions'	We will require developers to provide, or contribute towards, the provision of mitigation measures to make the development acceptable in planning terms. These will be secured through the most appropriate mechanism, including, but not limited to, planning conditions, Section 106 planning obligations, agreements made under Section 278 of the Highways Act 1990 (as amended), or CIL (or any subsequently adopted planning gain regime). If an applicant wishes to make a case that a development is not viable, they should provide clear evidence at the planning application stage, identifying the specific issues	The development is capable of securing the mitigation required to make it acceptable in planning terms through the appropriate planning mechanism. This includes, in particular, biodiversity offsetting through off-site credits, alongside other mitigation identified through the supporting technical assessments and any standard planning conditions where necessary.

	and/or changes in circumstance which would create barriers to delivery in a transparent manner and reflecting national guidance. Where it is accepted that viability should be considered as part of the determination of an application, the Local Planning Authority should determine the weight to be given to a viability assessment alongside other material considerations.	Discussed in Sections **5 and 7**.
Manchester Core Strategy (2012)		
Policy SP 1: Spatial Principles	The key spatial principles which will guide the strategic development of Manchester to 2027 are: • The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity ,alongside high-quality city living. • The growth of Manchester Airport will act as a catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City. • Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. 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 including the City Centre. All development should 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. • The City's network of open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved. • New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The	Redevelopment of a previously developed site within the urban area of South Manchester supports the Core Strategy's spatial principles by delivering new housing and active ground-floor uses in a sustainable and highly accessible location. The Site is well related to existing services, employment opportunities, community infrastructure and public transport, enabling day-to-day needs to be met with reduced reliance on private car travel. The retention and expansion of Everest Pharmacy, together with the provision of additional homes and improved public realm, also contributes towards the creation of neighbourhoods of choice and the promotion of health, wellbeing and sustainable patterns of development. Discussed in Sections: **2**, **3**, **5** and **6**.

	extension to the Metrolink network through the Oldham and Ashton lines will create key corridors for new development. Core Development Principles Development in all parts of the city should: • Make a positive contribution to neighbourhoods of choice including: creating well designed places that enhance or create character; 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; and protect and enhance the built and natural environment. • Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible. • Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.	

Policy H 1: Overall Housing Provision	 Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will vary across the lifetime of the Core Strategy. Based on the availability, suitability and achievability of developing capacity sites in Manchester's Strategic Housing Land Availability Assessment, and the current economic situation, the trajectory over leaf provides an indication of the time scale over which development is likely to come forward. The delivery boxes following show how this breaks down for each Strategic Regeneration Framework area. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester. (The distribution of available housing sites is in accordance with the research conducted by AGMA which gives priority to residential schemes in the Regional Centre and the Inner Areas to support regeneration and the drive for regional growth.) The proportionate distribution of new housing, and the mix within each area, will depend on:	Delivery of 56 new dwellings on underutilised previously developed land contributes to Manchester's overall housing supply and supports the objective of focusing residential growth within the existing urban area. The proposal makes efficient use of a brownfield site in a sustainable location and therefore aligns with the policy's emphasis on increasing housing provision through the reuse of previously developed land. Discussed in Sections: **5** and **6**.

	• The number of available sites identified as potential housing sites in the SHLAA; • Land values and financial viability; • The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester; and preserving and improving the quality of the existing housing stock; and, • The management of areas where Houses in Multiple Occupation predominate. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. Within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives or niche housing markets by providing sustainable, well-designed accommodation which meets the needs of workers moving to Manchester. The City Centre is also an appropriate location for purpose-built student accommodation. Within the Inner Areas in North, East and Central Manchester densities will be lower but generally around 40 units per hectare. The type, size and tenure of the housing mix will be assessed on a site-by-site basis and be influenced by local housing need and economic viability. Outside the Inner Areas the emphasis will be on increasing the availability of family housing therefore lower densities may be appropriate. 90% of residential development will be on previously developed land. There-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.	

Table 9.1 Distribution of New Housing by Regeneration Area

Location	Policy No	Approx number of dwellings (net)
City Centre	CC3	16,500
North Manchester	H3	11,840
East Manchester	H4	18,280
Central Manchester	H5	8,200
South Manchester	H6	3,240
Wythenshawe	H7	1,830
(Strategic Housing Location)	H2 (including parts of H3, H4 & H5)	(16,580)
Total	**H1**	**60,000**

Figures in tables have been subject to rounding

Proposals for new residential development (including accommodation for Gypsies and Travellers and Travelling Show people and purpose-built student accommodation) should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people, people with specific support requirements, BME communities, Gypsies and Travellers and Travelling Show people;

	• Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations, and which takes into account the availability of developable sites in these areas; • Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). Schemes should make provision for parking cars and bicycles (in line with policy T2); and the need for appropriate levels of sound insulation. • Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision; • Prioritise sites which are in close proximity to centres or high frequency public transport routes. • Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations). • Be designed to give privacy to both its residents and neighbours.	
Policy H 6: South Manchester	South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.	Provision of 56 new dwellings contributes towards the level of housing growth expected within South Manchester. Although Burnage is not one of the district centres specifically named in the policy as locations where higher-density and mixed-use development will generally be appropriate, the Site nevertheless shares many of the characteristics that the policy seeks to prioritise: it occupies

		a prominent position within an established mixed-use commercial corridor, fronts a local service centre, and benefits from excellent public transport accessibility. In that context, the mixed-use form, brownfield status and sustainable location of the proposal provide a clear basis for this form of development within South Manchester. Discussed in Sections: **2**, **5** and **6**.
Policy H 8: Affordable Housing	The following requirements for affordable housing or an equivalent financial contribution, asset out in Providing For Housing Choice, or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. These thresholds will be subject to amendment over the lifetime of the Core Strategy to reflect changing economic circumstances. The targets and thresholds will form part of supporting SPD and/or Planning Guidance. 1. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options. 2. The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment. 3. Affordable housing units will be inclusively designed to reflect the character of development on the site. 4. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, maybe permitted where either a	The scheme has been assessed against the requirement for affordable housing provision on qualifying residential developments. A Financial Viability Assessment prepared by Avison Young demonstrates that the development would be financially unviable if policy-compliant affordable housing were provided, and that the scheme remains unviable even in the absence of affordable housing. The absence of affordable housing provision therefore reflects the evidenced viability position of the development and must be weighed alongside the wider benefits arising from the delivery of new homes, commercial floorspace and the redevelopment of this brownfield site. Discussed in Section: **6**.

	financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include: • There is a very high level of affordable housing in the immediate area; • There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes; • Affordable housing would be prejudicial to the diversification of the existing housing mix. • The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes; • It would financially undermine significant development proposals critical to economic growth within the City; • The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability; • There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme. 5. The Council will also consider the provision of affordable housing which is delivered by taking advantage of other equity-based products in addition to those options identified in PPS 3. The definition used for affordable housing is set out in Annex B of PPS 3.	
Policy C 1: Centre Hierarchy	Development of town centre uses (as defined in national planning policy) will be prioritised in the centres identified in this policy, taking account of the different roles of the City Centre, District Centres and Local Centres. In order to maintain the vitality and viability of	Ground-floor retail provision supports the role of Lane End Road, Fog Lane and Burnage Lane as a Local Service Centre

	its centres, provide services as locally as possible and minimise the need to travel by car Manchester's centre hierarchy is: • Manchester City Centre The City Centre is the focus for comparison retail for the Manchester City Region. Its catchment exceeds the City boundaries and the capacity for future comparison development reflects this. The focus for new comparison retail is the Primary Shopping Area. The City Centre is also the regional focus for commerce, culture, leisure and tourism. The City Centre has a need for additional convenience retail to meet the needs of a growing residential population, but this role is distinct from its comparison retail function, with a different catchment (see policies CC1-10 for detailed policy guidance). • District Centres District centres have an essential role in providing key services to the City's neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily. They are also a focus for the City's residential neighbourhoods, providing an important opportunity to define local character. Manchester's 17 district centres are shown below including the newly designated district centre, Baguley (West Wythenshawe). Development in these centres should primarily respond to the needs of the catchment and recognise the need to support the vitality and viability of other centres. • Local Centres Local centres meet local needs for small scale retail and services to meet day-day needs. There are 24 identified local centres, including new local centres at Moston Lane, Collyhurst and Merseybank Avenue. Locations which are not identified in the Local Development Framework but which perform the same function in terms of scale and meeting local needs will also be considered to be local centres.	by maintaining small- and medium-scale commercial uses capable of serving day-to-day community needs. The reprovision and expansion of Everest Pharmacy within larger, purpose-built premises will retain and enhance an established local healthcare facility, helping to reinforce the service function of the centre. Discussed in Sections: **3**, **5** and **6**.

Regeneration Area	District Centres	Local Centres
North	Cheetham Hill Harpurhey	Victoria Avenue/Rochdale Road (Charlestown)
		Hollinwood Ave/Greengate (Moston)
		Landsdowne Rd/Crumpsall Lane (Crumpsall)
		Worsley Ave/Kenyon Lane (Lightbowne)
		Moston Lane (Harpurhey)
		Collyhurst (as part of redevelopment)
East	Eastlands Gorton Newton Heath Openshaw	Ashton New Road/Manchester Road (Beswick and Clayton)
		Hyde Rd/Reddish Lane (Gorton North)
Central	Hulme Longsight Rusholme,	Princess Rd/Claremont Rd (Moss Side)
		Precinct Centre, Oxford Road (Ardwick/Hulme),
		Withington Rd/Yarburgh St (Whalley Range)
		Claremont Rd (Moss Side)
		Dickenson Rd/Anson Rd (Longsight/Rusholme)
South	Chorlton Didsbury	Manchester Rd/Upper Chorlton Rd (Whalley Range)

Regeneration Area	District Centres	Local Centres
	Fallowfield Levenshulme Withington	Lloyd St South/Platt Lane/Hart Rd (Fallowfield)
		Kingsway/Slade Lane (Levenshulme)
		Beech Rd/Stockton Rd/Chorlton Green (Chorlton)
		Barlow Moor Rd/Mauldeth Rd West (Chorlton Park)
		Merseybank Ave (Chorlton Park)
		Mauldeth Rd (Withington)
		Kingsway/Mauldeth Rd (Burnage)
		Burnage Lane (Burnage)
		Burton Road/Cavendish Road/Lapwing Lane (West Didsbury)
		Fog Lane/Lane End/Burnage Lane (Burnage)
Wythenshawe	Northenden Wythenshawe Baguley (West Wythenshawe)	

Policy C 8: Local Centres	Local shopping and service provision in local centres should be retained where it remains viable and provides an important service to the local community. The provision of new small scale retail facilities will be encouraged where they would provide for local everyday needs and would not be harmful to the vitality and diversity of nearby centres. Careful consideration will be given to the impacts of new commercial development on residential amenity, which is particularly an issue for food and drink uses. Development proposals in local centres which would not reflect the local role of these centres will be assessed according to policy C9.	Provision of four flexible retail units at ground-floor level supports the vitality and viability of the local centre and helps sustain a range of services that meet everyday community needs. The retention and enhancement of the pharmacy, in particular, will maintain an important local service, while the active frontage along Lane End Road will contribute positively to the continued function and attractiveness of the centre. The proposed commercial uses are local in scale and no unacceptable impacts on neighbouring amenity or the operation of the centre are identified. Discussed in Sections: **3**, **6** and **7**.
Policy T 1: Sustainable Transport	To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: • Improve choice by developing alternatives to the car. • Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car. Improve access to transport services and facilities in order to enabled is abled people and people with mobility impairments to participate fully in public life. • Improve pedestrian routes and the pedestrian environment. • Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).	The Site occupies a highly accessible location with a GMAL score of 5, approximately 200 metres from Burnage Railway Station and within easy reach of frequent bus services on Kingsway (A34) and Lane End Road. The development supports sustainable travel through secure cycle parking, pedestrian accessibility, EV charging provision and a Framework Travel Plan. The Transport Statement confirms that the development can be accommodated without unacceptable impacts on the local highway network,

	• Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision. • Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods. • Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location. Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties. • Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority: 1. pedestrians and disabled people 2. cyclists, public transport, 3. commercial access, 4. general off-peak traffic, 5. general peak time traffic.	while the Site's accessibility supports a modal shift away from private car use. Discussed in Sections: **2**, **3**, **6** and **7**
Policy T 2: Accessible Areas of Opportunity and Need	The Council will actively manage the pattern of development to ensure that new development: • Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections • Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including: links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park; links within East Manchester to	Location within an accessible urban area with strong connections to public transport, local services and wider employment opportunities supports the objective of directing development to areas of opportunity and need. New homes and local commercial uses are therefore placed in a location where residents can access day-to-day services and strategic destinations

	employment locations, Central Park and Eastlands in particular; links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester; maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport; ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre. • Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types: 1) District Centres; 2) Areas not within the City Centre or District Centres • Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues The car parking standards are maximums, and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.	without heavy reliance on private car travel. Discussed in Sections: **2** and **6**.
Policy EN 1: Design Principles and Strategic Character Areas	Policy not worded in full, only relating to Southern Character Area. All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development	The proposed development has been designed to respond positively to the Site's prominent corner position and to the wider townscape character of this part of South Manchester. The scale, form and massing reflect the more varied and intensified pattern of development found at key junctions along Kingsway (A34), while the curved corner treatment, façade articulation

	addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives. 8. Southern Character Area There is 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. • New development needs 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.	and material palette reinforce local distinctiveness and create a strong sense of place. The scheme has also evolved through pre-application engagement to ensure an appropriate relationship with neighbouring buildings and the surrounding character area. Discussed in Sections: **3**, **4** and **6**.
Policy EN 3: Heritage	Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.	The Site contains no designated heritage assets and is not located within a Conservation Area. The nearest listed building is the Grade II Church of St Nicholas, approximately 80 metres to the south-west. The Historic Environment Desk-Based Assessment concludes that the proposal would not result in harm to the significance or setting of that asset. The architectural approach also draws sensitive contextual reference from nearby historic townscape, including St Nicholas Church and the former Renold chain works.

		Discussed in Sections: **2**, **3** and **7**.
Policy EN 4: Reducing CO2 Emissions by Enabling Low and Zero Carbon Development	The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions: • All development must follow the principle of the Energy Hierarchy, being designed: to reduce the need for energy through design features that provide passive heating, natural lighting and cooling; to reduce the need for energy through energy efficient features such as improved insulation and glazing; to meet residual energy requirements through the use of low or zero carbon energy generating technologies • Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. • Where possible new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings. • Where appropriate new development and retrofit projects will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing/potential decentralised energy schemes. • The use of building materials with low embodied carbon in new development and refurbishment schemes.	Carbon reduction is embedded within the design of the development through a fabric-first approach, incorporating improved thermal performance, low air permeability and energy-efficient building systems. These measures are supported by low-carbon technologies including air source heat pumps and roof-mounted solar photovoltaic panels. The Energy Statement confirms that the scheme will achieve a substantial reduction in carbon emissions against the applicable baseline. Discussed in Section: **7**.
Policy EN 6: Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies	Applications for residential development of 10 or more units and all other development over 1,000sqm will be expected as a minimum to meet the target shown in Tables12.1 or 12.2, unless this can be shown not to be viable. This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement. Such a statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.	Low-carbon energy technologies incorporated within the development contribute towards the reduction of CO2 emissions from energy supply. The Energy Statement confirms that there is no existing district heat network within 500 metres of the Site, but that the building has been designed to be heat-

	Developments smaller than the above threshold, but involving the erection of a building or substantial improvement to an existing building will also be expected to meet the minimum target, where viable, but will not be expected to submit an energy statement. The target framework relates to three broad development locations and their potential for low and zero carbon, decentralised energy. The areas are defined as follows: • Target 1 Network development areas: Locations where the proximity of new and existing buildings, the mix of uses and density of development provide the right conditions to support district heating (and cooling). • Target 2 Electricity intense areas: Locations where the predominant building type has an all-electric fit-out such as retail units and leisure complexes. • Target 3 Micro-generation areas: Locations where lower densities and a fragmented mix of uses tend to mean that only building scale solutions are practical.	network ready should future connection become possible. In the meantime, carbon reductions are achieved through building-scale low-carbon technologies, principally air source heat pumps and solar PV. Discussed in Section: **7**.

Domestic CO_2 emissions reduction targets

Table 12.1

Target	% Minimum requirement
Target 1: Network development area	CHP/district heating anchor or connection or where not feasible a 15% increase on Part L 2010
Target 2: Electricity intense buildings	+15% increase on Part L 2010
Target 3: Micro generation area	+15%increase on Part L 2010

Non-domestic CO_2 emissions reduction targets

Table 12.2

Target	% Minimum requirement
Target 1: Network development area	CHP/district heating anchor or connection or where not feasible, a 15% increase on Part L 2010
Target 2: Electricity intense buildings (Applies to commercial uses with a high proportion of emissions from electricity use (>45 kg CO2/m2))	+10%increase on Part L 2010
Target 3: Micro generation area	+15% increase on Part L 2010

Where the CO2 emissions reduction required under any future revision to Part L of the building regulations becomes greater than the '% Minimum requirement', the reduction required under building regulations would apply.

Where the Council identifies an 'allowable solution', for example within an energy proposals plan, that would produce higher carbon reductions at no extra cost than that of achieving the '% Minimum requirement' (or required under building regulations if greater) the higher percentage reduction will be required. The cost comparison is based on the cost of incorporating the 'allowable solution' at design stage.

The energy statement will be required to be submitted at the outset of any proposed development (outline application or before). 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, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance. Guidance on what the energy statement should contain and how to decide which target applies to a development proposal is given in Appendix A.	
Policy EN 8: Adaptation to Climate Change	All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list: • Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rainwater permeability • Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways • The need to control overheating of buildings through passive design • The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation. 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.	Measures supporting resilience to climate change are integrated within the scheme, including sustainable drainage infrastructure, water-efficient fittings, climate-resilient planting and green roof/roof garden provision. These features help manage surface water, support urban cooling, improve environmental performance and increase the long-term resilience of the development. Discussed in Sections: **3** and **7**.
Policy EN 9: Green Infrastructure	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.	Although the Site is predominantly previously developed and of limited existing green value, the proposal introduces meaningful green infrastructure through landscaped communal amenity areas at courtyard and roof level. Planting, habitat features and other ecological enhancements will improve the environmental quality of the Site and provide accessible outdoor

	Key features of Manchester's green infrastructure will include: • The continued development of a network of greenspaces, waterbodies, 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 continued maintenance and management of the Rivers Mersey and Irwell and their tributaries, for example the River Irk, River Medlock, Chorlton Platt Gore, Gatley Brook, Moston Brook and adjoining land, with regard to their multiple functions including recreation, flood management, and biodiversity. • The provision of new, and improvements to the quality and accessibility of existing green infrastructure assets, to mitigate for any loss of green infrastructure as a result of development such as the Metrolink extension programme. • 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. New green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management.	amenity space for residents within a dense urban setting. Discussed in Sections: **3** and **7**.
Policy EN 14: Flood Risk	• In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). • In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA. • All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green	The Site lies wholly within Flood Zone 1 and is therefore at the lowest probability of flooding. The submitted Drainage Strategy demonstrates that surface water runoff can be managed through interception, attenuation and controlled discharge, while foul water will connect to the existing sewer network subject to statutory approval. The development can therefore be safely drained without increasing flood risk on or off site. Discussed in Sections: **2** and **7**.

	Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach/rates will be required. The City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure.	
Policy EN 15: Biodiversity and Geological Conservation	The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the city. Particular consideration will be given to: • Sites with international or national designations for their biodiversity value. Manchester contains one Site of Special Scientific Interest (SSSI) (Cotteril Clough); there is a Special Area of Conservation (SAC) and an SSSI just over the border in Oldham (both on the Rochdale Canal within Oldham); • Other sites of biodiversity value, including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs); Manchester currently has 35 SBIs (including the Rochdale and Ashton Canals) and 7 LNRs; priority habitats found within Manchester, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GMBAP); • Protected and priority species, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GMBAP); • Sites that are recognised for their geological importance; • The Council's objective to protect and conserve the City's existing trees and woodlands and the aim for a net increase in trees across the City. Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate, with reference to:	The Site is predominantly comprised of previously developed land and habitats of limited ecological value. Notwithstanding this, the development incorporates a range of biodiversity enhancements including native planting, roof garden habitat creation, bat boxes, swift bricks and bird boxes. The submitted Biodiversity Net Gain Assessment confirms that the statutory requirement for at least 10% Biodiversity Net Gain will be achieved through a combination of on-site measures and off-site biodiversity credits. Discussed in Sections: **2**, **3** and **7**.

	• The Manchester Biodiversity Strategy, which provides further details of priority habitats within Manchester and opportunities for biodiversity enhancement including corridors such as the Mersey, Medlock and Irk river valleys, the canals and disused railway lines and are as of managed green space particularly in parks; • The Green Infrastructure Framework for Greater Manchester, which encompasses an ecological framework that seeks to guide and inform habitat creation and repair, including identifying large 'biodiversity opportunity areas' including the Moston Brook Corridor and Nutsford Vale; • The Open Space, Sport & Recreation Study, which identifies areas where there is a deficit of natura land semi-natural green space, opportunities for green corridors and other linkages; • Manchester's Climate Change Action Plan; • The Strategic Flood Risk Assessment (SFRA) for Manchester; • The Habitats Regulations Assessment (HRA) for Manchester, which gives detailed consideration to Special Areas of Conservation (SACs), including the Rochdale Canal SAC just outside the district boundary; • The River Basin Management Plan for the North West; • The Manchester Tree Strategy. Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation. • Development should wherever possible seek to maintain, enhance or restore existing geology.	
Policy EN 16: Air Quality	The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well	The submitted Air Quality Assessment confirms that construction-phase impacts can be appropriately mitigated through standard dust control

	as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.	measures and that operational impacts associated with development traffic would not be significant. Predicted pollutant concentrations for future occupiers remain below relevant standards and objectives, indicating that the Site is suitable for the proposed residential use and that the development would not give rise to unacceptable air quality impacts. Discussed in Section: 7.
Policy EN 17: Water Quality	With reference to the Manchester-Salford-Trafford SFRA and other relevant documents: • Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological; • Development should minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems, to minimise groundwater contamination, and to avoid pollutants reaching watercourses; • Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site; • Development should, where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.	The submitted Drainage Strategy demonstrates that surface water and foul water will be appropriately managed through a sustainable drainage approach and connection to the existing sewer network. This provides an appropriate basis for ensuring that the development does not adversely affect local water quality. Discussed in Section: **7**.
Policy PA 1: Developer Contributions	Where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or success or regulations/guidance. Through such obligations, the Council may seek contributions for the following with priority assessed on a site-by-site basis:	Any mitigation required to make the development acceptable in planning terms can be secured through the appropriate planning mechanism, including planning conditions and/or

	• Affordable housing • Education • Health and well-being facilities • Community facilities • Provision of Green Infrastructure including open space • Public realm improvements • Protection or enhancement of cultural heritage • Protection or enhancement of environmental value • Safety and security improvements • Training and employment initiatives • Highway improvements, traffic management, sustainable transport and disabled people's access • Climate change mitigation / adaptation Where development has a significant impact on the Strategic Road Network developer contributions would be sought through section 278 agreements. The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. Where appropriate, any such provision will be required to be provided on site. Where this is not possible, a commuted sum payment is likely to be sought. In determining the nature and scale of any planning obligation, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account. The timing of provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is in place before development is occupied. These issues will be addressed in accordance with guidance in Strategic Regeneration Frameworks and local circumstances.	obligations where necessary. This includes, in particular, biodiversity offsetting through off-site credits together with any further mitigation arising from the supporting technical assessments. Discussed in Sections: **5** and **7**.

Policy DM 1: Development Management	All development should have regard to the following specific issues for which more detailed guidance maybe 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	The proposed development has been formulated having regard to the detailed development management considerations relevant to the Site, including siting, layout, scale, massing, appearance, accessibility, residential amenity, community safety and environmental performance. All residential units meet or exceed the Nationally Described Space Standards and are designed to comply with Part M4(2) of the Building Regulations. The scheme is supported by a comprehensive package of technical assessments which demonstrate that it will not give rise to unacceptable impacts in relation to highways, amenity, air quality, noise, drainage, ecology, heritage or infrastructure capacity. Discussed in Sections: **3**, **6** and **7**

	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 b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.	