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Supporting Planning Statement

C2 The Birtles
Wythenshawe Town Centre

On behalf of Muse Places and Wythenshawe Community Housing Group
November 2025

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1 INTRODUCTION

1.1 This Supporting Planning Statement ("SPS") has been prepared by Asteer Planning LLP ("Asteer") on behalf of Muse Places ("Muse") and Wythenshawe Community Housing Group ("WCHG") ("the Applicants") in support of a Full Planning Application for a residential development at Birtles House, Unit 1 Market Place, Civic Centre, Wythenshawe, Manchester, M22 5RE ("the Site").

1.2 This application forms part of an initial residential phase of the wider plans for the regeneration of Wythenshawe Town Centre. The development is being brought forward alongside Brotherton House and Alpha House within Wythenshawe which will kick start transformational change across the town centre and deliver much needed high-quality affordable homes.

Site Context

The Site

1.3 The Site, shown edged red in Figure 1 below, extends to approximately 0.3 hectares ("ha") in area. It is situated within the heart of Wythenshawe Town Centre to the north of The Birtles. It falls within the administrative boundary of Manchester City Council ("MCC") and is situated in the Woodhouse Ward.

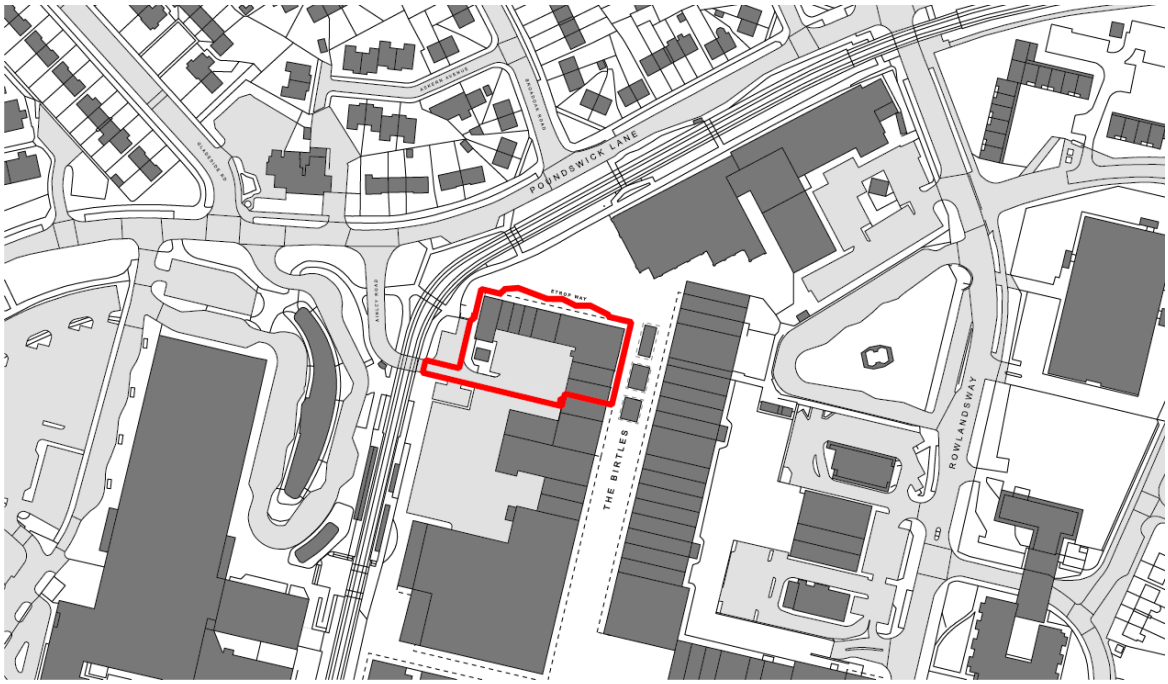


Figure 1: Site Location Plan prepared by FCBS

1.4 The Site extends to approximately 0.3ha in area and comprises Birtles House, a part two, part three storey building with office and storage space over ground floor retail which is

currently under-utilised. There are three known tenants for the ground floor retail units – Civic Plaice Chippy, Foodbank, and Eden Mobility. To rear of the building is car parking, a servicing yard and an existing substation. Vehicular access to the Site is from Ainley Road to the west.

Surrounding Area

1.5 The Site is situated within Wythenshawe Town Centre, which is predominantly characterised by a mixture of retail, commercial and office uses. The Site is bound to the north by a hard surfaced open Market Area along Etrop Way. To the west, the Site is bound by a controlled vehicle access route and beyond that the Metrolink line and Ainley Road. To the south is a servicing area, and to the east The Birtles and further existing retail and office units.

1.6 Further Site Context is provided at **Chapter 4** of this Statement.

The Applicants

Muse

1.7 Muse is a nationwide place maker with 40 years' experience in creating mixed-use communities across the UK. Muse combines local insight with the resources and capabilities of a nationwide organisation. Muse has a long track record of delivering a positive legacy, creating opportunities for communities to prosper economically, physically, socially and sustainably. It is a key pillar of Muse's combined social impact, sustainability and placemaking strategy, known as 'Better by Muse'.

1.8 Following an extensive procurement process MCC selected Muse as its delivery and investment partner in August 2024 to deliver transformational investment and development across Wythenshawe Town Centre.

1.9 Muse is working in partnership with the Wythenshawe Community Housing Group ("WCHG") to deliver the Development – with Muse acting as Developer and WCHG as the long-term owners of the Development.

Wythenshawe Community Housing Group

1.10 WCHG is a not-for-profit provider of social housing and is registered with the Regulator of Social Housing ("RSH") as a social landlord. WCHG is a charitable community benefit society registered under the Co-operative and Community Benefit Societies Act 2014. The Group's principal activities are the development and management of affordable housing. The purpose of WCHG is:

"To provide good quality homes and services to our tenants and leaseholders and to play a leading role in creating safer, healthier communities".

1.11 WCHG manages more than 14,000 properties, providing homes to more than 20,000 people in Wythenshawe, South Manchester and provides local employment to circa 500 colleagues. WCHG plays a leading role in working in Partnership with MCC, statutory partners, and voluntary groups with the aim of delivering our purpose to the tenants and communities in which we have homes, seek to build new homes and deliver services.

1.12 WCHG is playing a leading role in the regeneration of Wythenshawe by working in partnership with MCC and Muse to provide affordable housing. Their purpose is to address the housing shortage in Wythenshawe and Manchester and also create later living communities that allow tenants and residents to live independently and age well.

The Proposed Development

1.13 The Applicants are seeking Full Planning Permission for the following development:

"Erection of 81no. residential apartments (Use Class 3a) with retail uses at ground floor (Use Class E), associated landscaping, servicing, car and cycle parking and other associated works following demolition of the existing buildings".

1.14 The proposed development is described fully within the Design and Access Statement ("DAS") prepared by Feilden Clegg Bradley Studios ("FCBS") and presented on the application drawings.

1.15 This SPS provides a detailed description of the development proposals at **Chapter 5.**

Vision for Wythenshawe Town Centre

The Vision

1.16 The re-imagining of Wythenshawe Town Centre is an opportunity to redefine the area which is rich in history and community. The vision is to transform Wythenshawe Town Centre into a vibrant, sustainable, and characterful neighbourhood by delivering:

1.17 Around 2,000 new homes across a mix of tenures to meet the needs of a diverse community;

1.18 A variety of housing types, with each site designed to reflect its own identity while contributing to a cohesive sense of place;

1.19 High-quality, energy-efficient homes that promote health and wellbeing;

1.20 A mix of commercial and community spaces to create a lively and inclusive town centre;

1.21 A welcoming public realm prioritising pedestrians and cyclists, providing spaces to meet, play, and relax;

1.22 An ecologically rich landscape that enhances biodiversity and brings nature into the heart of the community; and

1.23 There is a strong commitment to sustainability and delivering highly energy-efficient homes.

Illustrative Masterplan

1.24 In October 2023, Manchester City Council launched a search for a partner to support the design, delivery, and funding of new homes across Wythenshawe Town Centre. This initiative also included the revitalisation of the Civic Shopping Centre, with the overarching goal of regenerating Wythenshawe and realising its vision for a vibrant, high-quality neighbourhood.

1.25 Following being named Development and Investment Partner, Muse, working closely with Council, key stakeholders and its technical team, has prepared an Illustrative Masterplan for Wythenshawe Town Centre as shown below in **Figure 2.**

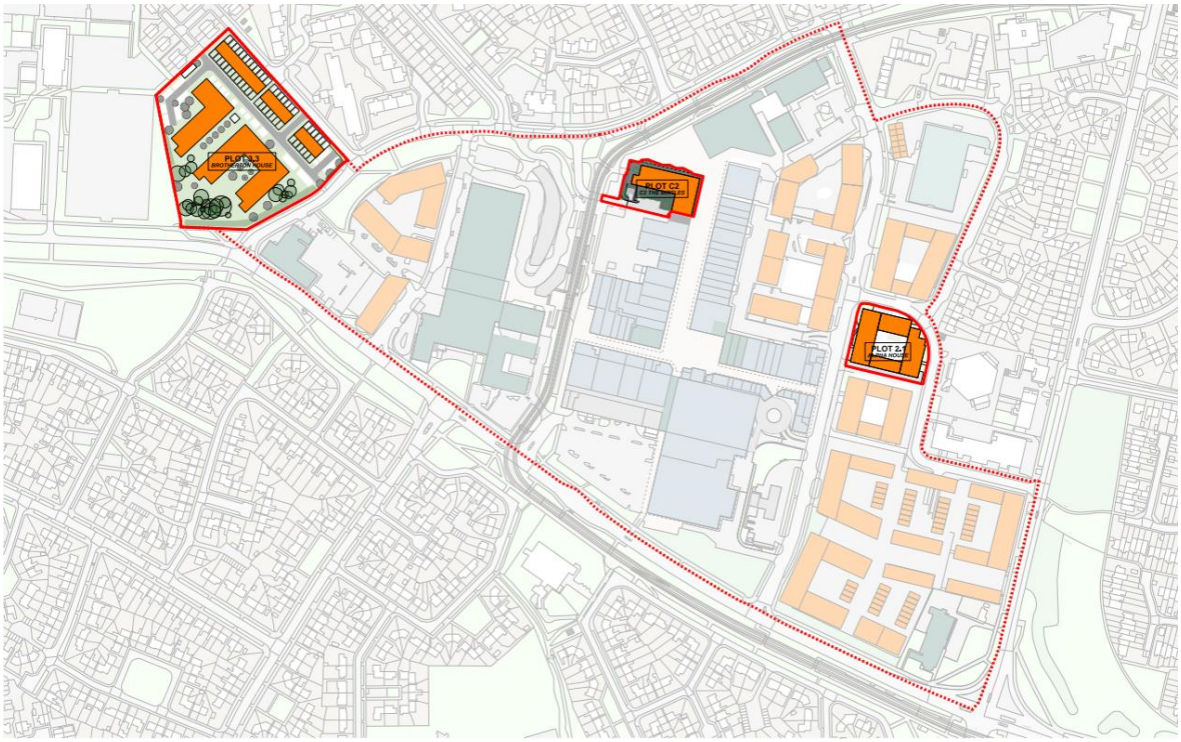


Figure 2: Illustrative Masterplan prepared by FCBS (with C2 The Birtles, Brotherton House and Alpha House)

1.26 The Illustrative Masterplan builds upon the vision for the area and sets out plans to deliver around 2,000 new homes across a mix of tenures and housing types to meet the needs of a diverse community. The following three residential plots are proposed to come forward as an initial phase to deliver a combined 422 new homes all of which will be affordable and operated by WCHG.

- Alpha House - 125 no. apartments
- C2 The Birtles - 81 no. apartments
- Brotherton House – 191 no. dementia care/ independent living apartments and 25 no. townhouses.

1.27 Whilst three separate full planning applications are being brought forward they have been prepared holistically with regard to the wider illustrative masterplan and key design principles which underpin this together with a set of masterplan wide strategies covering Biodiversity Net Gain and Car Parking.

Greater Manchester Good Growth Fund

1.28 The Greater Manchester Combined Authority ("GMCA") have announced a £1billion Greater Manchester Good Growth Fund. As part of this, MCC will welcome around £200m investment into key growth areas for the City. The investment will focus on delivering major residential projects with a keen focus on social housing and genuinely affordable tenures, along with transformative investment in key projects.

1.29 Funding to support the ongoing transformation of Wythenshawe Town Centre and Civic Shopping Centre is expected to be announced in March 2026. £25.4m will be allocated to the regeneration programme, including investment in more than 400 new homes.

Levelling Up Fund

1.30 In early 2024, MCC were awarded £20m grant funding under the Levelling Up Fund ("LUF") Programme by the Ministry of Housing, Communities & Local Government ("MHCLG"). The Council have complemented this with a further £11.9m of match funding to deliver the following development within Wythenshawe Civic Centre:

- Culture and Creative Hub;
- Community Food Hub;
- Co-working and Enterprise Employment Space; and

- Improvements to the Public Realm.

1.31 These interventions seek to promote the Civic Centre as a vibrant and diverse centre which acts as a focal point for retail, leisure and wider services where people want to spend time. This in turn will assist the regeneration and rejuvenation of the local area.

Commitment to a Sustainable Development

1.32 The Applicants have a strong commitment to ensuring that the proposed development is sustainable. The development is designed to be highly energy-efficient using a fabric-first approach with insulation, airtightness and glazing standards that exceed Building Regulations Part L requirements. The proposed scheme is fully electric with no gas, supporting Manchester's ambition to phase out fossil fuels and transition towards a zero-carbon future.

1.33 Air Source Heat Pump hot-water systems are provided to all dwellings, delivering efficient, low-carbon domestic hot water, while space heating is provided by electric panel heaters in line with the fully electric, no-gas design strategy. The design includes provisions for on-site renewable energy, with photovoltaic (PV) panels planned on suitable roof areas to further reduce electricity demand and carbon emissions.

1.34 The proposals follow the Energy Hierarchy: first reducing energy demand through high-performance building design, then meeting demand efficiently, and finally incorporating low-carbon and renewable energy technologies. The overall strategy ensures the development delivers a highly energy-efficient, low-carbon scheme with significantly reduced energy demand and substantial reductions in operational carbon emissions.

1.35 A Framework Travel Plan has been produced to support the provision of sustainable transport measures, and reduce transport-related carbon emissions. The Site is well connected to public transport links and local amenities, and active travel will be encouraged through high quality public realm design, traffic calming measures, and appropriate levels of cycle parking provision. Sufficient car parking is to be provided for disabled users, without encouraging over car use.

1.36 Further details are provided within the Climate Change Chapter of the Environmental Statement.

Scheme Benefits

1.37 The proposed residential developments across the three plots will generate significant local benefits as summarised below[1]:

1.38 The Proposed Development is expected to have beneficial, but not significant impacts, in the receptors of employment and economy and education. The wider Development Project is also expected to have beneficial impacts on these two receptors, the former of which is expected to be significant, if brought forward in line with the aspirations set out in the development framework.

1.39 During the operational phase, it is anticipated that the Proposed Development will have significant beneficial impacts on the receptors of deprivation and employment and economy. The wider Development Project area is expected to have significant beneficial impacts on the receptors of population, deprivation, housing and employment and economy, if brought forward in line with the aspirations set out in the development framework.

1.40 Accounting for mitigation and enhancement measures, it is not anticipated that neither the Proposed Development or the wider Development Project area will have any adverse significant impacts.

Environmental Impact Assessment ('EIA')

1.41 The EIA Regulations require that for certain projects, an EIA must be undertaken. Whilst the proposed development does not constitute Schedule 1 development for which an EIA is mandatory, it is classified under Schedule 2 development. The EIA Regulations identify a series of thresholds for Schedule 2 projects to assist with establishing whether the potential for significant environmental effects exists such that an EIA would be required. The EIA Regulations state that for Urban Development Projects an EIA may be required if:

> "*(i) The development includes more than 1 hectare of urban development which is not dwellinghouse development; or*
>
> *(ii) the development includes more than 150 dwellings; or*
>
> *(iii) the overall area of the development exceeds 5 hectares.*"

[1] Taken from Chapter 6 Socio-Economics' of the accompanying Environment Statement

1.42 The Proposed Development, as part of a cumulative assessment, therefore exceeds the thresholds set out above in terms of dwelling numbers and overall area of development. In addition, the EIA Regulations require that any development project falling within the description of a 'Schedule 2 Development', should also be subject to an EIA where such development is likely to have 'significant' effects on the environment by virtue of factors such as its nature, size or location (Regulation 2b).

1.43 In accordance with Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (amended 2018), a formal EIA Scoping Request was made to MCC on 15 October 2025, proposing that the following Chapters be 'scoped-in':

- Socio-economics and Health; and
- Climate Change.

1.44 On 10 November 2025 MCC issued a Scoping Opinion which confirmed that the scope proposed was acceptable and therefore, one global ES has been prepared covering those topic areas only.

1.45 A global Environmental Statement ("ES") has therefore been prepared to support this application, covering the chapters listed above, and also the separate applications but interlinked planning applications for C2 The Birtles and Alpha House. The ES and its appendices form one global document relating to each application and assesses the proposed redevelopment of all three residential plots including the in-combination effects with the wider development scheme. Public Consultation and Engagement.

1.46 It should be noted that in terms of the assessing the wider Wythenshawe Town Centre development proposal the ES focuses on the envisaged quantum of development included within the vision presented in the Wythenshawe Civic Centre DF. This is due to the DF being an approved MCC document and therefore a material consideration in the determination of this planning application. The Masterplan proposals represent a progression of this vision and are therefore included within this SPS.

Public Consultation and Engagement

1.47 The Applicants have undertaken extensive pre-application consultation with MCC Officers, the Wythenshawe community and key stakeholders prior to the submission of this planning application. The pre-application engagement has been conducted in accordance with MCC's Statement of Community Involvement ("SCI") (2025), National Planning Policy Framework ("NPPF") (2024), and the Localism Act.

1.48 A SCI has been prepared by Font which details in full the relevant engagement undertaken and accompanies this planning application.

Supporting Information

1.49 This SPS is intended to address relevant planning considerations and in particular, the case for residential development at the Site. It considers the proposals in light of local and national planning policy together with any other material considerations.

1.50 The application is accompanied by a suite of supporting documents, the scope of which has been agreed with MCC Planning Officers through pre-application discussions. A schedule of supporting documents and application drawings is enclosed at **Appendix 1.**

Structure

1.51 The structure of the SPS is as follows:

- **Chapter 2: Scheme Benefits** – outlines the social, environmental, and economic value of the proposal.
- **Chapter 3: Wythenshawe Town Centre Strategic Regeneration Context** – sets out the vision for Wythenshawe and the strategic regeneration context relevant to the Site.
- **Chapter 4: Site Context** – provides a description of the Site, including its designations, planning history and accessibility.
- **Chapter 5: Proposed Development** – provides a description of the proposed development, establishing the key elements of design alongside the site wide strategies.
- **Chapter 6: Planning Policy Context** – highlights the key planning policies at a national and local level, together with other material considerations, which are relevant to the determination of this planning application.
- **Chapter 7: Principle of Development** – sets out the key factors of the development in relation to policy and evidence documents.
- **Chapter 8: Other Technical Considerations** – summarises other technical considerations of relevance at the Site.
- **Chapter 9: Affordable Housing Statement** – provides information relating to affordable housing provision.

- **Chapter 10: S111 Draft Heads of Terms** – sets out the proposed S111 agreements for the proposal.

- **Chapter 11: Summary and Conclusions** – draws together the key points identified throughout the SPS, summarising the key planning considerations and benefits of the proposals.

2 SCHEME BENEFITS

2.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise. It is considered that the proposed development is consistent with the Statutory Development Plan when read as a whole.

2.2 For the avoidance of doubt, the proposed development would bring about a suite of economic, social and environmental benefits which are summarised below.

Social Benefits

2.3 The proposed development will strong, vibrant and healthy communities. In particular the proposed development will:

- Deliver 81no. affordable dwellings (100% affordable rent) which will contribute to the Borough's supply of housing and make an important contribution to the City's affordable housing supply;
- Deliver a high-quality housing development, which is in a sustainable location with good access to jobs, services and facilities;
- Create a safe and welcoming environment, which will increase passive surveillance along the adjacent street and enhance the existing street scene;
- Redevelopment of a underutilised site with high quality housing.

Economic Benefits

2.4 The proposed development will contribute towards building a strong, responsive and competitive economy. The economic benefits that would be delivered by the Development include:

- The proposed development will generate around 409 temporary FTE jobs per annum, and the generation of £147m GVA.
- The net additional construction jobs to be supported as a result of the proposed developments within the region is expected to be 165 jobs per annum.
- The proposed development's forecast construction expenditure is anticipated to generate a total of £32m GVA

- Once operational residents of the proposed development are anticipated to spend £1.9m on retail and £0.6m on leisure in the local area annually.

- The new resident expenditure from the proposed development could create demand for around 9 no. retail jobs and another 9 no. leisure jobs

- The Proposed Development includes a small quantum of employment floorspace, 267 sqm to be used for retail. Applying employment densities as recommended by the HCA Employment Density Guide, it is forecasted that the proposals will directly support approximately 15 FTE jobs on-site.

- The direct and indirect jobs associated with the Proposed Development are anticipated to generate a total GVA of £4.8m at the regional level.

Environmental

2.5 The proposed development will not result in significant harm to the natural environment. In particular, the proposed development will:

- Delivering well-designed, high-quality buildings that positively respond to local context;

- Creating high-quality landscaping and private amenity space for residents that positively enhances the local area;

- Taking a fabric first approach to building design and incorporating low carbon technologies including EV charging points, Air Source Heat Pumps and PV panels to reduce carbon emissions associated with the proposals and the energy bills for residents

- Utilising the sustainable location of the plots close to amenities, facilities, services and public transport to reduce the need for cars and surface parking.

Summary

2.6 Overall, the proposal represents sustainable development, in accordance with Paragraph 8 of the Framework (2024), and will deliver a number of economic, social and environmental benefits.

3 WYTHENSHAWE TOWN CENTRE REGENERATION CONTEXT

3.1 This Chapter sets out the historical context of Wythenshawe and its emergence as a Garden City. It goes on to outline the subsequent Frameworks and Masterplans that have been prepared to guide the future regeneration of the area.

3.2 **Figure 3** below highlights the contextual timeline of the strategic regeneration context outlining the key elements that will be expanded on in this Chapter.

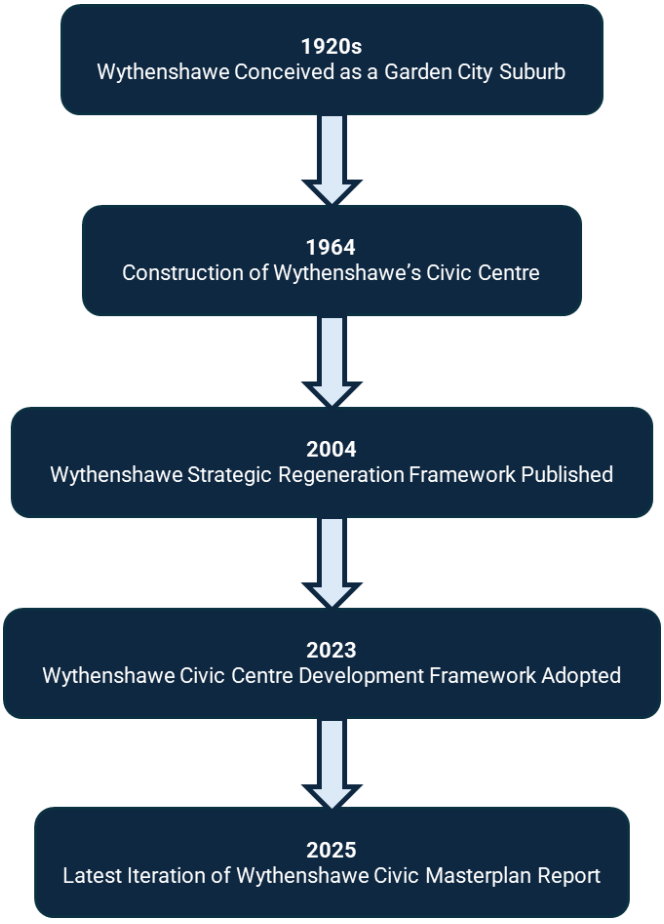


Figure 3: Contextual Timeline for Wythenshawe Civic Centre

Background Context

3.3 Following the conception of Wythenshawe as a Garden City suburb in the 1920s, the Civic Centre began to take form with its construction eventually taking place in 1964.

3.4 Since its original development, the Civic Centre has largely retained its original form. Two primary routes bisect the Civic Centre with an east-west link connecting the Forum with Rolandsway and a north-south link connecting the pedestrianised shopping street known as The Birtles to Etrop Court. Larger retail units and a Multi-storey Car Park ("MSCP") occupy the southern edge of the Civic Centre. Commercial brutalist architecture, particularly in the east, still occupies much of the area.

3.5 There are a number of vacant and under-utilised units which lack a degree of physical access and visible permeability. The Development Framework states there to be "*an urgent need to remove barriers, fences, gates and enclosed service yards which blight the perimeter of the site and impede easy access*". The Framework also states that the "*character of the buildings and the public realm is dated*" and requires a refreshing regeneration with green public realm improvements (see **Figures 4** and **5**). This emphasises the need and opportunity to redevelop the Wythenshawe Town Centre to drive opportunities to change perceptions, creating a destination space.

Figure 4: View from Etrop Way. Source: Design and Access Statement prepared by FCB Studios.

Figure 4: View towards the car park from the Birtles. Source: Wythenshawe Civic Centre Development Framework (2023)

MCC Acquisition of Wythenshawe District Centre and Surrounding Land

3.6 For many years, MCC has prioritised consolidating its wider land interest and taking back control of the existing Shopping Centre. Following a period of negotiation and due diligence the Council completed the acquisition in 2022, unlocking the opportunity for a joined up approach to the regeneration of the town centre.

3.7 In November 2024, the surrender and acquisition of leasehold interests at Wythenshawe District Centre (including Brotherton House) was granted by MCC's Strategic Director (Growth and Development). The reason being that the acquisition was *of "strategic importance to the wider regeneration of the Wythenshawe District Centre"* as noted in the Decision Notice issued 13 November 2024 (Key Decision Reference: 2024/09/12A). Thus, confirming the longstanding priority for regeneration.

Masterplanning

3.8 MCC has successfully utilised Strategic Regeneration Frameworks (SRFs) aligned with the adopted Development Plan, across the City for a number of years to drive regeneration and ensure quality of design and delivery. Whilst these documents do not constitute Development Plan policy, they are material considerations in the determination of planning applications.

3.9 As it stands there are two regeneration Frameworks which cover the Wythenshawe Town Centre.

1. Wythenshawe Strategic Regeneration Framework (SRF) (2004); and
2. Wythenshawe Civic Centre Development Framework (DF) (2023).

Wythenshawe SRF (2004)

3.10 This SRF began by setting out the visions and objectives for Wythenshawe at a strategic level. The SRF includes 12 objectives, which cover economic, social and physical matters:

- Making Wythenshawe the location of choice for existing and new residents - creating more opportunities for people to buy or rent the type of home they want, and more housing investment in the area;
- Creating safe and high quality neighbourhoods - providing a safe and secure environment, through good design and layout of neighbourhoods, and effective coordinated action by police, neighbourhood wardens, and partner agencies to tackle crime and reduce the fear of crime;
- Making the most of Manchester Airport's expansion - linking Wythenshawe residents with new job opportunities and bringing new investment for businesses
- Making Wythenshawe the location of choice for investors and employers - providing attractive business sites and premises to meet the needs of new and existing employers, particularly those linked to Manchester Airport;

- Enabling Wythenshawe residents to access a wider spectrum of job opportunities - providing training and employment support to meet the needs of the labour market, linking Wythenshawe residents to job opportunities, and upskilling existing employees to move into better jobs;

- Raising Wythenshawe's educational attainment - emphasising the importance of education and training, and promoting a positive learning culture;

- Improving the health of Wythenshawe residents - providing easier access to health services, and encouraging more people to take up healthy lifestyles, improving their fitness and wellbeing;

- Improving transport links in and around Wythenshawe - developing an integrated transport strategy to improve access to jobs, the city centre, the airport, the hospital, the business parks, and the Civic Centre;

- Improving shopping facilities for Wythenshawe residents - expanding the range and quality of shops in the Civic Centre, ensuring that expenditure remains in the area, and improving the quality of neighbourhood centres;

- Making Wythenshawe a more attractive place to live and work - managing and improving Wythenshawe's natural assets, its parks and open spaces, leafy streets and mature landscape;

- Promoting and supporting cultural facilities and opportunities in Wythenshawe - developing the creative talents of residents and exploiting the cultural potential of the Forum, Wythenshawe Park, schools and community venues; and

- Creating a vibrant positive image and identity for Wythenshawe - instilling a strong sense of pride among residents old and new.

3.11 Following the publication of the SRF, a number of masterplans have subsequently been produced with the aim of securing the regeneration of the Wythenshawe Town Centre. Despite this, there has been limited private investment in Wythenshawe that did not progress into a clear framework to drive transformational change.

Wythenshawe Civic Centre DF (2023)

3.12 The DF was adopted by the Executive on 18 January 2023. Informed by extensive public consultation, the DF sets new objectives and development principles that are now a material consideration in the determination of planning applications within the Civic Centre. For clarity, the Civic Centre comprises the area of land bounded by Rowlandsway, Simonsway and Poundswick Lane (see **Figure 6** below). This area includes the pedestrianised Civic Shopping Centre, the Forum leisure complex, Etrop Court, areas of car parking, the existing transport interchange and a number of other free standing fast food and retail outlets. Also included within the DF area is the existing office accommodation to the east of Rowlandsway and along Wavell Road as well as the former Gala Bingo site and the cleared former Shell site.

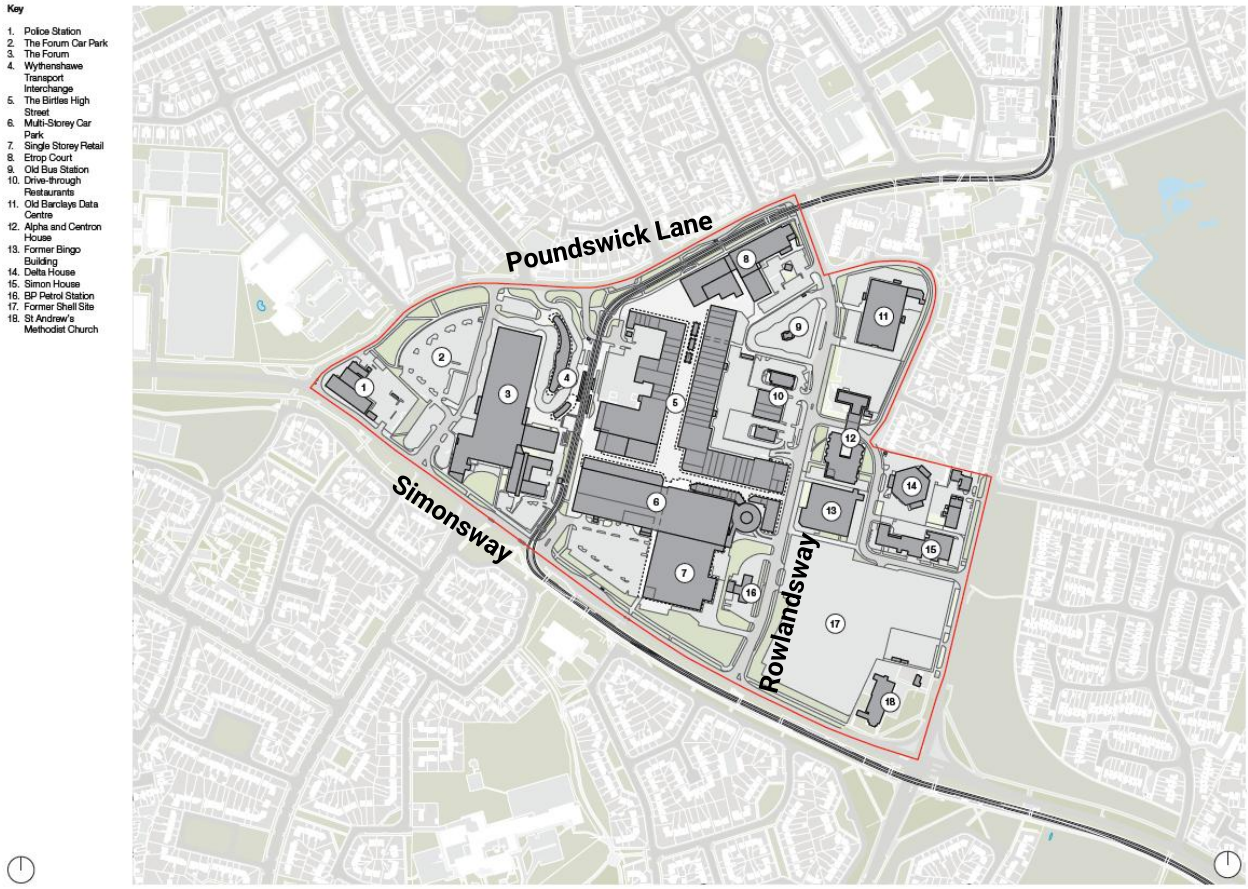


Figure 5: DF Site Area. Source: Wythenshawe Civic Centre Development Framework (2023) (adapted by Author).

3.13 The DF also includes design principles, proposed uses and potential delivery and management arrangements. It was also drafted with the intention to be flexible enough to adapt to the changing economic, social and market conditions. The DF features a longer term vision alongside 'quick wins' that are designed to kickstart the Civic Centre's regeneration by utilising the short term opportunities that are immediately available. The document sets out a series of visions for the Civic Centre including:

- **Community and Access** – providing a 'walkable' neighbourhood with access to essential amenities, green space, cultural activities, and workplace within a 15-minute walk or cycle ride.

- **Active Travel** – improving cycling infrastructure and the addition of a mobility hub.

- **Diverse and Varied Civic Centre** –

    - Improving public realm with a Green Corridor along Rowlandsway, a public square at the heart of the Civic Centre, improved permeability, and new active play.

    - Diversifying the housing offer with distinct neighbourhoods of mixed use.

    - Facilitating a mix of activities and events to help create a destination space.

    - Supporting economic growth and employment through the inclusion of new office and creative studios.

- **Changing Perceptions** –

    - Improving the urban and public realm character with a safe and accessible pedestrianised environment.

    - Reinforcing the 'Garden Suburb' heritage with the addition of green infrastructure.

    - Increasing footfall and extending dwell time by diversifying the high street with the addition of food and beverage offerings.

    - Creating a sustainable destination with the reuse, repurposing and revitalisation of existing assets and buildings including the multistorey car park and vacant upper floors of retail buildings.

3.14 The DF identified key locations for development. As shown in **Figure 7** below, with the Site edged in red, the DF highlights the commercial and employment (shaded in blue) and residential (shaded in green) opportunities. Vacant office space, particularly above the shops along The Birtles, is earmarked to create modernised, managed office space and studios for creative industries. New residential opportunities were generally directed outside of the main shopping street on empty brownfield sites.

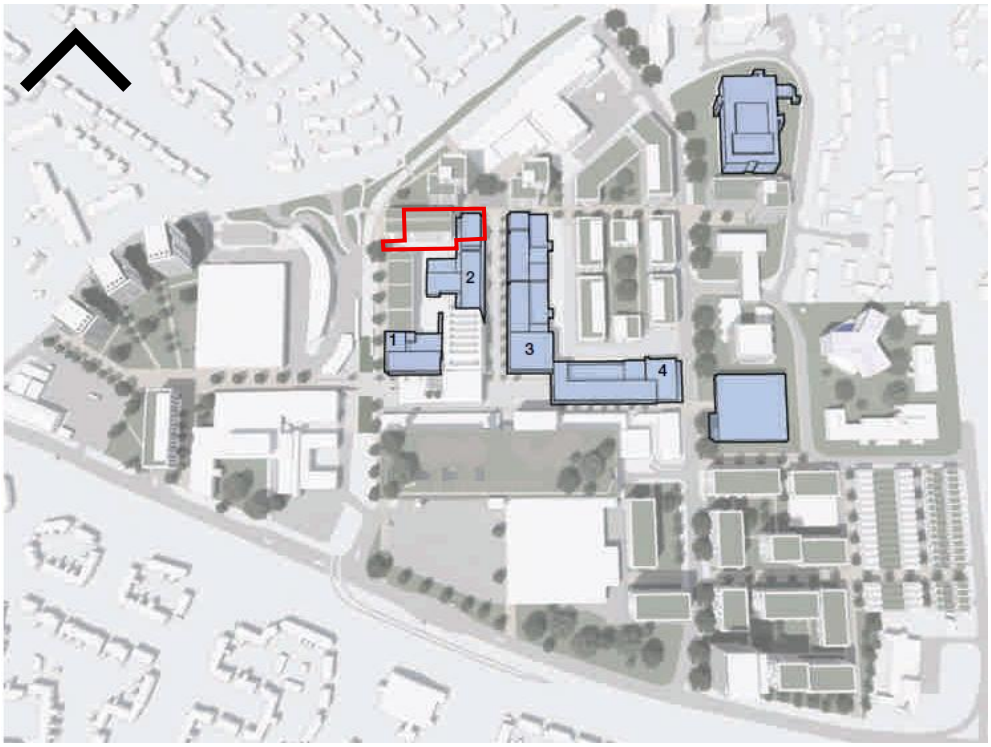
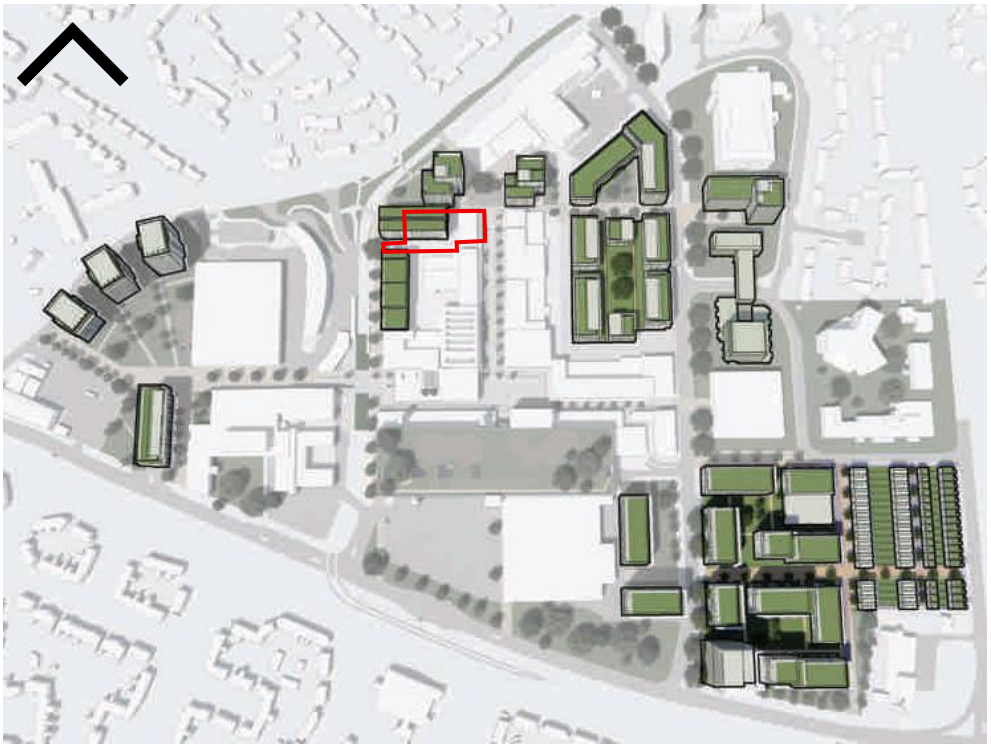


Figure 6: Commercial and Employment (shaded blue) and New Residential Opportunities (shaded green) Source: Wythenshawe Development Framework (2023) (adapted by Author)



3.15 The Site (edged in red on **Figure 7**) straddles part of the existing retail units on The Birtles (at its eastern edge) and covers part of the proposed residential development named 'The Birtles' (to the west). 'The Birtles' residential area was identified as being capable of bringing forward approximately 167 new residential units.

Illustrative Masterplan for Wythenshawe

3.16 An Illustrative Masterplan for Wythenshawe has been prepared by FCBS which covers an area of approximately 22.4ha. The vision of the Masterplan is to transform Wythenshawe Civic into a vibrant, sustainable and characterful neighbourhood by delivering:

- Around 2,000 new homes across a mix of tenures to meet the needs of a diverse community.
- A variety of housing types, with each site designed to reflect its own identity while contributing to a cohesive sense of place.
- High-quality, energy-efficient homes that promote health and wellbeing.
- A mix of commercial and community spaces to create a lively and inclusive town centre.
- A welcoming public realm prioritising pedestrians and cyclists, providing spaces to meet, play, and relax.
- An ecologically rich landscape that enhances biodiversity and brings nature into the heart of the community.
- A strong commitment to sustainability, delivering highly energy-efficient homes, and net zero carbon.

3.17 The Illustrative masterplan is shown in **Figure 8** below, showing the Site (referenced as Plot C.2) where residential development is proposed.

Wythenshawe Town Centre: Planning Applications Submitted to Date

3.18 The Town Centre has been subject to the following planning applications to date (shown on **Figure 9**):

- Prior Approval (LPA Ref: 141628/DEM/2024) application for the demolition of Alpha House was granted on 24th December 2024.

This prior approval facilitates the delivery of plot 2.1 as highlighted in the Illustrative Masterplan (see **Figure 8**) for residential development.

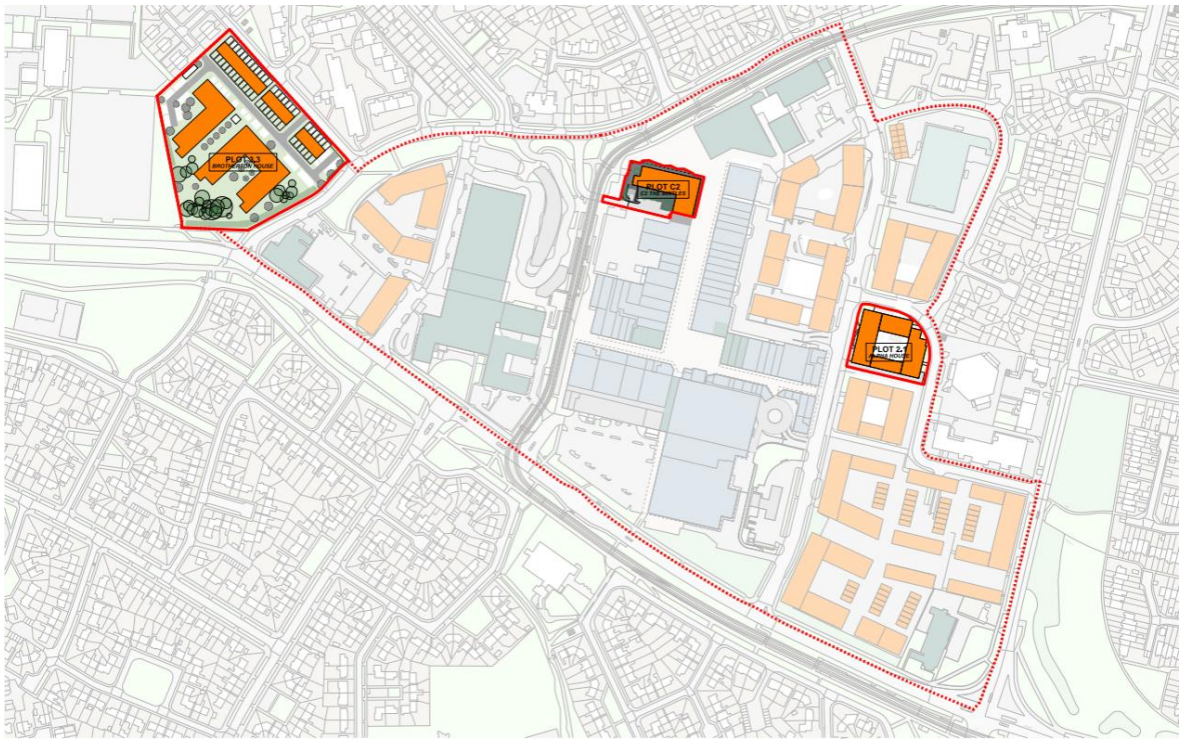


Figure 7: Illustrative Masterplan prepared by FCBS

- Prior Approval (LPA Ref: 142088/DEM/2025) for the demolition of the former Peacocks Store was granted on 6th February 2025. This prior approval facilitates the creation of the new public square proposed to be located in its place. The improvements to the public realm were discussed with MCC Officers in October 2024 and it was confirmed that the works could be undertaken utilising permitted development rights and can be progressed via S278 works.

- Full planning permission (LPA Ref: 142287/VO/2025) for the change of use of the Former Co-operative Department Store for a new Community Hub including external alterations and associated works was granted by MCC on 13th June 2025.

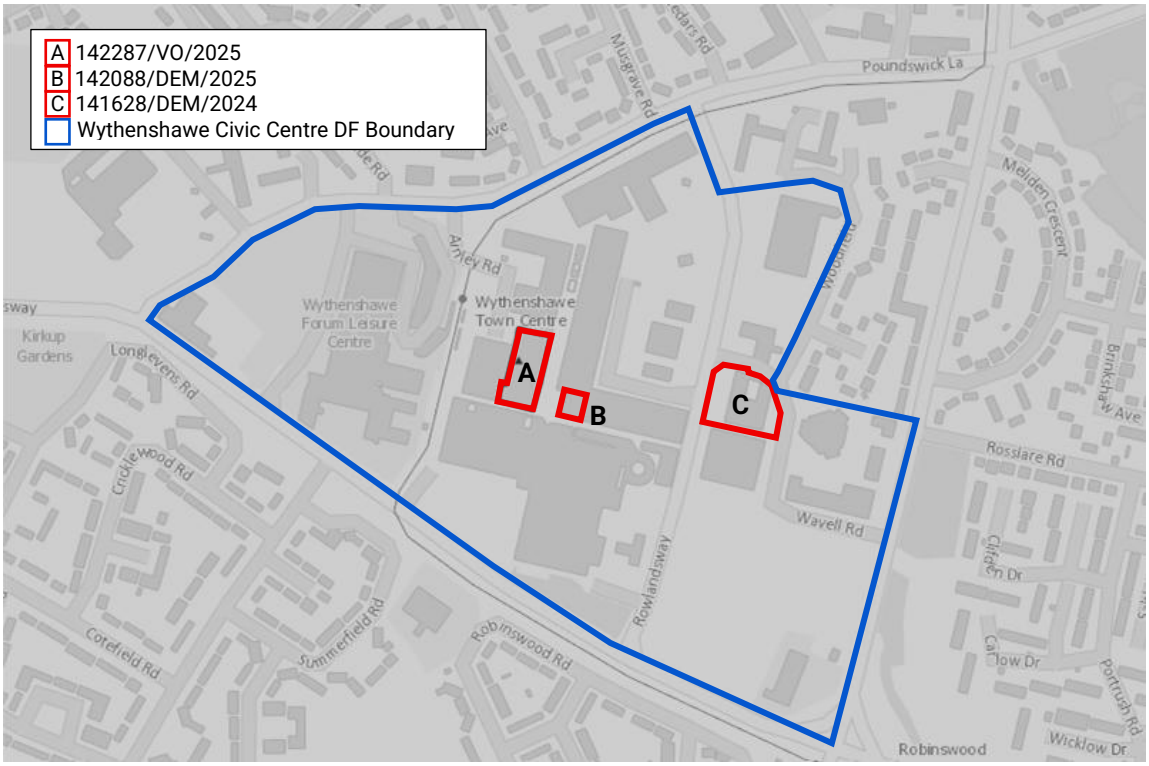


Figure 8: Recent Planning Permissions in the Wythenshawe Development Framework Area. Source: (adapted by Author: https://pa.manchester.gov.uk/online-applications/spatialDisplay.do?action=display&searchType=Application

Summary

3.19 Muse has been appointed as Development and Investment Partner to MCC to deliver holistic regeneration of Wythenshawe Town Centre. This Chapter summarises the strategic regeneration context for Wythenshawe.

3.20 As it stands, there are two regeneration Frameworks which cover the Wythenshawe Town Centre: the SRF and DF. These documents are supportive of residential development at C2 The Birtles.

3.21 This Chapter then goes to outline the planning permissions that have been secured to date which have kickstarted the regeneration works.

3.22 The proposals set out within this SPS have been guided by, and draw influence from, the strategic regeneration context covered in this Chapter and are being developed in line with the Illustrative Masterplan.

4 SITE CONTEXT

4.1 This Chapter outlines the Site's location, characteristics, accessibility credential and planning history. It also provides a description of the Site's current status and physical attributes.

The Site

4.2 The Site measures approximately 0.3ha and comprises of Birtles House which is a part two, part three storey L-shaped building with office space and storage uses on top of a retail ground floor. There are currently three known tenants of the retail units – Civic Plaice Chippy, Foodbank, and Eden Mobility. It is located to the top of The Birtles, next to the former Market Square at Etrop Way.

4.3 The existing building is reflective of the 1960s architectural design that is seen across the Civic Shopping Centre comprising glazed windows, opaque elements and brickwork. The building is dilapidated and would require significant investment for it to be fully utilised.

4.4 To the rear of the existing building is a service yard with turning area and some surface car parking. There is a single-storey substation located to the south west corner of the Site.

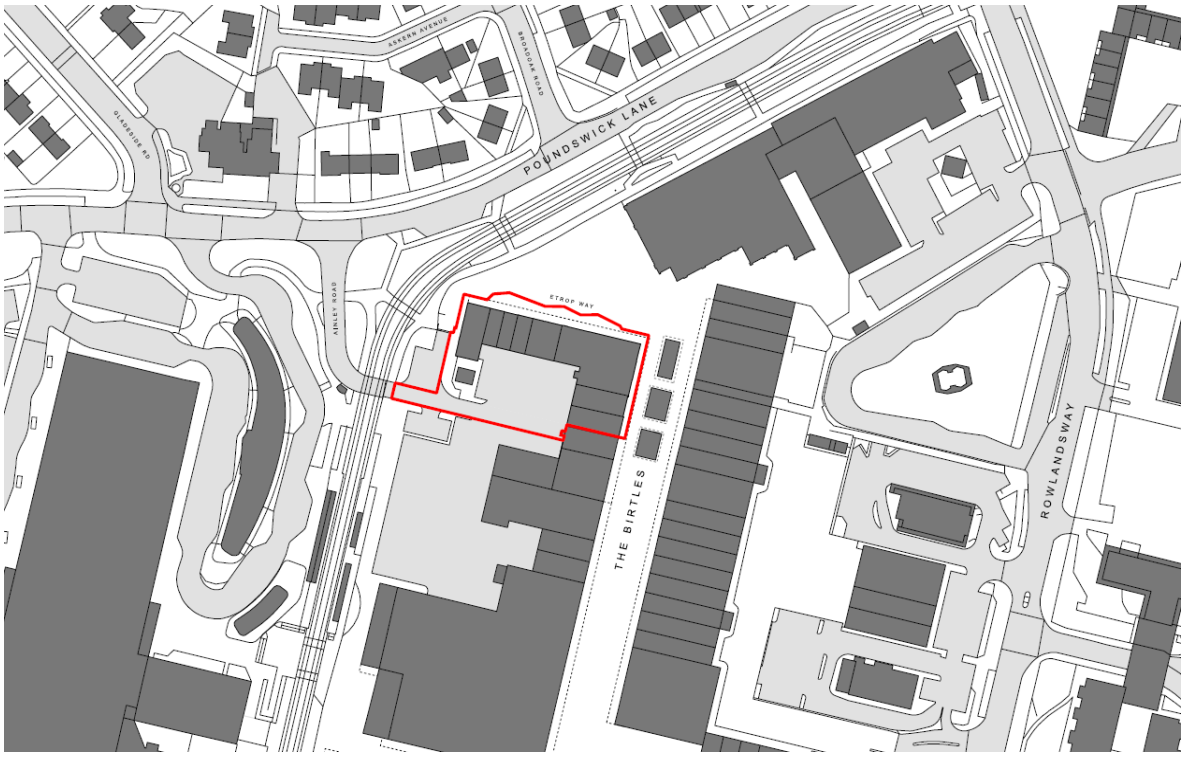


Figure 9: Existing Site Plan prepared by FCBS

Existing Access

4.5 The vehicular access into the site is currently off Ainley Road to the west across the existing Metrolink track into the service area. The Site can also be accessed by foot from Ainley Road, where a pedestrian crossing point over the Metrolink track enters the Site from the west, and along The Birtles if accessing via the existing shopping area to the east. The rear of the Site comprises a service yard and car parking for up to 10no. vehicles. The sub-station in the south west corner of the Site is also accessible from this service yard.

Site Designations

4.6 The following designations cover the Site:

- **Heritage** - There are no heritage assets within the Site boundary. The nearest heritage asset is within 400m to the south of the Site – William Temple Memorial Church, a Grade II Listed Building (ref: 1376597) – however, the building is not visible from the Site itself.

- **Flooding** - The Site is located within Flood Zone 1 (low probability of flooding). According to the Environment Agency's Surface Water Map however, the Site is subject to areas of low, medium, and high likelihood of surface water flood risk.

- **Public Rights of Way -** There are no Public Rights of Way ("PRoW") crossing the Site.

- **Ecology and Biodiversity -** The Site does not contain any ecological designations, including Sites of Special Scientific Interest ("SSSI") or Special Protection Areas ("SPA"). The site is not located in an Area of Outstanding Natural Beauty ("AONB"), or any other area designated for its landscape value.

- **Trees -** There are no Tree Preservation Orders ("TPOs") on Site.

- **Air Quality –** The Site is not located within an Air Quality Management Area ("AQMA").

Surrounding Area

4.7 The Site is situated within Wythenshawe Town Centre and is characterised by predominantly office and retail uses. To the north of the Site is a hard surfaced open Market Area along Etrop Way which is then bound by a footpath, Metrolink track, then Poundswick Lane. To the west of the Site is a controlled vehicle access route and beyond that the Metrolink track and Ainley Road. To the south is a servicing area, and existing retail units; and to the east The Birtles and further existing retail units within the core retail area.

Accessibility

4.8 The Site is in a sustainable and accessible location within Wythenshawe Town Centre. It is accessible via walking, cycling and public transport especially through multi-modal trips as set out below.

Pedestrian

4.9 The Site is situated within the main retail and office area of the Wythenshawe Town Centre where The Birtles and Hale Top are pedestrianised allowing good accessibility to the Site by foot. The Transport Assessment confirms that pedestrian infrastructure linking the Site to the amenities shown in **Figure 12** are of generally excellent quality – well lit, wide footways with a number of controlled crossing points.

Cycle

4.10 The 5.5km average cycle catchment encompasses Wythenshawe, Gatley and Heald Green including key transport links. The catchment also extends as far as Northern Moor to the north, Cheadle to the east, Woodhouse Park to the south, and Hale to the west. The 8km catchment extends further to Didsbury, Gillbent, Manchester Airport, Altrincham, and Brooklands.

4.11 In respect of cycle infrastructure, cycle route 85 provides dedicated cycle lanes to the South along Simonsway (East to West) and Greenwood Road (North to South). There are also traffic free cycle routes on large sections of Poundswick Lane.

Public Transport

The Site has a Greater Manchester Accessibility Level ("GMAL") of 6 representing a high level of accessibility. This score combines walk access time, service availability, and average waiting times. The public transport N=network in the vicinity of the Site is visualised in **Figure 11**.

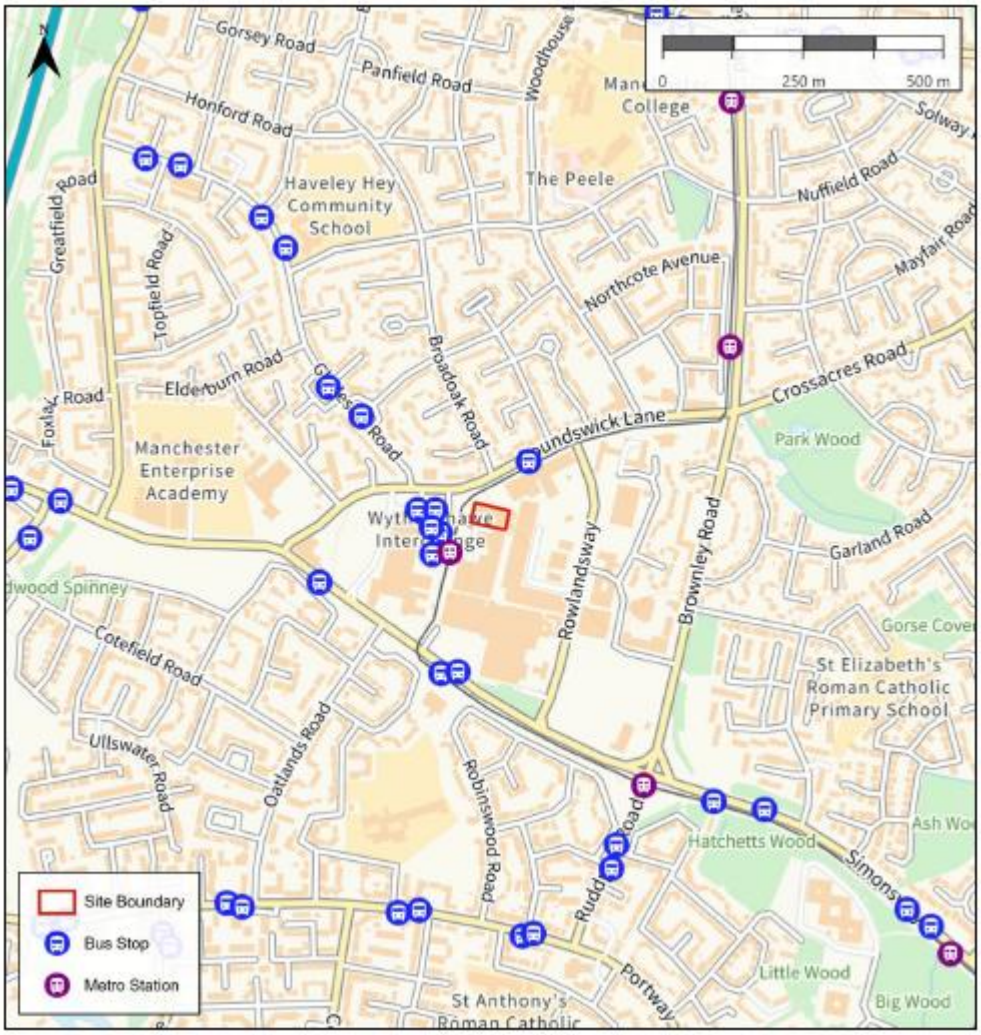


Figure 10: Public Transport Network within vicinity of the Site (Source: Transport Assessment, Curtins, 2025)

Metrolink

4.12 The Site is highly accessible by public transport with Wythenshawe Town Centre Metrolink stop within an approximately 150m walk to the west of the Site. Wythenshawe Town Centre Metrolink sits on the Navy Line with regular direct services to Manchester Airport and Manchester Victoria via Market Street. The navy line runs every:

- 12 minutes between 6:00 and 00:00 Monday to Saturday;
- 24 minutes between 00:00 and 01:00 Friday to Saturday; and
- 15 minutes between 07:00 and 00:00 on Sundays.

4.13 Further connections to the wider Metrolink service can be made at St Werburgh's Road, Piccadilly, St Peter's Square, and Cornbrook which facilitates travel to East Didsbury, Rochdale, and the Trafford Centre.

Bus Service

4.14 Wythenshawe Interchange is located within an approximately 150m walk to the west of the Site. The Interchange provides regular bus services to:

- Altrincham (Services 11 and 249)
- Manchester Airport (Services 43, 103, and 248)
- Stockport (Services 11 and 368)
- Macclesfield (Service 130)
- Piccadilly Gardens (Services 43, 101 and 103), and
- Eccles (Service 248).

Services and Facilities

4.15 **Figure 12** overleaf identifies the existing accessible services and amenities within 500m walk of the Site – a distance considered 'Desirable' by the Chartered Institution for Highways and Transportation ("CIHT") in relation to trips associated with the proposed development. The following amenities are connected by the pedestrianised zone of the Civic Centre:

- Wythenshawe Interchange within 70m;
- Peel Hall Medical Centre within 240m;
- Multi-storey Car Park within 270m;
- Asda Wythenshawe Superstore (including a Pharmacy and Post Office) within 300m; and
- Wythenshawe Town Centre (containing retail offers – JD Sports, Superdrug, Holland and Barrett, Sue Ryder, Poundland, and others) within 200m.

4.16 Wythenshawe Hospital is within 2.5km to the north west and is accessible by public transport in under 30 minutes. Manchester Airport is within 2.5km to the south and is accessible within 15 minutes by the Metrolink service or approximately 20 minutes by bus.

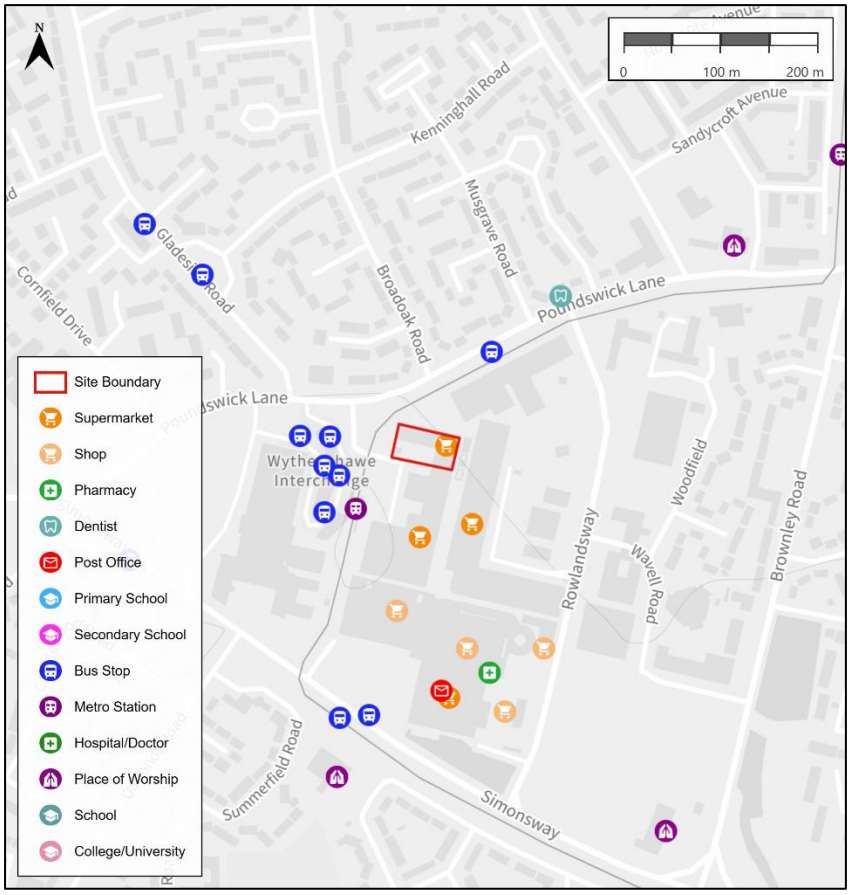


Figure 11: Existing Accessible Amenities (Source: Curtins Transport Assessment, 2025)

Summary

4.17 This Chapter sets out the Site's physical context with the current built form comprising part two, part three storey building with office space/ storage over ground floor retail and substation in the south west corner. The Site is in a sustainable and accessible location being within the Wythenshawe Town Centre and at the heart of the Civic Centre. There are multiple public transport options available within close proximity to the Site. The Site is therefore in an appropriate location for residential development.

5 PROPOSED DEVELOPMENT

5.1 This Chapter describes the proposed development for which full planning permission is sought. The proposed development is described in full within the DAS prepared by FCBS and presented on the accompanying application drawings.

Masterplan Wide Strategies

5.2 As set out earlier in this SPS, this application forms the first phase of residential planning applications being progressed as part of the wider regeneration plans for Wythenshawe Town Centre (alongside Brotherton House and Alpha House).

5.3 In order to ensure that a comprehensive approach to development is secured for each of these residential plots, Masterplan Wide Strategies have been developed and applied to applications being progressed. The following strategies have been prepared and submitted as part of this planning application:

- Illustrative Masterplan;
- Car Parking Strategy; and
- Biodiversity Net Gain Strategy.

5.4 The proposed development has been developed in accordance with these Masterplan Wide Strategies.

Description of Development

5.5 The proposed description of development is as follows:

> *"Erection of 81 no. residential apartments (Use Class C3a) with retail uses at ground floor (Use Class E), associated landscaping, servicing, car and cycle parking and other associated works following demolition of the existing buildings."*

Demolition

5.6 The existing building is proposed to be demolished. A Framework Construction Management Plan and Demolition Plan accompanies this planning application. The gross external area to be demolished is 2,986m².

5.7 The substation to the south west corner of the Site is proposed to be retained.

Use and Amount

5.8 In summary, the proposed development is for a residential led mixed use scheme which comprises:

- Retail use (Use Class E) for the eastern section of the ground floor (along The Birtles frontage);
- Residential use (Use Class C3) for the northern section of the ground floor (along the Etrop Way frontage) and the upper floors of the new building; and
- Servicing rooms and cycle storage in the central spine, and residential building entrances for the floors above.

5.9 The ground floor retail uses are split into three unit (A, B, C) set out below.

Table 2: Retail Ground Floor Schedule of Accommodation

Ground Floor Unit	Net Internal Area (sqm)
Retail A	92
Retail B	88
Retail C	88

5.10 Across ground to fifth floor, 81 no. residential apartments (Use Class C3a) are proposed. These will all be affordable units and management by WCHG.

Table 3: Residential Schedule of Accommodation

Apartment Type	Net Internal Area Per Apartment (sqm)	Amount	Percentage of Overall Mix	NDSS Compliance
1no. Bed (2 person)	51	26	32%	100%
2no. Bed (3 person)	62	55	68%	100%
Total	**4,815**	**81**	**100%**	**100%**

Layout

Ground Floor

5.11 The ground floor comprises the retail units, accessible to the east from The Birtles and to the west from Ainsley Road. Residential access is provided from the north east corner at The Birtles, and to the rear of the proposed development.

First to Fifth Floor

5.12 The typical layout is proposed with 15 apartments per floor providing a mixture of 1 and 2 bedroom apartments. The typical 1 bed apartment is single aspect with an open plan kitchen, living, and dining area with a separate utility space and toilet and double bedroom. The typical 2 bed apartment is also single aspect with an open plan kitchen, living, and dining area with two double bedrooms sitting either side of the living space, again with a separate utility space and toilet.

Appearance and Scale

5.13 The proposed development would be 6 storeys in height with an AOD of 19.95m.

5.14 The elevations utilise stretcher bond brickwork which has been inspired by the Wythenshawe colour palette. The elevation is ordered by ground and upper approach with each expressed as having an approach to use of colour, pattern and texture whilst being defined by the elevational grid.

5.15 Opening bays are articulated through the use of panels and windows as Juliette balconies to living spaces; and a silled window with a 'tin-town' inspired folded panel to bedrooms. Each window has a micro-louvred panel above to accommodate internal services.

5.16 Frames and louvres are proposed to be plum / red in colour.

5.17 The ground floor has a shift in opening scale (along the Birtles frontage) where the active frontages (retail / workspace) are located. The door and window frames, louvres and sill panels adopt the vibrant green accent colour. The 'tin-town' inspired folded panels to sill panels is brought into the ground floor expression.

5.18 The DAS details the proposed building materials at page 69. It highlights an architecturally distinctive corner entrance set back and finished with a green PPC Aluminium Panel with signage and window feature to increase surveillance. The set back provides a sheltered space from weather elements.

Landscaping

5.19 The landscape area takes advantage of the south-facing aspect of the space and provides and attractive, secure and well-lit pedestrian route to the buildings secondary entrance. Access to the building from the Site's 5no. accessible parking bays is also provided here.

5.20 A landscape buffer wraps around the space providing separation for residents from the adjacent Metrolink (west), existing service yard (south), and open market space (north). The existing emergency vehicle / service route is maintained, providing controlled access into the northern portion of Wythenshawe Civic.

5.21 The landscaping proposals have been designed to allow residents to relax in a private courtyard garden but also retain the practical elements such as accessible parking, substation access and bin store access.

5.22 The landscaped courtyard will have lush planting with integrated seating and the external elements such as the accessible car parking and the substation will be softened with new planting and trees. The proposed furniture has been selected being mindful of the wider public realm works within the Civic Centre and comprises the following:

- Litter bins within the courtyard;
- Informal timber seating cubes to be located by the private entrances;
- Timber benches with arm and back rests; and
- Boulders to create a naturalistic style of landscape and variation among the proposed planting.

5.23 A mixture of tarmac, self-binding gravel, block paving and reinforced grass paving is proposed across the various landscape zones.

5.24 The landscaping proposals have been designed mindful of the emerging public realm context. This includes the proposed Birtles Play Garden which includes play spaces and spill-out social areas adjacent along Etrop Way. The delivery of the public realm works falls outside of this planning application's red line boundary and therefore not included as part of this application.

Access and Servicing

Access

5.25 Vehicular access is maintained from the west at Ainley Road, with the controlled vehicular access on the Site's western edge also to be retained. The service yard to the south will

remain accessible and in use for the proposed development. The existing retail users adjacent to the Site would also still have access to the service yard and the proposed development would not impede on the existing servicing arrangement.

5.26 Pedestrian access is available primarily from The Birtles – with access to the residential units and the workplace/retail elements. The ground floor uses can also be accessed from the north. Further residential access is provided from the south.

Servicing and Waste Management

5.27 A secure refuse store for the residential apartments is proposed to be located to the rear of the apartments located on the ground floor along the Etrop Way frontage. Refuse collection vehicles access the site from Poundswick Lane via Ainley Road and their associated movements have been tracked through the landscape masterplan to ensure movements are appropriate.

5.28 In respect of specific provision, the proposed development provides:

- 4 x general refuse x 1100 litre;
- 2 x pulpable recycling x 1100 litre;
- 2 x mixed recycling x 1100 litres; and
- 2 x food waste x 240 litres.

5.29 The internal bin store to the apartment block accommodates containers for waste and recycling, located within one room for ease of access. Waste and recycling are clearly separated by colour coded containers. The internal bin stores are lobbied and ventilated. External double doors are provided to facilitate collection.

5.30 The retail spaces make use of the wider Wythenshawe Town Centre and utilise a common store and collection strategy already in place. They will have direct rear-door access from each unit to deposit waste at the common store.

5.31 A post room is accessible from the primary residential access point. The central spine is allocated for servicing uses (including separate refuse areas for retail and residential elements, water tank, sprinkler and cycle storage).

Security

5.32 An initial consultation meeting was conducted with Greater Manchester Police on October 2nd, 2025, during the concept design stage. The purpose of this engagement was to

provide a scheme overview and identify specific areas requiring detailed review as the site layouts progressed. The key features have been included to reduce crime and fear of crime:

- **Building entrances** - The primary entrance to the apartment block is designed with a chamfered recess, which serves multiple functional and design purposes. This architectural feature effectively articulates the main point of access while simultaneously mitigating sharp corners at the building line. The design thus improves pedestrian sightlines on approach to the entrance, all while maintaining a covered, recessed area that satisfies statutory accessibility requirements. Lighting and CCTV will be provided in this area. The initial design proposed extensive glazing; however, following consultation with GMP the glazing area has been reduced to achieve an appropriate balance between principles of natural surveillance and security considerations.

- **Apartment entrances** - In order to access individual apartments, at least two lines of security will be encountered – the secure building entrance and the individual apartment entrances, which will be provided with secure lockable doors.

- **Doors and windows** - Specification of doors and windows will ensure security and safety of residents through compliance with an agreed standard which is determined in the Crime Impact Strategy.

- **Cycle stores** - A secure, internal cycle store is provided within the building. This is accessed via the rear of the site. To obtain access to the store, users have to pass through two lines of security – the secure gate to the rear landscaped area of the site, and the secure door to the cycle store itself. An internal entrance from the cycle store is not provided. This will help to prevent intruders from gaining access to the main building by tailgating. A window or vision panel will be provided to improve surveillance and ensure safety of users of the scooter store. CCTV strategies are yet to be developed, but it is assumed that this area would be covered by the strategy and the area monitored by site staff.

- **Landscaping** - Buffer planting to apartment building to provide a defensible space.

Parking

5.33 Given the Site's sustainable location within the Wythenshawe Town Centre, the proposed development is proposed to be car-free with the exception of 5no. accessible parking bays. It is envisaged that future residents can utilise the parking available within the

existing MSCP located to the south of the Civic Centre which has spare car parking capacity as noted in the Car Parking Strategy Note prepared by Curtins.

5.34 In respect of cycle parking, a secure and covered cycle store which allows for the safe storage of circa 72no bikes (equating 89% provision) is proposed next to the refuse store.

Residential Management

5.35 An Operational Statement has been prepared by WCHG and enclosed within **Appendix 2** which sets out the relevant details in relation to proposed residential management.

Summary

5.36 This Chapter summarises the key elements of the proposed development for which full planning permission is sought. The proposed development is for a 100% affordable housing scheme with commercial and retail uses located at ground floor level to retain an active frontage along the Birtles frontage.

6 PLANNING POLICY CONTEXT

6.1 This Chapter of the SPS sets out the key planning policies at the national and local level, together with other material considerations, which are relevant to the determination of this planning application.

The Development Plan

6.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise.

6.3 The relevant adopted Development Plan documents for the Site comprises:

- **Places for Everyone Joint Development Plan** (adopted March 2024) (PfE);
- **Manchester Core Strategy** (adopted July 2012) (addendum added March 2024 following PfE adoption);
- **'Saved' Policies of the City of Manchester Unitary Development Policies** (adopted July 1995) ('Saved' UDP);
- **Greater Manchester Joint Waste Development Plan Document** (adopted April 2012); and
- **Greater Manchester Joint Minerals Plans** (adopted April 2013).

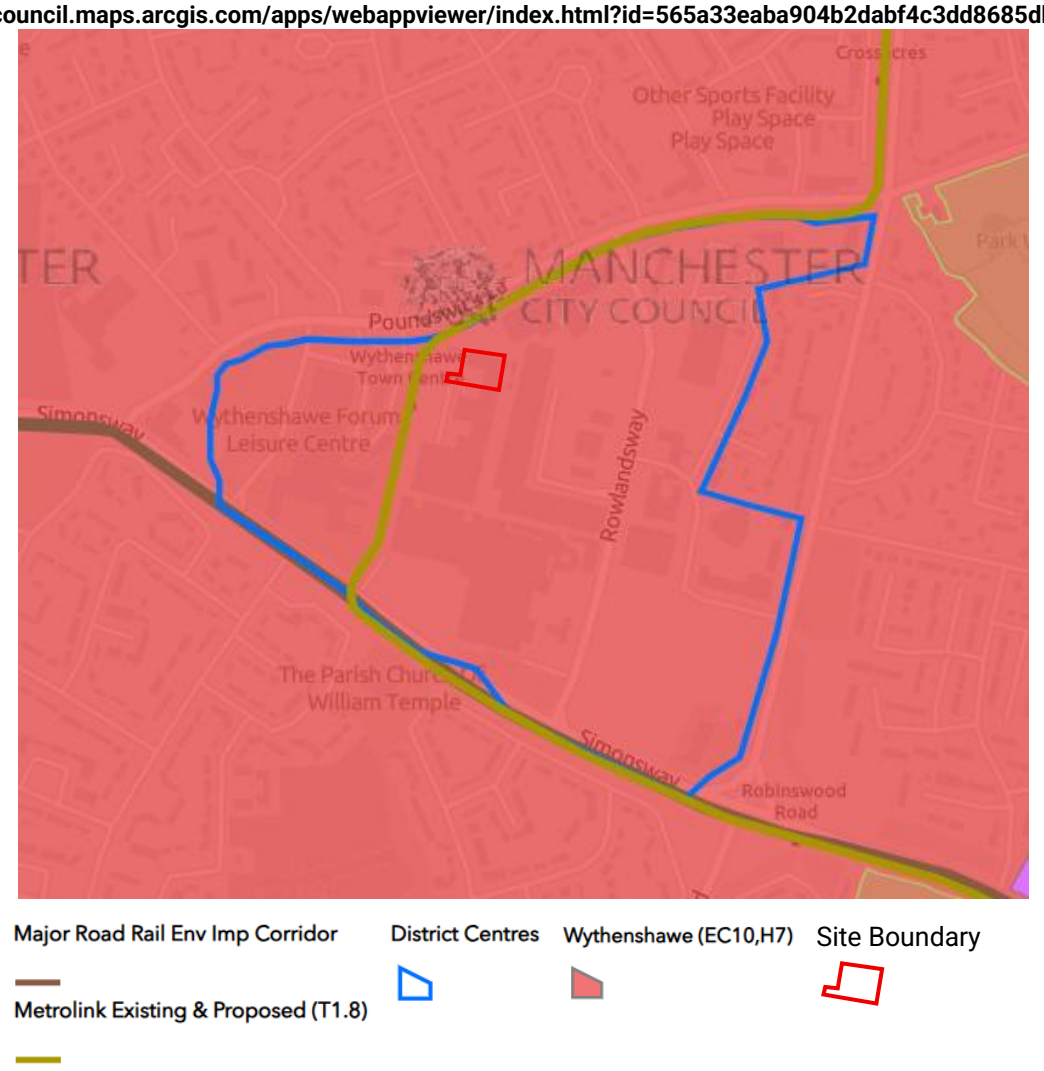
6.4 There are no saved policies within the Greater Manchester Joint Waste Plan or Greater Manchester Joint Minerals Plan of relevance to the determination of the applications. As such, no further consideration has been given to these documents within this SPS.

Site Designations

6.5 The Site is designated by MCC's Local Plan & UDP Policies Map to be within the following areas:

- Aerodrome Safeguarding Policy DM 2;
- Wythenshawe District Centres - Baguley (West Wythenshawe), Northenden and Wythenshawe Town Centre (Core Strategy Policy C 7); and
- Wythenshawe (Core Strategy Policy EC 10 and Policy H7).

Figure 12: Extract from Manchester City Council Planning Policy Map. Source: https://mcr-council.maps.arcgis.com/apps/webappviewer/index.html?id=565a33eaba904b2dabf4c3dd8685db80



Places for Everyone Joint Development Plan

6.6 The Places for Everyone ("PfE") Joint Development Plan Document has been produced by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan – minus Stockport who withdrew) to facilitate jobs, new homes, and sustainable growth across Greater Manchester. It has been published by the Greater Manchester Combined Authority ('GMCA') on behalf of the nine districts. The PfE Development Plan Document became part of the Statutory Development Plan for each of the nine PfE authorities, including MCC, on 21st March 2024.

6.7 The following PfE policies are listed in full in **Appendix 2**.

- Policy JP-H1: Scale, Distribution and Phasing of New Housing Development;
- Policy JP-H2: Affordability of New Housing;
- Policy JP-H3: Type, Size and Design of New Housing;

- Policy JP-H4: Density of New Housing;
- Policy JP-S2: Carbon and Energy;
- Policy JP-S3: Heat and Energy Networks;
- Policy JP-Strat 9: Southern Areas;
- Policy JP-S1: Sustainable Development;
- Policy JP-S4: Flood Risk and the Water Environment;
- Policy JP-S5: Clean Air;
- Policy JP-S6: Resource Efficiency;
- 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-C2: Digital Connectivity;
- Policy JP-C5: Streets for All;
- Policy JP-C6: Walking and Cycling; and
- Policy JP-C8: Transport Requirements of New Development.

Manchester Core Strategy (2012)

6.8 The Core Strategy 2012 - 2027 was adopted by MCC on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long-term strategic planning policies for Manchester's future development. It was updated in March 2024 following the adoption of PfE. The 'Addendum to Manchester Core Strategy 2024' outlines the policies that have been superseded.

6.9 The following policies are relevant to the proposal and set out in full within **Appendix 3**.

- Policy EC10 Wythenshawe;
- Policy C7 Wythenshawe District Centre – Baguley (West Wythenshawe), Northenden and Wythenshawe Town Centre;
- Policy H7 Wythenshawe;
- Policy H8 Affordable Housing;
- Policy DM1 Development Management;
- Policy DM 2 Aerodrome Safeguarding;
- Policy EC 2 Existing Employment Space;
- Policy EN 1: Design Principles and Strategic Character Areas;
- Policy H2: Strategic Housing Location;
- Policy C8: Local Centres;
- Policy PA 1: Developer Contributions;
- Policy EN 4: Reducing CO2 Emissions by Enabling Low and Zero Carbon Development;
- Policy EN 5: Strategic Areas for Low and Zero Carbon Decentralised Energy Infrastructure;
- Policy EN 8: Adaptation to Climate Change;
- Policy EN 9: Green Infrastructure;
- Policy EN 14: Flood Risk;
- Policy EN 15: Biodiversity and Geological Conservation;
- Policy EN 16: Air Quality; and
- Policy EN 17: Water Quality.

6.10 The above policies are described in detail in the Policy Schedule in **Appendix 3** of the Statement.

'Saved' Unitary Development Plan Policies

6.11 The Manchester Core Strategy replaced much of the Unitary Development Plan policies. However, there are some policies that remain extent. The following policies are relevant to this application:

- New Housing Development (DC7.1);
- Footpath Protection (DC22.1); and
- Development And Noise (DC26.1).

Emerging Planning Policy

6.12 MCC published its Local Development Scheme in March 2025. It sets out the preparation programme for the new development plan documents over the next three years. Consultation on the Regulation 18 draft began on the 31st July 2025 with the predicted Adoption of the Local Plan to fall on 31st July 2027.

6.13 The Plan contains Draft Policies for Wythenshawe (Policy SGL 10 and Policy C 6) outlining that the Wythenshawe District Centre is expected to undergo significant regeneration including the delivery of 2,000 homes in the adjacent area. This regeneration aims to provide a mix of uses including residential and complimentary ground floor uses in the primary shopping area.

6.14 The emerging Local Plan is afforded limited weight in planning decisions. However, it outlines the intended direction of travel in terms of local planning policy.

Other Material Considerations

6.15 There are a series of other planning policy guidance documents at local and national level that are relevant to the determination of this application which include:

- National Planning Policy Framework ('NPPF') (adopted December 2024);
- National Planning Practice Guidance ('NPPG') (adopted March 2014);
- Supplementary Planning and Guidance Documents;
- Frameworks and Strategies; and
- Evidence Base Documents.

National Planning Policy Framework

6.16 The NPPF was revised in December 2024. It sets out the Government's planning policies and guidance and how this is to be applied. The NPPF is a material consideration in the determination of planning applications. The key paragraphs relevant to this planning application are set out below:

- Paragraph 11 – Presumption in favour of sustainable development;
- Paragraph 61 – Boosting the supply of homes and ensuring that a sufficient amount and variety of land can come forward where needed;
- Paragraph 63 – Meeting the needs of a range of people in respect of size, type and tenure of housing;
- Paragraph 90 – Important role of residential development in ensuring the vitality of Town Centres;
- Paragraph 71 – Mixed tenure sites;
- Paragraph 110 – Development in sustainable locations;
- Paragraph 124 – Making effective use of the land;
- Paragraph 135 – Design consideration.

National Planning Practice Guidance

6.17 On 6th March 2014, the former Department for Communities and Local Government published the National Planning Practice Guidance ('PPG'). The PPG is regularly updated and provides further guidance on the interpretation of national planning policy within the Framework. It is, therefore, a material consideration in the determination of the application.

6.18 We set out the relevant guidance below:

- Effective Use of the Land (February 2025); and
- Housing Needs of Different Groups (May 2021).

Supplementary Planning and Guidance Documents

Guide to Development in Manchester SPD (April 2007)

6.19 This document is split into three sections with part one including the supplementary planning document, part two providing guidance, and part three implementation. Part one provides information regarding design, accessibility, environmental standards housing mix, and parking guidelines. Part two provides guidance on the City's character areas, including district centres where a mix of uses is promoted alongside a well-designed, active frontages and public realm features. It is noted that on-site car parking will not be an automatic requirement, and opportunities to deliver well-designed, secure parking for the whole centre will be explored. Part three asserts how the guide can be implemented.

Waste Storage and Collection Guidance for New Developments (September 2023)

6.20 This document sets out the standards for waste storage and collection, it largely mirrors the parameters set in the Manchester Residential Quality Guide. It adds that, 0.43m² of space should be provided per apartment with food waste accounting for 10 litres per apartment. Planning applications for all new developments, conversions and changes of use must include a waste management strategy. This strategy must include:

- Estimated volumes and types of waste produced by the development;
- Details of internal and external stores for both waste and recycling, including any plans and designs;
- Location of the proposed collection point and details of the route the collection vehicle will take;
- Details of how waste will be transferred between stores and to the collection location;
- Details of number and capacity of bins proposed and collection frequency.

Net Zero Design Guidance (March 2025)

6.21 In March 2025, GMCA published three net zero guidance documents with a supporting proforma. Their objective is to aid the delivery of PfE Policies JP-S2 Carbon and Energy and JP-S3 Low Carbon Heat, and to deliver Truly Affordable Net Zero (TANZ) homes. It states building design measures should be considered immediately, from the start of the development process, and should ensure operational net zero carbon design.

6.22 The first document sets out the policy components and energy hierarchy of the PfE. The second document focuses on low carbon heat and the geographic areas it can be implemented - including Wythenshawe Centre. The third document outlines the proforma to be completed to evidence net zero metrics.

6.23 A more detailed summary is provided in the Climate Change Chapter submitted with this application.

Frameworks and Strategies

Frameworks

6.24 As outlined in Chapter 2 of this SPS, MCC has successfully utilised Strategic Regeneration Frameworks aligned with the adopted Development Plan, across the City for a number of years to drive regeneration and ensure quality of design and delivery. Whilst these documents do not constitute Development Plan policy, they are material considerations in the determination of planning applications.

6.25 As it stands there are understood to be two regeneration Frameworks which cover the Wythenshawe Civic:

- Wythenshawe Strategic Regeneration Framework (SRF) (2004); and
- Wythenshawe Civic Centre Development Framework (DF) (2023).

Manchester Housing Strategy (2022-2032)

6.26 The Manchester Housing Strategy sets out the long-term vision to deliver the homes that people want and need. It is built around the following four vision principles:

1. Increase affordable housing supply and build more new homes for all residents;
2. Work to end homelessness and ensure housing is affordable and accessible to all;
3. Address inequalities and create neighbourhoods where people want to live;
4. Address the sustainability and zero-carbon challenges in new and existing housing.

Manchester Climate Change Framework 2020 – 2025

6.27 The Manchester Climate Change Framework (2020-2025) was published in February 2020 and sets out the Council high level strategy for Manchester to be a thriving, zero carbon, climate resilient city.

Manchester Green and Blue Infrastructure Strategy 2015

6.28 The Manchester Green and Blue Infrastructure Strategy (MGBIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development.

Manchester Enabling Independence Accommodation Strategy 2022-2032

6.29 The Enabling Independence Accommodation strategy looks to improve housing options to meet people's needs and better enable their independence. It sets out our aspirations around improving care and support at home, accessible design, and adaptations, and improving our supported housing offer and move on options. The strategy sets put four objectives:

1: Work collaboratively to identify the need and demand for homes that will better enable independence.

2: Ensure better care and support at home.

3: Build the supported housing we need and improve pathways into it.

4: Improve "move on" from temporary supported housing into good quality independent accommodation.

Evidence Base Documents

Manchester Housing Needs Assessment (2023)

6.30 This document highlights that there is *"an overall gross affordable need of 4,361 and after considering affordable lettings and pipeline newbuild supply, the net annual shortfall is 1,142 each year assuming that the 'backlog' of existing need is met over a 10-year period. The annual shortfall is 3,294 if the backlog is met over a 5-year period"*. It recommends the local plan to provide robust affordable housing policies that ensure a range of tenures are delivered across the plan period to address the shortfall. Although a specific need for Wythenshawe is not detailed, the assessment identifies an affordable need by bedroom size and dwelling type for South Manchester shown in the table below.

Table 4 - Affordable Housing Need

Number of Bedrooms	Social / Affordable Rented	Affordable Home Ownership	Total Affordable
1	93	8	100
2	203	53	256
3	93	48	142
4	10	0	10
Total	**399**	**109**	**508**

It is stated that in the South Manchester sales market, the demand for affordable properties remains robust, particularly in Wythenshawe.

Summary

6.31 This Chapter has identified a series of Development Plan Documents and other material considerations to be taken into account in the determination of this planning application. The next chapters of this Statement provides an assessment of the proposed development against the Development Plan and other material considerations.

7 PRINCIPLE OF DEVELOPMENT

7.1 This Chapter assesses the principle of development against the relevant land use policies within the adopted Development Plan and other material considerations.

7.2 There are two key matters important to determining whether the principle of development is acceptable at the Site:

- Loss of Employment Land (in this case vacant office floorspace); and
- Principle of Residential Development.

Loss of Employment

7.3 Core Strategy Policy EC 2 Existing Employment Space states that (with our emphasis in **bold**) *"the Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:*

- *The existing use is un-viable in terms of business operations, building age and format;*
- *The existing use is incompatible with adjacent uses;*
- *The existing use is unsuitable for employment having had regard to the Manchester – Salford – Trafford SFRA; or*
- ***On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use."***

7.4 The Site comprises a former office and retail building within the District Centre of Wythenshawe which is currently under-utilised. The existing building was assessed for its ability to be retained and reused as part of the early design process. However, many factors including layout, structural constraints and daylighting concluded that the buildings are dilapidated and unfit for purpose leading to its proposed demolition and redevelopment.

7.5 The proposed development seeks to demolish the existing building on the Site to make way for a new high quality residential-led mixed-use development providing 81no affordable units, retaining retail floorspace at ground floor level to be located along The Birtles frontage.

7.6 It is the Applicant's position that Clause 4 of Core Strategy Policy EC 2 applies as the proposed development aligns with wider regeneration aspirations for Wythenshawe which has been a longstanding aspiration of MCC, key stakeholders and the local community. This aspiration is also continued and reflected within Draft Manchester Local Plan Policy SGL 10 (Wythenshawe Centre and Adjacent Areas) which aims to deliver sustainable new homes across the area.

7.7 As highlighted earlier in this SPS, the Site forms part of the wider regeneration plans for Wythenshawe. The provision of new, high quality residential development, retail and office floorspace are key elements of the Civic Centre's regeneration as outlined within Core Strategy Policies EC10, C7 and H7 and the Wythenshawe DF. Furthermore, the latest Masterplan for Wythenshawe identifies other areas within the Civic Centre that can accommodate employment spaces including the vacant units above the existing retail units further south of the Site along The Birtles and Hale Top.

7.8 The proposed redevelopment of the Site for residential-led mixed use development would secure the following benefits:

- Redevelopment of a vacant and underutilised brownfield site to deliver a high-quality housing development, which is in a sustainable location with good access to jobs, services and facilities;
- Contributing to the national and local policy objective to significantly boost the supply of high-quality affordable housing for a range of different people's needs; and
- Actively managing the properties to ensure that they are well maintained, safe, secure and meet the needs of residents.

7.9 The Site's proposed loss as an existing employment site would not detrimentally impact MCC's employment land supply as employment generating uses are proposed to be retained at ground floor and the building is currently vacant in any event. Furthermore, other areas within the Illustrative Masterplan area are being progressed to provide employment opportunities ensuring that any loss would be sufficiently mitigated.

7.10 The proposed development would also provide greater benefits contributing to the wider regeneration plans for Wythenshawe including:

- the provision of 100% affordable, high quality and energy efficient homes that meets the needs of Wythenshawe's diverse community;

- Retail space at ground floor which continues to generate footfall within the retail core, contributing to the vitality of the Wythenshawe Town Centre;

- A welcoming public realm prioritising pedestrians and cyclists, providing spaces to meet, play, and relax; and

- A strong commitment to sustainable development.

7.11 On this basis, the loss of employment space is justified in accordance with Core Strategy Policy EC 2.

Principle of Residential Development

7.12 At a national level, Paragraph 61 of the NPPF outlines that *"it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet an area's identified housing need, including with an appropriate mix of housing types for the local community."*

7.13 Paragraph 90 (f) states that residential development often plays and important role in ensuring the vitality of centres encourage residential development on appropriate sites.

7.14 Paragraph 125 (c) states that substantial weight should be given to using suitable brownfield land within settlements for homes and other identified needs and that proposals for which should be approved unless substantial harm would be caused.

7.15 Core Strategy Policy H1 identifies the need for approximately 60,000 new dwellings to be provided in Manchester between 2009 and 2027. Manchester has since adopted the Joint Development Plan, Places for Everyone in March 2024 which set out housing delivery in Manchester until 2039. PfE Policy JP-H1 sets out in Table 7.2 the minimum delivery rate for Manchester as 3,533 units per year.

7.16 The Site is allocated as falling within the district centre of Wythenshawe where the principle of residential development is accepted as set out within Core Strategy Policies C7 and H7. The Site is also identified within the Wythenshawe DF as an area being suitable for residential, retail and commercial uses as visualised within Figure 5 of this SPS.

7.17 The Site is sustainably located being within close proximity to a number of public transport services as well as existing shops, services and other amenities. Having regard to the wider regeneration proposals within the Civic Centre, the Site is a logical site for residential-led mixed use development which would make a significant contribution towards meeting the Council's housing requirements, in particular, affordable housing.

Affordability

7.18 The proposed development seeks to provide 81no. residential apartments, all of which are proposed to be affordable rent. This exceeds the requirement of Core Strategy Policy H8 which sets out a requirement for 20% affordable housing. Further details are provided within the Affordable Housing Statement enclosed within Chapter 8 of this Statement.

Dwelling Size and Mix

7.19 In respect of mix, supporting text to Core Strategy Policy H7 states that the Housing Needs Assessment 2007 showed that Wythenshawe had a predominance of family housing. It then outlines that new residential development which addresses under-occupancy of family housing by providing more suitable accommodation for current occupants will therefore be encouraged. The proposed development has been mindful of this whilst also having regard to the latest Housing Needs Assessment (2023).

Number of bedrooms	Market	Affordable/ Social Rented	Affordable home ownership	Total
1	5-10%	10-15%	10-15%	5-10%
2	35-40%	40-45%	30-35%	35-40%
3	35-40%	35-40%	40-45%	35-40%
4	15-20%	5-10%	10-15%	10-15%
Overall need for level-access dwellings	10-15%	20-25%	10-15%	10-15%

Figure 13: Overall annual dwelling size and tenure mix recommendations. Source: Manchester Housing Needs Assessment (2023)

7.20 The proposed development would deliver a proposed housing mix that is in accordance with the Council's housing requirements. In terms of the housing typologies, all of the dwellings will be compliant with Nationally Described Space Standards ("NDSS") as well as being M4(2) compliant.

7.21 Having regard to the above, the proposals accord with Core Strategy Policies H1, C7, H7 and Paragraphs 61, 90 (f) and 125 (c) and the principle of residential development at the Site is acceptable.

Summary

7.22 This Chapter of the SPS has demonstrated that:

1. The loss of the former employment use is acceptable in principle and compliant with Core Strategy Policy EC 2 as the proposed development would offer greater benefits

contributing to the wider regeneration plans for Wythenshawe, but notwithstanding this would also include retail uses at ground floor.

2. The Site is located in a sustainable location within Wythenshawe District Centre within an area where residential development is supported by national and local policy and the Wythenshawe DF. The proposals will provide 81no apartments, all of which are 100% affordable. On this basis, the proposals accord with Core Strategy Policies H1, C7 and H7 and the principle of residential development at the Site is acceptable.

3. The proposed development seeks to retain retail development along The Birtles frontage which retains an active ground floor frontage along the main high street. Furthermore, this arrangement is reflective of the aspirations for the area within the Wythenshawe DF and therefore, the proposed retail uses at ground floor level are acceptable in principle and accord with Core Strategies Policy EC10 and CS7.

7.23 It is considered that the proposed development is compliant with Core Strategy Policies EC2, EC10, CS7, C7, H1, H7, H8, H10 and Paragraphs 61, 90 (f) and 125 (c) of the NPPF.

8 OTHER TECHNICAL CONSIDERATIONS

8.1 This Chapter of the SPS summarises the other technical assessments and surveys undertaken and assesses the proposals against the relevant Development Plan policies and other material considerations.

Design, Scale and Appearance

8.2 A DAS has been prepared by FCBS and should be read in conjunction with the SPS. Good design is highlighted in national planning policy to be a key aspect of sustainable development with the importance placed on creating better places to live and work. Core Strategy Policy EN1 expects new development in Manchester to take into consideration its location within the specific character areas and reinforce the sense of place and local distinctiveness of the City. In addition, Core Strategy Policy DM1 also states that all development should have regard for the impact on the surrounding areas in terms of the design, scale and appearance of the proposed development and the character of the surrounding area.

8.3 The DAS provides a summary of the local context of the Site including the local character, typologies and built form. It also outlines how the proposed development has had regard to the nine foundational principles that encompass the place-making vision and objectives as set out within the Wythenshawe Town Centre Masterplan. This has influenced the proposals in terms of design, scale and appearance as described in Chapter 4 of this SPS.

8.4 The design evolution of the scheme has been developed following the consultation process undertaken by the Applicants. In respect of elevations and facades, this has had direct influence from the existing and emerging local context through the introduction of material brick textures and colour cognisant of the surrounding precedence.

8.5 In respect of scale and massing, the proposed block footprint follows the footprint of the existing building on the Site. The proposed 6 storey building is also in accordance with the height parameters set out within the Wythenshawe Town Centre Masterplan. This corner height helps to articulate a gateway location into a key street of the Civic Centre when approached from the north. The ground floor height is accentuated to match the contextual cue of the neighbouring building's canopy.

8.6 Overall, the proposed scheme has been designed to provide a high-quality residential development that adheres to the requirements of Core Strategy Policies EN 1 and DM 1, reinforcing the sense of place and local distinctiveness. The proposed development will be well-designed, have regard to local character and context, employ a high-quality

material palette, and incorporate measures to aid energy efficiency, in accordance with PfE Policies JP-H1, JP-H3, JP-H4, and JP-P1; Core Strategy policies EN 1, DM 1, EN 4, EN 6, EN 8; and paragraph 135 of the Framework.

Residential Amenity

8.7 Policy DM 1 of the Core Strategy states that all development should have regard to effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.

Daylight / Sunlight

8.8 GIA have undertaken a Daylight / Sunlight assessment which has been submitted in support of this planning application. The technical analysis demonstrates that with the proposed development in place, all neighbouring residential properties will meet the numerical targets identified in the BRE guidelines for daylight and sunlight.

8.9 As such the effects of the proposed development upon the daylight and sunlight of neighbouring residential properties would not be noticeable and would not have a detrimental impact on amenity. Therefore, the proposal complies with policies Core Strategy policies EN1, DM1, PfE Policies JP-P1 and paragraph 130 of the NPPF.

Noise

8.10 A Noise Impact Assessment has been undertaken by Hilson Moran and submitted with this planning application. This includes a summary of the noise and vibration assessment that have been undertaken in respect of internal noise and vibration levels within the habitable areas of the proposed development.

8.11 Based on the measured and modelled noise levels affecting the Site, preliminary façade sound insulation calculations have been undertaken to establish the minimum sound reduction performance requirements of the glazing and ventilation systems to comply with the internal noise limits of BS 8233:2014, WHO:1999 and MCC guidance. Preliminary façade calculations indicate that suitable internal noise levels can be achieved on the most exposed (noisiest) residential façade with the use of standard double glazing achieving a minimum sound reduction performance of 35 dB *R*w+*C*tr and mechanical ventilation (as proposed).

8.12 A preliminary assessment of noise ingress during periods of overheating conditions indicates that, if apartments are likely to experience overheating during summer months, most of the Proposed Development is likely to require active cooling systems to maintain

thermal comfort. The eastern façade has significantly lower noise levels however, so if desirable, it could provide an opportunity for natural ventilation.

8.13 Due to the proximity of the Site to the Metrolink, a vibration survey was undertaken at the Site to determine the need to control tactile vibration and ground-borne noise effects on occupants of the proposed residential apartments. Due to the low levels of vibration measured and resulting predictions of internal levels, it was determined that no mitigation will be necessary for the development further than standard good practice building design.

8.14 It is considered that noise from the operation of plant associated with the Proposed Development will have negligible impact upon the existing noise climate and amenity of nearby sensitive receptors or future occupants of the Proposed Development.

8.15 There are not expected to be any increases in road traffic flows due to the Proposed Development and impacts of changes in road traffic noise are therefore expected to be negligible.

8.16 Having regard to the above, the proposed development complies with Core Strategy H12, EN1, PfE policies JP-C8 and paragraph 187 (e), 198 (a) and 224 (c) of the NPPF.

Air Quality

8.17 An Air Quality Assessment has been undertaken by Hilson Moran and submitted with this planning application.

8.18 A qualitative assessment of construction phase impacts has been carried out. There is a Low to Negligible risk of dust soiling during demolition, earthworks, construction, and track out activities. With regards to fugitive PM10 emissions during the construction phase the risk is classified as Low to Negligible for demolition, earthworks, construction and track out activities. Through good site practice and the implementation of suitable mitigation measures, the impact of dust and PM10 releases will be minimised. The residual effect of the construction phase on air quality is therefore not significant.

8.19 As the road traffic generated by the Proposed Development does not breach the threshold detailed in IAQM and EPUK Air Quality Planning guidance, detailed dispersion modelling was scoped out of the assessment.

8.20 A trend analysis has been undertaken for NO2, PM10 and PM2.5 to assess the site feasibility. The measured NO2, PM10 and PM2.5 data indicates compliance with the relevant AQS objectives. The trend analysis undertaken for NO2 and PM10 data indicate a statistically significant downward trend at specified monitoring locations, at varying

significances. The trend analysis for PM2.5 data indicated no statistical significance based on limited monitoring data however a downward trend was observed throughout the whole monitoring period.

8.21 Based on the above findings, it is reasonable to expect that future pollution concentrations should continue to decrease with the implementation of local air quality initiatives and plans and therefore it is concluded that site specific mitigation to protect existing and future users of the Proposed Development from poor air quality is not required.

8.22 The residual effect is not significant.

8.23 Overall, with the recommended mitigation measures in place (construction phase only), the proposals would be compliant Core Strategy policy EN19, CC5, EN7, DM1, PfE policy JP-S4, JP-S3. JP-S5, JP-C1, JP-C4, and paragraph 110 and 119 of the NPPF.

Waste Management

8.24 In accordance with MCC's GD 04 Waste Storage and Collection Guidance for New Developments, Appendix E – Waste Management Strategy has been completed and is submitted with this planning application. Further details of this is enclosed within **Chapter 5** of this Statement.

8.25 Having regard to the above, the proposed waste management strategy at the Site is therefore in accordance with Core Strategy Policies DM1 and EN19.

Crime Impact Assessment

8.26 A Crime Impact Statement has been prepared by Greater Manchester Police, Design for Security, and it submitted as part of this application.

8.27 The report states that from a crime prevention perspective, the positive features of the development include: the scheme design is of a high quality; the proposed scheme will result in the redevelopment of a vacant building; the new building will be more animated with the windows and shopfronts; there will be an appropriate number of apartments; and, the development will partly focus activity at appropriate areas, whilst also facilitating passive surveillance of the surrounding street.

8.28 To enhance the security of the proposals it is recommended to secure the buildings appropriately and encourage high quality in the private and public realm to stimulate activity and supervision of the spaces around the development.

8.29 At the planning application stage, Greater Manchester Police Design for Security will support the application and make representations to Manchester Planning to require the inclusion of a condition requiring the completed development to achieve Secured by Design, SBD, accreditation.

Highways

8.30 A Transport Assessment and Travel Plan has been prepared by Curtins and submitted with this application.

8.31 A review of the baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development;

8.32 The Site is accessible by sustainable modes of transport. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the Site.

8.33 The number of vehicle trips generated by the proposed development could equate to 13 and 14 two-way movements in the typical AM and PM peak periods respectively (08:00 – 09:00 and 17:00 – 18:00). However, it must be noted that an increase in trips by car is not considered to be representative of the development proposals considering the limited number of on-site car parking and accessibility of the site. There is likely to be a greater increase in pedestrian footfall, cyclists, and public transport users.

8.34 Measures are proposed in the accompanying Interim Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car. The proposed development is for a car free development with the exception of 5 disabled spaces. A Multi-Storey Car Park is located circa 270m of the Site which would cater for any additional parking demand. Further details are provided within the Site Wide Car Parking Strategy submitted with this planning application.

8.35 Overall, the development meets local, regional, and national planning policy requirements, thus, the proposal accords with Core Strategy policies CC5, EC8, PfE policies JP-C4, JP-C6, JPC8 and Paragraphs 116 of the NPPF.

Ecology and Biodiversity Net Gain

Ecology

8.36 A Preliminary Ecological Appraisal (“PEA”) has been prepared by Greengage and submitted with this planning application. The purpose of the PEA is to establish the

ecological value of the Site and its potential to support protected / priority habitats and species.

8.37 The PEA identified the following ecological constraints associated with the Site:

- Non statutory designated sites located within 2km of the Site;
- Low priority habitats located within 1km of the Site.

8.38 It is considered that the proposed development would not negatively impact the ecological constraints identified above.

Biodiversity Net Gain

8.39 In accordance with the Environment Act (2021) since 12th February 2024, unless exempt, all major planning applications are required to deliver a minimum of10 % BNG. This was extended to include small sites on 2nd April 2024.

8.40 BNG is required where a development 'impacts' a habitat to the extent that there is a decrease in biodiversity value, as measured within the Statutory Biodiversity Metric (SBM) or Small Sites Metric (SSM). However, exemptions can apply. One such exemption is the 'de- minimis' exemption, which applies to developments if the following two conditions are met:

1. The development must not impact on any on- site priority habitat ;and
2. If there is an impact on other on-site habitat, that impact must be on less than 2 5square meters (m2) (e.g. less than 5m by 5m) of on- site habitat that has a biodiversity unit value of greater than zero, and on less than 5m of on-site linear habitat (such as a hedgerow).

8.41 The baseline habitats identified on the Site comprise entirely of an existing building and internal car parking which are classed as developed land, sealed surface which is a zero-value habitat type within the SBM. Based on this, the proposed development will impact less than 25m2 of on-site habitat, less than 5m of on-site linear habitat, and will not impact any priority habitats. Therefore, no impacts on the existing biodiversity value of the Site will occur as a result of the proposed development.

8.42 Whilst not quantified, based on the proposed soft landscaping planting plans, the incorporation of ground level planting will be of general benefit for biodiversity.

Energy and Sustainability

Energy

8.43 An Energy and Sustainability Statement has been prepared by TACE and submitted with this planning application. The Energy Statement concludes that the proposed development complies with the requirements of the Building Regulations Approved Document L2.

8.44 The statement details how through the sustainable fabric first design incorporating the energy hierarchy the planning policies are met. In summary, the development is designed to be highly energy-efficient using a fabric-first approach with insulation, airtightness and glazing standards that exceed Building Regulations Part L requirements. The proposed scheme is fully electric with no gas, supporting Manchester's ambition to phase out fossil fuels and transition towards a zero-carbon future.

8.45 Air Source Heat Pump hot-water systems are provided to all dwellings, delivering efficient, low-carbon domestic hot water, while space heating is provided by electric panel heaters in line with the fully electric, no-gas design strategy. The design includes provisions for on-site renewable energy, with photovoltaic (PV) panels planned on suitable roof areas to further reduce electricity demand and carbon emissions.

8.46 The proposals follow the Energy Hierarchy: first reducing energy demand through high-performance building design, then meeting demand efficiently, and finally incorporating low-carbon and renewable energy technologies. The overall strategy ensures the development delivers a highly energy-efficient, low-carbon scheme with significantly reduced energy demand and substantial reductions in operational carbon emissions.

Sustainability

8.47 An Environmental Standards Statement has been prepared by Ridge and submitted with this planning application. Furthermore, the Climate Change Chapter provides a summary of the impact of the proposed development on climate change. We summarise the findings below.

8.48 In respect of operational carbon emissions, Table 3 within the Environmental Standards Statement sets out the results:

Table 3: Energy saving from renewables, improved fabric and optimised services for C2 The Birtles

SAMPLE	TARGET ENERGY RATE (TER) IN KWH	DWELLING ENERGY RATE (DER) IN KWH	PERCENTAGE IMPROVEMENT COMPARED TO BASELINE (TER) %
Apartments	692.28	244.62	64.7

8.49 An assessment of the embodied carbon associated with the RIBA Stage 2 Concept Design of the dwellings has been undertaken in line with the RICS best practice methodology. Possible mitigation measures have been proposed, and the design team will consider various options to reduce embodied carbon as far as possible to achieve the RIBA 2030 Climate Challenge targets.

8.50 In line with Core Strategy Policy EN8, a climate change resilience assessment has been undertaken and careful consideration has been given to ensuring climate change mitigation and adaptation measures are embedded within the scheme.

8.51 Further sustainable material selection will be informed through reviews of Environment Product Declarations ("EPDs") prior to specification. It is anticipated that low carbon and sustainable materials will be considered further in the design process, where the use of materials with EPDs will help drive the specifications.

8.52 The Principal Contractor will be encouraged to minimise waste on site and recycle as much as possible. A construction environmental management plan will be developed by the Principal Contractor to address wider issues surrounding materials and waste.

Summary

8.53 The proposed development is therefore in accordance with PfE Policies JP-S1, JP-S2, JP S-3 and Core Strategy Policies EN4 and EN8.

Flood Risk and Drainage

8.54 A Flood Risk Assessment and Drainage Strategy has been prepared by Civic and submitted with this planning application. The assessment outlines that the Site is wholly located within Flood Zone 1 (low risk from fluvial and tidal flooding). There are localised medium and high-risk areas of surface water flooding on the Site.

8.55 In line with the Planning Practice Guidance, a sequential test is not required as the FRA demonstrates that the proposed layout, design and mitigation measures would ensure that the future occupiers would be safe from surface water flooding nor would it increase the flood risk elsewhere.

8.56 The proposed drainage strategy for the Site includes several SuDS components such as raingardens, permeable paving and geo-cellular attenuation tank. The proposed surface water outfall is the public combined sewer, as other discharge options are not deemed feasible due to the Site's location and underlying ground conditions.

8.57 development is not expected to have a detrimental impact on wider flood risk in the area and is anticipated to reduce flood risk within the immediate vicinity. Therefore, the proposals are in accordance with PfE Policy JP-S4 and Core Strategy Policy EN14.

Archaeology

8.58 A desk-based Archaeological Assessment has been undertaken by Orion and submitted with this planning application.

8.59 This concluded that the Site holds a negligible potential for preserved archaeological remains dating to the Prehistoric, Roman, early Medieval and or Medieval periods. Any such remains would likely to be at lower end of regional heritage significance. There is also a negligible to low potential for remains dating to the post-Medieval period to survive on the Site.

8.60 The assessment goes on to say that any groundworks associated with the proposed development would likely impact archaeological remains below ground. A Programme of Archaeological Investigation would mitigate this adverse impact and will be followed prior to the commencement of development.

8.61 Having regard to the above, the proposed development is compliant with Core Strategy Policies EN1, EN3, DM1, PfE Policy JP-P2 and Paragraph 207 of the NPPF.

Digital Infrastructure

Broadband Connectivity Assessment

8.62 A Broadband Connectivity Assessment has been prepared by Pager Power which confirmed that ultrafast broadband download speeds, understood to mean a minimum of 300 Mbps, are available for at least one address near to the proposed development from at least four internet service providers: Openreach, BT, Sky and Virgin Media.

8.63 Ultrafast broadband will be installed as part of the proposed development ensuring compliance with PfE Policy JP-C2.

TV and Radio Output

8.64 A Terrestrial Television and Radio Baseline Survey Report has been prepared by Pager Power.

TV

8.65 This report confirmed that the development is within the coverage area for the Winter Hill television transmitter. Predominantly commercial properties and housing developments are located within 150m to 1km of the Site. A reduction in signal strength is possible based on the proximity to the development and the height of receiving aerials, however, effects may not be noticeable considering the attenuation from existing building and the baseline signal strength. Beyond this, significant effects are not predicted due to the signal strength.

Radio

8.66 In respect of radio, the proposed development receives radio services from the Winter Hill transmitter. The strength and quality of the signal from Winter Hill near the proposed development is good with no signs of interference. Some degradation of the radio signal at close range to the Site is likely, however, these effects are unlikely to be noticeable in practice due to the variability of services in an urban environment.

Summary

8.67 The findings of the report show that the proposed development would accord with Core Strategy Policy EC1, PfE Policy JP-C2 and Paragraph 119 of the NPPF.

Ground Conditions

8.68 A Preliminary Site Investigation Interpretative Report has been prepared by Civic and submitted with this planning application. This summarises the following:

- Hydrology and Hydrogeological Setting: The Site is not located within a Groundwater Source Protection Zone and there are no groundwater abstractions or surface water abstractions reported within 1km of the Site;
- Radon: The Site lies within a low risk radon probability area. As such, radon protective measures are not considered necessary for the proposed development.
- Contamination:
    - Human Health: Where hardstanding and buildings are proposed, the risk from the underlying soils will be mitigated as the pathway between source and receptor will be broken.
    - Ground Cases: Based on the preliminary rounds of ground gas monitoring undertaken, methane and carbon dioxide concentrations were below

1%v/v and 5%v/v respectively with low flow rates recorded. The calculated GSVs correlate to CS1.

- Controlled Waters: The risks to controlled waters are considered to be low on the basis that no exceedances against the DWVs were recorded.

- Plants and Vegetation: Very low phytotoxic concentrations within the Made Ground and natural soils present a very low risk to proposed plants and vegetation.

8.69 This report goes on to outline recommendations for the proposed development. Further site investigation(s) will be required to be undertaken to provide further information to inform the assessment of risks to human health, controlled waters and ground gas regime, as well as obtain information on the deeper geology across the site to inform the detailed design of the proposed development.

Demolition and Construction Management

8.70 A Framework Construction Management Plan has been prepared and submitted with this planning application. In line with MCC's Validation Requirements, the purpose of this document is to address the draft construction methodology for the construction of proposals informed by site context and engagement with key stakeholders.

8.71 Manchester Airport Group have provided some pre application advice in relation to technical aspects of design as well as site management and construction. We have included the crane plan as requested. At the appropriate juncture the main contractor will prepare a suitable logistics plan as part of the site specific management plan to support further dialogue and permit applications (where required).

8.72 As the project progresses, a more robust site specific Construction Management Plan (to be secured by condition) will be developed by the selected Principal Contractor. This will be submitted to the Council for approval prior to the commencement of the development on site, detailing Construction Management, Construction Phase Health and Safety as well as Site Waste Management, Logistics and Traffic Management.

Summary

8.73 In summary, a suite of technical reports have been submitted in support of this planning application. The technical reports found that there would not be an unacceptable impact in their respective disciplines as a result of the proposals and it is in accordance with the Development Plan when reviewed as a whole.

9 AFFORDABLE HOUSING STATEMENT

9.1 The Affordable Housing Statement addresses the provision of relevant affordable housing considerations in light of National and Local policy. The affordable housing shall meet the definition of affordable housing in Annex 2 of the National Planning Policy Framework (or any future, equivalent guidance that replaces it).

9.2 Having regard to Manchester City Council's Validation Checklist, on schemes for 15 or more dwellings (in line with Core Strategy Policy H8), an Affordable Housing Statement is required to set out will be required which sets out how the proposals contributes to the housing mix in the City.

9.3 This Statement will provide the following information in line with the requirements:

- The number of proposed units that fall into the Council's definition of affordable housing;
- The type of housing being proposed (social rent, shared ownership etc);
- The total number of residential units; and
- The mix of units, with number of bedrooms .

Planning Policy Context

9.4 Core Strategy Policy H8 sets out the requirement for affordable housing in Manchester, which is applicable for all residential developments on sites of 0.3ha and above or where 15 or more units are proposed. The policy states that new development will contribute to the City-wide target for 20% of new housing provision to be affordable and this should be used as a starting point for calculating affordable housing provision. The last sentence of bullet 1 in Policy H 8 states that *"It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable homeownership options."*

9.5 Following the adoption of the Places for Everyone Joint Development Plan, MCC published an addendum to the Core Strategy in 2024, which states that the last sentence of bullet 1 is replaced by the following PfE Policy JP-H2 'Affordability of New Housing':

9.6 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 JPH1 '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 homes, including through local plans setting targets for the provision of affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability.*
3. *Supporting provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities).*
4. *Working with Government to maximise the amount of public funding being directed towards the provision of new affordable housing.*
5. *Increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low income households.*

9.7 This effectively removes the Policy H8 point on *"5% of new housing provision will be social or affordable rented and 15% will be intermediate housing"*.

9.8 The Manchester Housing Strategy (2022-2032) sets out the strategy to meet the increasing demand for social and affordable housing. The Strategy sets a target of delivering 10,000 affordable homes between 2022 and 2032 (an average of 1,000 homes each year over the lifetime of the Strategy).

The Proposed Development

9.9 The proposed development seeks to provide 81no. residential apartments, all of which are proposed to be social rent.

Affordable Housing Statement

9.10 The Statement includes details of the following:

The Registered Provider – Wythenshawe Community Housing Group.

9.11 Wythenshawe Community Housing Group (WCHG) is a not-for-profit provider of social housing and is registered with the Regulator of Social Housing (RSH) as a social landlord. WCHG is a charitable community benefit society registered under the Co-operative and Community Benefit Societies act 2014. The Group's principal activities are the development and management of affordable housing. The purpose of WCHG is 'To provide good quality homes and services to our tenants and leaseholders and to play a leading role in creating safer, healthier communities'. WCHG manages more than 14,000 properties, providing homes to more than 20,000 people in Wythenshawe, South Manchester and provides local employment to circa 500 colleagues. WCHG plays a leading role in working in Partnership with Manchester City council, statutory partners, the 3rd sector and voluntary groups with the aim of delivering our purpose to the tenants and communities in which we have homes, seek to build new homes and deliver services. WCHG is playing a leading role in the regeneration of Wythenshawe by working in

partnership with MCC and Muse to provide affordable housing to address the housing shortage in Wythenshawe and Manchester.

The type, tenure and location of the affordable housing provision, which shall consist of not less than 81 residential

Affordable Housing Tenure	1B / 2P apartment	2B / 3P apartment	Total
Social Rent	26	55	81
Total	**26**	**55**	**81**

9.12 The location of the residential apartments has been described in Chapter 4 of this SPS. 6no. residential apartments are proposed to be located on the ground floor along the Etrop Way frontage and the remaining 75no. residential apartments are proposed to be located on the upper floors of the building.

Affordability – the arrangements to ensure that such provision is affordable for the occupiers of affordable housing.

9.13 The proposed scheme exceeds the required 20% of the proposed residential units being affordable in accordance with the definition set out at Annex 2 of the NPPF, as it will be 100% for social rent. The rents for the homes proposed are all at Social Housing rent levels and therefore this will meet the affordability requirements. Some of the properties will be liable to a service charge that pays for the services provided and WCHG is committed to ensuring that all services and facilities provided remain accessible and affordable for residents. This will be achieved through careful planning of service charges, consideration of funding partnerships and ongoing review of operational costs to maintain value for money.

9.14 All the Affordable Housing Units will be delivered using Homes England Grant Funding.

The occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

9.15 The allocations eligibility criteria will adhere to the Manchester City Council's social Housing allocation scheme (Manchester Move) as well as the Wythenshawe Community Housing Group's allocations policy which is the MCC allocation criteria with enhancements relating to a local connection to Wythenshawe, positive contribution to Wythenshawe and working in Wythenshawe. WCHG will ensure that the allocations policy is open and transparent and easy for customers and applicants to understand. The priority

allocation for these new homes are working households as per the Manchester City Council local lettings policy for new build homes that are social rent.

Summary and Conclusions

9.16 Having regard to the above, the proposed development is compliant with MCC Core Strategy Policy H8 and PfE Policy JP-H2.

10 S111 / S106 DRAFT HEADS OF TERMS

10.1 It is proposed that Section 111/ 106 heads of terms will only address Biodiversity Net Gain management and monitoring. The proposed 100% affordable housing provision will be secured as part of the land transfer between MCC and Muse. Therefore, Affordable Housing does not need to form part of any s111/s106 agreement.

11 SUMMARY AND CONCLUSIONS

11.1 This Supporting Planning Statement ("SPS") has been prepared by Asteer Planning LLP ("Asteer") on behalf of Muse Places ("Muse") and Wythenshawe Community Housing Group ("WCHG") ("the Applicants") in support of a Full Planning Application at Birtles House, Unit 1 Market Place, Civic Centre, Wythenshawe, Manchester, M22 5RE ("the Site").

The Site

11.2 The Site, shown extends to approximately 0.3 in area. It is situated to the north west of Wythenshawe Town Centre. The Site comprises Birtles House, a partly vacant part two, part three storey building with office and storage space over ground floor retail. To rear of the building is car parking, a servicing yard and an existing substation. Vehicular access to the Site is from Ainley Road to the west.

Vision for Wythenshawe Town Centre

11.3 The vision is to transform Wythenshawe Town Centre into a vibrant, sustainable, and characterful neighbourhood with a strong commitment to sustainability, delivering highly energy-efficient homes, and net zero carbon.

11.4 Following the selection of Muse as MCC's Development and Investment Partner, an Illustrative Masterplan for Wythenshawe Town Centre has been prepared which builds upon the vision above and plans to deliver around 2,000 new homes across a mix of tenures and housing types to meet the needs of a diverse community.

Pre-application Engagement

11.5 The Applicant has sought to work proactively with MCC Officers, stakeholders, and the local community regarding the proposed development. The proposals have incorporated the feedback received during the pre-application engagement undertaken wherever possible.

The Proposed Development

11.6 The Applicants are seeking Full Planning Permission for the following development:

> *""Erection of 81 no. residential apartments (Use Class C3a) with retail uses (Use Class E) at ground floor, associated landscaping, servicing, car and cycle parking and other associated works following demolition of the existing buildings."*

11.7 The proposed development forms part of the first phase of residential developments planned for Wythenshawe Town Centre. The proposals have had regard to the wider Illustrative Masterplan alongside a set of masterplan wide strategies.

Planning Policy Context

11.8 Chapter 5 of this SPS sets out the key planning policies at the national and local level, which are relevant to the determination of this planning application.

Principle of Development

11.9 Chapter 6 of this SPS demonstrates that:

1. The loss of the existing use is acceptable in principle and compliant with Core Strategy Policy EC 2 as the proposed development would offer greater benefits contributing to the wider regeneration plans for Wythenshawe, but notwithstanding this would also include retail uses at ground floor.

2. The Site is located in a sustainable location within Wythenshawe District Centre within an area where residential development is supported by national and local policy and the Wythenshawe DF. The proposals will provide 81no apartments, all of which are 100% affordable. On this basis, the proposals accord with Core Strategy Policies H1, C7 and H7 and the principle of residential development at the Site is acceptable.

3. The proposed development seeks to retain retail development along The Birtles frontage which retains an active ground floor frontage along the main high street. Furthermore, this arrangement is reflective of the aspirations for the area within the Wythenshawe DF and therefore, the proposed retail uses at ground floor level are acceptable in principle and accord with Core Strategies Policy EC10 and CS7.

11.10 It is considered that the proposed development is compliant with Core Strategy Policies EC2, EC10, CS7, C7, H1, H7, H8, H10 and Paragraphs 61, 90 (f) and 125 (c) of the NPPF.

Other Environmental and Technical Considerations

11.11 A suite of technical reports have been submitted in support of this planning application which are summarised at Chapter 7 of this SPS. The technical reports found that there would not be an unacceptable impact in their respective disciplines as a result of the proposals.

Affordable Housing

11.12 Chapter 8 of this SPS sets out how the proposals will provide a significant contribution to the affordable housing provision in Manchester. The proposed development seeks to provide a 100% affordable housing scheme which substantially exceeds the requirements of Core Strategy Policy H8 and PfE Policy JP-H2.

Scheme Benefits

11.13 The proposal represents sustainable development, in accordance with Paragraph 8 of the NPPF (2024), and will deliver a number of economic, social and environmental benefits as outlined in Chapter 10 of this SPS.

Conclusion

11.14 In summary, the proposed development comprises a 100% affordable residential development that meets a wide range of needs in regard to affordability and general housing whilst also retaining retail uses at ground floor which contributes to the longevity and vitality of the Town Centre.

11.15 This SPS and the supporting documents demonstrate how the proposals will deliver a high quality residential scheme which makes effective use of vacant buildings and land, is sympathetic to the character and appearance of nearby surroundings, incorporates a suite of sustainability measures and contributes to Manchester's housing supply.

11.16 It is considered that the proposed development embodies the principles of sustainable development promoted through the NPPF. The proposed development also accords with the Development Plan when read as a whole. For these reasons, we respectfully requested that planning permission be granted without delay.

Appendix 1

Application Documents	Revision / Date	Owner
Application Forms, Certificates and Notices	November 2025	Asteer Planning
Design and Access Statement	18702-FCB-XX-XX-T-A-9403	FCBS
Supporting Planning Statement (including Affordable Housing Statement, Operational Statement, and Draft Heads of Terms)	November 2025	Asteer Planning
Covering Letter	November 2025	Asteer Planning
Environmental Statement – Technical Chapters: • Socio-Economics and Health • Climate Change	November 2025	Asteer Planning
Air Quality Assessment	18702-HML-XX-XX-T-O-8201-P04	Hilson Moran
Broadband Connectivity Assessment	14969A v3	Pager Power
BNG Strategy Note	November 2025	Greengage
Car Park Strategy Note	November 2025	Curtins
Crime Impact Assessment	28 November 2025	GMP
Daylight/ Sunlight Assessment	11 November 2025	GIA
Desk-Based Archaeological Assessment	October 2025	Orion
Preliminary Ecological Appraisal, Biodiversity Net Gain Exemption, Bat Emergence Survey	V04, V04, V04	Greengage
Environmental Standards Statement (including renewable energy and sustainability provisions)	November 2025	Ridge
Energy Statement	18704-TAC-XX-XX-T-Z-0007 P01	TACE
Flood Risk Assessment and Drainage Strategy (including SuDS Strategy)	18702-CIV-XX-XX-T-C-0000	Civic Engineers
Framework Construction Management Plan	November 2025	Muse
Glint and Glare Assessment	20251124-23003	GIA
Local Labour Agreement	November 2025	Muse
Noise Impact Assessment	18702-HML-XX-XX-T-O-5001-P04	Hilson Moran
Phase 1 and 2 Geo-Environmental Report	51143-CIV-01-XX-R-G-1001 51143-CIV-01-XX-R-G-1002	Civic Engineers
Statement of Community Involvement	November 2025	Font
Television Reception Statement	14969A2	Pager Power
Transport Statement and Framework Travel Plan	087688-CUR-XX-XX-T-TP-00002-P06 087688-CUR-XX-XX-T-TP-00004-P05	Curtins
Tree Survey and Arboricultural Impact Assessment Exemption Note	November 2025	Mulberry
Waste Management and Servicing Plan (including Waste Proforma and delivery strategy)	November 2025	FCBS
Utilities Statement	PA1802 Rev E	TACE
Application Drawings		**Owner**

Site Location Plan	18702-FCB-ZZ-ZZ-D-A-0001 P01	FCBS
Existing Site Plan	18702-FCB-ZZ-ZZ-D-A-0101 P02	FCBS
Existing Site Sections	18702-FCB-ZZ-ZZ-D-A-0201 P02	FCBS
Proposed Site Plan	18702-FCB-ZZ-ZZ-D-A-0401 P01	FCBS
Proposed Plan - Apartment Block - Ground Floor	18702-FCB-AB-GF-D-A-0411 P01	FCBS
Proposed Plan - Apartment Block - Roof	18702-FCB-AB-RF-D-A-0417 P01	FCBS
Proposed Plan - Apartment Block - Level 01-03	18702-FCB-AB-ZZ-D-A-0412 P01	FCBS
Proposed Plan - Apartment Block - Level 04-05	18702-FCB-AB-ZZ-D-A-0415 P01	FCBS
Proposed Section - Apartment Block	18702-FCB-AB-ZZ-D-A-0611 P01	FCBS
Proposed Elevation - Apartment Block - North	18702-FCB-AB-ZZ-D-A-0711 P01	FCBS
Proposed Elevation - Apartment Block - South	18702-FCB-AB-ZZ-D-A-0712 P01	FCBS
Proposed Elevation - Apartment Block - East	18702-FCB-AB-ZZ-D-A-0713 P01	FCBS
Proposed Elevation - Apartment Block - West	18702-FCB-AB-ZZ-D-A-0714 P01	FCBS
Proposed Generator	18702-FCB-AB-ZZ-D-A-0751 P01	FCBS
Proposed Bay Studies - Roof & Typical Condition	18702-FCB-ZZ-ZZ-D-A-0802 P01	FCBS
Proposed Bay Studies - Ground & Typical Condition	18702-FCB-ZZ-ZZ-D-A-0801 P01	FCBS
Illustrative Masterplan	18700-FCB-ZZ-ZZ-D-A-0010 P01	FCBS
Planting Schedule	18702-PLA-XX-XX-L-L	Planit
Landscape General Arrangement	18702-PLA-XX-XX-D-L-0001 P01	Planit
Planting Plan	18702-PLA-XX-XX-D-L-2001 P01	Planit
Levels GA	18702-PLA-XX-XX-D-L-3000 P01	Planit
Demolition Plan	18702-FCB-ZZ-ZZ-D-A-0111 P01	FCBS
Topographic Survey	13162_001C	N D Oliver

Appendix 2

C2 THE BIRTLES, WYTHENSHAWE TOWN CENTRE OPERATIONAL STATEMENT

Purpose of this document

1.1 In line with Manchester City Council's ("MCC") Validation Checklist for an Operational Statement / Management Strategy, the purpose of this document is to set out key residential management principles that the proposed residential development at Birtles House, Unit 1 Market Place, Civic Centre, Wythenshawe, Manchester, M22 5RE ("the Site"), will be managed by.

1.2 This Operational Statement has been prepared by Wythenshawe Community Housing Group ("WCHG") and developed in accordance with Manchester Core Strategy Policy DM1 (Development Management) setting out relevant details in relation to proposed management.

Wythenshawe Community Housing Group

1.3 WCHG are a not-for-profit provider of social housing and are registered with the Regulator of Social Housing ("RSH") as a social landlord. WCHG is a charitable community benefit society registered under the Co-operative and Community Benefit Societies Act 2014. WCHG's principal activities are the development and management of affordable housing. Their main purpose is:

'To provide good quality homes and services to our tenants and leaseholders and to play a leading role in creating safer, healthier communities'.

1.4 WCHG manages more than 14,000 properties, providing homes to approximately more than 20,000 people in Wythenshawe, South Manchester whilst also providing local employment to 500 people. Currently, they play a leading role in the Sector working in partnership with MCC, statutory partners, the 3rd sector and voluntary groups with the aim of delivering our purpose to the tenants and communities in which we have homes.

1.5 WCHG are heavily involved in the wider regeneration plans envisioned for Wythenshawe through collaboration with MCC and Muse Places (the Council's Development and Investment Partner) to provide affordable housing to address the housing shortage identified in Wythenshawe and Manchester as a whole. They have

substantial experience developing new homes, managing existing homes and involving residents in the decision making process about services.

1.6 WCHG are governed through an Executive Board and its Sub-Committee's reviews how landlord, statutory and regulatory obligations are met. Additionally, WCHG are also monitored by the Regulator of Social Housing and other relevant regulators.

Housing Services Team

1.7 WCHG have dedicated teams in-house, including Housing Services Team who will provide residential management services to residents who will live in the homes proposed at the Site. This service includes the allocation of the homes, support during the lifetime of a resident's tenancy and also support and enforcement relating to any breaches of tenancy. WCHG have a range of services that can support residents to live well in the proposed homes. This includes our financial inclusion services, resident involvement and volunteering opportunities, safeguarding and living well services through to a wide range of opportunities for residents to get involved in the wider community. Residents are able to access services in a range of ways from contacting the WCHG Customer Hub which can handle all resident requests through to accessing services online via their dedicated app, web portal and website.

Property and Asset Management

1.8 Alongside the above, WCHG expertise in property and asset management of its homes, ranging from managing day to day repairs, undertaking health and safety property related compliance obligations, providing communal related services through to major stock investment thereby ensuring WCHG meets all its property related obligations.

1.9 WCHG have an in-house Property and Assets Team who oversee their landlord obligations and respond to residents' requests. This maintains our assets and ensures the safety of residents living in their schemes.

Sub-contractors

1.10 WCHG also have a range of sub-contractors that it commissions to deliver specific services which require specialist knowledge. The performance of these contractors are monitored and managed to ensure value for money and customer satisfaction are achieved to the standard expected.

Scheme Overview

1.11 The Applicants are seeking Full Planning Permission for the following development:

> *"Erection of 81no. residential apartments (Use Class 3a) with retail uses at ground floor (Use Class E), associated landscaping, servicing, car and cycle parking and other associated works following demolition of the existing buildings"*.

1.12 The objectives and vision for C2 The Birtles is to provide high quality affordable social housing apartments for working households living and working in Wythenshawe that can benefit from the daytime and nighttime economy. The aim is for the working households to spend some of their disposable income in the newly regenerated Wythenshawe Town Centre thereby helping the sustainment of the local economy.

Residential Management

Staffing

1.13 The proposed development will have a dedicated full-time Neighbourhood officer who will be the point of contact for residents, and this officer will be at the scheme on a regular basis to liaise with residents and also check the scheme and respond to any housing management related issues.

1.14 The Group's Customer Hub which is circa 30 plus staff handles all initial enquiries from residents and will deal with issues at point of contact as part of its first time resolution approach and any queries that can't be dealt with will be directed to the relevant teams at WCHG to respond too.

1.15 Other teams such as the financial inclusion team, living well team and community safety teams will have staff who can provide support and services that are required by the residents or that need attention.

Resident Safety

1.16 The proposed scheme will be fitted with CCTV camera's, which will comply with relevant legislation, and this will be used to ensure residents safety enabling WCHG to respond to any issues identified in the scheme or communal areas. Any breaches of tenancy or other related incidents will be initially dealt with by the Neighbourhood Officer but depending on the issue, WCHG's Community Safety or Living Well teams will be involved and will work with statutory partners and Greater Manchester Police ("GMP") where relevant to either provide support to manage issues or to take the

relevant enforcement. Incidents that relate to a criminal matter will be dealt with by GMP and WCHG will provide any necessary assistance where relevant to deal with issues.

1.17 WCHG is open and available to residents, delivering services from 9am to 6pm Monday to Friday. WCHG has an out of hours call handling service that is available to residents outside of these core hours. Depending on the nature of the incident, the on call WCHG Duty Manager for the group will assess and triage the issue or incident and will respond as necessary at the time or depending on the issue , on the next working day that WCHG is open and delivering services.

Security and Access Control

1.18 An electronic controlled access system will be utilized to ensure security and safety of the building and occupants, with video intercom functionality.

Parking Strategy

1.19 The proposed development comprises a car-free development save for disabled parking located to the rear of the scheme.

1.20 A dedicated full time Neighbourhood Officer who will be the point of contact for residents, and this officer will be at the scheme on a regular basis to liaise with residents and also check the scheme and respond to any housing management related issues this will include monitoring to ensure no issues regards the car parking.

Post and Deliveries

1.21 The scheme has a designated post room fitted with apartment post boxes which is where the post delivery service will deliver letters, this area is fob only access and will ensure this area and individual mail is secure for residents. Residents will need to ensure they take responsibility for collection of items from this area, but the Neighbourhood officer will also check this area on a regular basis to ensure compliance.

Maintenance, Repairs and Common Areas Cleaning

1.22 WCHG will establish a programme of regular inspection, maintenance, cleaning and repair of common areas, in accordance with landscape design, material makeup and required assessment frequencies. WCHG operate an extensive repairs service

including responsive repairs to agreed timescales, planned and cyclical maintenance programmes.

Servicing (Waste & Recycling)

1.23 WCHG will arrange waste collection via the local authority or suitable alternate private waste collection service, and ensure waste is presented for collection in accordance with MCC requirements, and that waste bins are appropriately stored between collections to prevent nuisance.

Summary

1.24 The proposed development creates a high quality residential scheme comprising of 100% affordable housing. WCHG has experience in managing both the building and related services for the proposed development as well as supporting the residents to live well.

Appendix 3

C2 - Schedule of Policies

The Adopted Development Plan for the Wythenshawe Sites is set out below:

- **Places for Everyone Joint Development Plan** (adopted March 2024) (PfE)
  https://www.greatermanchester-ca.gov.uk/media/2drduk0t/places-for-everyone-joint-development-plan-dec24.pdf
- **Manchester Core Strategy** (adopted July 2012) (addendum added March 2024 following PfE adoption)
  https://www.manchester.gov.uk/downloads/download/5672/core_strategy
- **'Saved' Policies of the City of Manchester Unitary Development Policies** (adopted July 1995) ('Saved' UDP)
  https://www.manchester.gov.uk/downloads/download/4975/extant_udp_policies
- **Greater Manchester Joint Waste DPD** (adopted April 2012)
  https://www.greatermanchester-ca.gov.uk/media/1994/greater_manchester_waste_plan_opt.pdf
- **Greater Manchester Joint Minerals DPD** (adopted April 2013)
  https://www.greatermanchester-ca.gov.uk/media/8344/2a_adopted_minerals_plan.pdf

Additional documents that will have a material consideration in decision making are set out below:

- **National Planning Policy Framework** (December 2024)
  https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF_December_2024.pdf
- **National Planning Practice Guidance**
  https://www.gov.uk/government/collections/planning-practice-guidance
- **Net Zero Design Guidance** (March 2025)
  Net Zero Design Guidance - Greater Manchester Combined Authority
- **Waste Storage and Collection Guidance for New Developments** (September 2023)
  https://www.manchester.gov.uk/downloads/file/29119/gd04_waste_storage_and_collection_guidance_for_new_developments_v7_sept_2023
- **Manchester Green and Blue Infrastructure Strategy** (2015-2025)
  https://www.manchester.gov.uk/downloads/download/6314/manchester_green_and_blue_strategy
- **Manchester Climate Change Framework** (2020 – 2025)
  https://static1.squarespace.com/static/68fa34be0cc5dc3bee62c620/t/692474c1c8e2011eaf78f261/1763996865279/Manchester%2BClimate%2BChange%2BFramework%2B2020-25.pdf
- **Manchester Housing Strategy** (2022-2032)
  https://www.manchester.gov.uk/download/downloads/id/28615/manchester_housing_strategy_2022-2032.pdf
- **Manchester Enabling Independence Accommodation Strategy** (2022-2032)
  https://democracy.manchester.gov.uk/documents/s35836/Enabling%20Independence%20Accommodation%20Strategy.pdf
- **Manchester Housing Needs Assessment** (2023)
  https://democracy.manchester.gov.uk/documents/s43455/Appendix%201%20for%20Housing%20Needs%20Assessment.pdf
- **Wythenshawe Civic Centre Development Framework** (January 2023)
  https://democracy.manchester.gov.uk/documents/s37867/Appendix%20-%20Draft%20Framework.pdf

The following policy schedule sets out the relevant polices from the above development plan documents. The policies have been grouped across document types by theme: **Design, Strategic, Sustainability,** and **Technical Considerations**.

Policy Document	Policy and Wording	Responsibility
Design		
Places for Everyone	**Policy JP-H3: Type, Size and Design of New Housing** Development across the plan area should seek to incorporate a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods. Where appropriate, this should include incorporating specialist housing for older households and vulnerable people. Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence. Housing provision to accommodate specific groups, such as students and travelling people, will be addressed through district local plans. All new dwellings must: 1. Comply with the nationally described space standards; and 2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable. Innovation in housing development will be supported where it is consistent with the principles of good design and contributes to local distinctiveness, including the use of modern methods of manufacturing that can help to improve the speed of delivery and increase building standards.	
Core Strategy	**Policy EN 1: Design Principles and Strategic Character Areas** 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 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. […] 10. Wider Wythenshawe Character Area Wythenshawe was developed along the principles of the 'garden city' movement. The wider area represents a phased series of predominantly social housing dating from the 1920s to the 1960s, with some later infill developments and industrial zones. There is a predominance of low rise, low density semi-detached houses, short terraces and low rise blocks of flats and maisonettes, all set within private gardens, incidental open space, public amenity spaces and pockets of semi-natural and woodland areas. The key focal points for activity are the transport corridors, hospital and District Centres. • The principal features to be retained in any new development is the sense of the existing low rise suburban character set within soft landscape.	
Core Strategy	**Policy DM 1: Development Management** All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:- • Appropriate siting, layout, scale, form, massing, materials and detail. • Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area. • Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise. • Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes. • Community safety and crime prevention. • Design for health. • Adequacy of internal accommodation and external amenity space. • Refuse storage and collection. • Vehicular access and car parking. • Effects relating to biodiversity, landscape, archaeological or built heritage. • Green Infrastructure including open space, both public and private. • The use of alternatives to peat-based products in landscaping/gardens within development schemes. Flood risk and drainage. Existing or proposed hazardous installations. • Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):- a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required: Year 2010 – Code Level 3; Year 2013 - Code Level 4;	

	Year 2016 - Code Level 6; and 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.	
'Saved' Policies of the City of Manchester Unitary Development Policies	**7. NEW HOUSING DEVELOPMENT** DC7.1 The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.	
'Saved' Policies of the City of Manchester Unitary Development Policies	**22. FOOTPATH PROTECTION** DC22.1 In considering development proposals, the Council will have regard to the effect on existing pedestrian routes and will not normally allow development which would result in unacceptable inconvenience to local pedestrian movement.	
Strategic		
Core Strategy	**Policy DM 2: Aerodrome Safeguarding** Development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.	
	Policy EC 2 Existing Employment Space The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that: • The existing use is un-viable in terms of business operations, building age and format; • The existing use is incompatible with adjacent uses; • The existing use is unsuitable for employment having had regard to the Manchester Salford - Trafford SFRA; or • On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.	
Places for Everyone	**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 areas' town centres and its other key assets, including education and training facilities enabling people to gain access to employment opportunities. As identified in Chapter 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.	
Places for Everyone	**Policy JP-H1: Scale, Distribution and Phasing of New Housing Development** A minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305. The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution (as set out in Table 7.2) will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets. The delivery rates in Table 7.2 are the minimum number of net additional dwellings each district is expected to identify a sufficient supply of sites for through their local plans. The phasing of development is set out in Table 7.2. Where national policy requires a local planning authority to identify and update annually a supply of specific deliverable sites in their district, this will be assessed against the minimum delivery rates for the district set out in Table 7.2, irrespective of any shortfalls or surpluses in other districts and in the Plan area overall (unless national policy requires a different figure to be used). Each local authority will monitor delivery rates within their area and will take action as necessary to ensure that delivery rates are maintained as anticipated in this plan. If this regular monitoring reveals significant deviation from the phasing in this plan, the factors resulting in these changes will be determined and consideration will be given to what action would be appropriate, including development management action and review of the policies in this plan. This work would feed into the regular reviews of this plan, although individual authorities may wish to take specific local action outside the formal review process to ensure that they can maintain delivery rates.	

<table>
<tr><td></td><td>Table 7.2 Distribution and Phasing of new dwellings 2022-2039<table><tr><td>-</td><td>Annual average 20222039</td><td>2022-2025 (annual)</td><td>20252030 (annual)</td><td>2030-2039 (annual)</td><td>Total 2022-2039</td></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></td></tr>
<tr><td>Places for Everyone</td><td>Policy JP-H2: Affordability of New Housing
Substantial improvements will be sought in the ability of people to access housing at a price they can afford, including through:
1. Significantly increasing the supply of new housing, in accordance with Policy JP-H1 'Scale, Distribution and Phasing of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases
2. Maximising the delivery of additional affordable homes, including through local plans setting targets for the provision of affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability
3. Supporting provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities)
4. Working with Government to maximise the amount of public funding being directed towards the provision of new affordable housing
5. Increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low income households.</td><td></td></tr>
<tr><td>Places for Everyone</td><td>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.

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</td><td></td></tr>
</table>

	C. C. 120+ dwellings per hectare: primarily apartments, incorporating houses and/or ground-floor duplexes where practicable **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 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	
Core Strategy	**Policy EC 10: Wythenshawe** Wythenshawe is expected to provide 55ha of employment land within B1a offices, B1b/c research and development and light industry and B8 logistics and distribution. The majority of economic development will be focused on: 1. Manchester Airport and specifically Manchester Airport Strategic Site and Airport City Strategic Employment Location are suitable for aviation related development and a mix of economic development uses including offices, high technology industries, logistics, warehousing and airport hotels.	

	2. University Hospital South Manchester suitable for growth related to the healthcare and biosciences and ancillary offices. 3. Existing employment sites along: • West Wythenshawe Development Corridor - Oaks Business Park (B1) and Roundthorn Industrial Estate (B8); • East Wythenshawe Development Corridor - Sharston Industrial Estate (B8), Atlas and Concord Business Parks (B1) and Ringway Trading Estate (B8). 4. The district centres of Wythenshawe, Northenden and the proposed centre at Baguley will all be suitable for mixed use local employment provision serving their catchment area. Development and infrastructure provision will be supported which strengthens transport connections between Roundthorn Industrial Estate, University Hospital South Manchester, Airport City and Manchester Airport. The Council will seek to maximise the opportunities to enhance this spatial cluster of key employment uses. The existing employment role of Roundthorn Industrial Estate and Sharston will be supported, including the existing industrial and manufacturing uses. Proposals which improve the connectivity of Roundthorn Industrial Estate to the Airport and Motorway network will be encouraged. Development proposals and planning applications should have regard to: • Ensuring employment opportunities are made accessible to local communities, particularly those at Manchester Airport; • Locations with good access to the national motorway network M56 and M60 and their suitability for logistics; • Proposed extension to Metrolink and new stops plus improved bus routes; • Delivery of low and zero carbon decentralised energy schemes and energy projects within Strategic Employment Locations.	
Core Strategy	**Policy H2: Strategic Housing Location** The key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits. Developers should take advantage of these opportunities by:- • Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare)* family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too. • Including environmental improvements across the area. • Creating sustainable neighbourhoods which include complementary facilities and services. • Considering the scope to include a residential element as part of employment-led development. Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure as set out in the energy policies (EN4 - EN7). Housing proposals in the Strategic Housing Location, in particular in West Gorton, the Irk Valley, Holt Town and the Lower Medlock Valley, will need to take account of the flood risk issues in line with policy EN14 - Flood Risk. *Replaced by PfE Policy JP-H4	
Core Strategy	**Policy H 7: Wythenshawe** The Council expects that Wythenshawe will accommodate only around 3% of new residential development over the lifetime of the Core Strategy. New high quality high density development will be encouraged within the district centres of Northenden, Baguley and Wythenshawe and upon small infill sites where it contributes to the stock of affordable housing and where it complements Wythenshawe's garden city character. There is also the potential for additional family housing for sale.	
Core Strategy	**Policy H 8: Affordable Housing**	

	The following requirements for affordable housing or an equivalent financial contribution, as set out in Providing For Housing Choice, or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. 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, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target 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. 6. The definition used for affordable housing is set out in Annex B of PPS 3. *Replaced by PfE Policy JP-H2	
Core Strategy	**Policy C 7: Wythenshawe District Centres - Baguley (West Wythenshawe), Northenden and Wythenshawe Town Centre** There is capacity for a substantial quantity of additional retail development within Wythenshawe, mainly at Baguley and Wythenshawe Town Centre. Across Wythenshawe centres there will be approximately 5,000 square metres of convenience and 3,000 square metres comparison retail development up to 2027, beyond current commitments in Wythenshawe Town Centre. There is capacity for additional food retail at Baguley (West Wythenshawe) to meet local needs. The Council will support an increase in provision at the foodstore which anchors Baguley (West Wythenshawe) District Centre, but new development is also contingent upon the creation of a range of units within the centre to accommodate a wider offer of retail, commercial and public uses. Development should enhance the character of the centre, and strengthen pedestrian links around the centre and to the surrounding neighbourhoods. Further retail and commercial development will be supported in Wythenshawe Town Centre, particularly comparison retail. Additional food retail should meet local needs and minimise leakage. The Council also supports the development of non-food retail and other commercial uses in Wythenshawe, including hotels and uses which maintain vitality beyond normal trading hours. Residential will be appropriate in Wythenshawe Town Centre as part of mixed use schemes, most likely beyond the retail and commercial core. New development should focus on creating a strong sense of place, and ensure that the redeveloped transport interchange is well-connected to new facilities and services. In Northenden additional food retail will be supported, although this will be limited in scale, within the boundaries of the existing centre. The character of the centre will be maintained, with particular attention to its appearance and retail function. Further small retail units will be appropriate. Development of the evening economy will be carefully managed to ensure that this complements the vitality of the retail and the amenity of nearby residents.	

Core Strategy	**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 every day 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.	
Core Strategy	**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 successor regulations/guidance. Through such obligations, the Council may seek contributions for the following with priority assessed on a site by site basis: • Affordable housing • Education • Health and wellbeing 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.	
Sustainability		
Places for Everyone	**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. […] It is expected that development in the Plan area will apply a net zero carbon approach to operational emissions up until 2028, thereafter emissions in construction should be considered. Minimum carbon reduction targets will be set in line with the Future Homes Standard of 80% or until such a time this is superseded.	

	[…] Part L 2021 of national Building Regulations took effect on 15 June 2022 and is a stepping stone to Future Homes and Future Building Standards (FHS), which is currently being consulted on in 2024 and is expected to be introduced in 2025. […] From 2025, applicants will need to demonstrate carbon reductions have been maximised with an opportunity to offset any residual carbon to a carbon offset fund. The approach will be reviewed in line with future standards as they are introduced. Table 5.1 Best Practice Thresholds for Reducing Energy Demand and Onsite Renewable Energy Generation within residential developments **-** / **Space Heat Demand[25]** / **Hot Water Energy Demand[26]** / **Renewable Energy Generation Targets** 2021 - 2025 / Houses (30kWh/m2) Flats (25kWh/m2) / 20% energy demand reduction in the total heat required for water heating / *Photovoltaic installation: 20% ground floorspace 2025 - onwards / Houses (20kWh/m2) Flats (15kWh/m2) / ^20% energy demand reduction in the total heat required for water heating / *Photovoltaic installation: 40% ground floorspace *Ground floorspace used as a proxy for available roof area. / - / - / - ^will need to be reviewed with Future Homes Standard 2025 to determine if savings already embedded. / - / - / - […] By following the energy hierarchy, new development will need to achieve net zero carbon through the maximisation of on-site measures first. However, in circumstances where a development has demonstrated that the hierarchy has been followed and there are no reasonable alternatives to meet the minimum carbon reductions, then payment to offset remaining emissions will also be required. […] Under amendments to the Building Regulations, the Government has introduced new requirements for installing electric vehicle charge points in new homes, new non-residential buildings, and when some buildings are renovated. New developments will need to meet the requirements set out in Part S of the Building Regulations, unless superseded by relevant Local Plan policies.	
Places for Everyone	**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. Promoting the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy, heating and cooling; 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: 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 emissions 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. b. Incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations, unless superseded by relevant Local Plan policies, to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site; c. 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; d. 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. 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. Districts may set out specific carbon emission reduction and energy demand targets within Local Plans.	
Places for Everyone	**Policy JP-S3: Heat and Energy Networks** The provision of decentralised energy infrastructure is critical to the delivery of our objectives for low carbon growth, carbon reductions and an increase in local energy generation. The following measures will help to achieve this: 1. Delivery of renewable and low carbon energy schemes will be supported with particular emphasis on the use of decentralised energy networks in areas identified as "Heat and Energy Network Opportunity Areas". These have been identified where: a. Existing heat/energy networks are operational or have been commissioned;	

	b. Proposals for new heat networks/energy networks are being progressed, or future opportunities have been identified in city-region master planning; c. Sufficient density of existing heat demand occurs; and d. Significant future development is proposed at the strategic development locations. 2. Within the identified "Heat and Energy Network Opportunity Areas", unless it can be demonstrated that there are more effective alternatives for minimising carbon emissions or such connection is not practicable or financially viable, it is expected that: a. New residential developments that are '10 dwellings or more' or other developments over 1,000 m^2 floorspace shall: i. Connect to an existing or planned heat/energy network or be designed to enable future connection (where within 500m of such a network); and/or ii. Install a site-wide or communal heat/energy network solution. b. An expectation that new industrial development will demonstrate that opportunities for using waste heat locally have been fully examined, and included in proposals; c. An expectation that where publicly-owned buildings and assets adjoin new major development sites, opportunities for these buildings and assets to connect to site-wide proposals will be considered; and d. An expectation that any site-wide networks will be designed so as to enable future expansion to adjoining buildings or assets as appropriate.	
Places for Everyone	**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: 1. Development and implementation of the Zero Waste Strategy for Greater Manchester which promotes overall reduction in the level of waste produced and supports resource efficiency within the Plan area in order to gain the maximum value from the things we produce; 2. Recognition of the role of existing infrastructure in managing our waste and protecting such facilities to ensure adequate waste management capacity is maintained; and 3. 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.	
Core Strategy	**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: o to reduce the need for energy through design features that provide passive heating, natural lighting and cooling o to reduce the need for energy through energy efficient features such as improved insulation and glazing o 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. *Replaced by PfE Policy JP-S2	
Core Strategy	**Policy EN 5: Strategic Areas for low and zero carbon decentralised energy infrastructure** Within Manchester it is considered that the following strategic areas, indicated on the key diagram, will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies available: • The Regional Centre, which also includes the Oxford Road Corridor and Eastlands • District Centres and associated major development sites • Airport Strategic Site • Strategic housing location • Strategic employment locations Within these areas new development, regeneration and retrofit projects, will be expected to take place in the context of more detailed proposals for decentralised low and zero carbon energy infrastructure in the form of energy proposals plans. The Council will work with all relevant stakeholders, which may include	

	developers, landowners, residents, community groups, private sector partners, utilities companies, neighbouring authorities and other public sector bodies, as appropriate, to bring forward such plans. Where investment or development is being undertaken into or adjacent to a public building/asset or district heating network, full consideration shall be given to the potential role that these can have in providing an anchor load within a decentralised energy network or in creating opportunities for CO2 reduction funded by contributions.	
Core Strategy	**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 rain water 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. *Replaced by PfE Policy JP-S2, JP-S4, JP-G8	
Technical Considerations		
Flood Risk		
Places for Everyone	**Policy JP-S4: Flood Risk and the Water Environment** An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk, by: 1. Returning rivers to a more natural state, where practicable; 2. Working with natural processes and adopting a natural flood management approach to slow the speed of water drainage and intercept water pollutants; 3. Locating and designing development so as to minimise the impacts of current and future flood risk, including retrofitting or relocating existing developments, infrastructure and places to increase resilience to flooding; 4. Expecting developments to manage surface water run-off through sustainable drainage systems and as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable. District local plans should consider setting more detailed surface water drainage policies to reflect local circumstances, including alternative surface water discharge rates, such as in areas with critical drainage issues; 5. Ensuring that sustainable drainage systems: i. Are designed to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation; ii. Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground; iii. Are delivered in a holistic and integrated manner, including on larger sites split into different phases; and iv. Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development. 6. Securing the remediation of contaminated land and the careful design of developments to minimise the potential for urban diffuse pollution to affect the water environment; and 7. As a minimum, residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations. District local plans may and should consider setting a tighter water efficiency standard of 110 litres/person/day where there is a clear local need with reference to national guidance on housing optional technical standards.	
Core Strategy	**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 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. *Replaced by PfE Policy JP-S4	
Core Strategy	**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. *Replaced by PfE Policy JP-S4	
Air Quality		
Places for Everyone	**Policy JP-S5: Clean Air** A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met, including: 1. Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution; 2. Determining planning applications having regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate; 3. Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided; 4. Restricting developments that would generate significant point source pollution such as some types of industrial activity and energy generation; 5. Significantly expanding the existing commercial network of electric vehicle charging points, both for public and private use, including as part of new developments; 6. Implementing the Clean Air Plan and associated measures; 7. Facilitating the more sustainable distribution of goods within the urban area, including through accommodating urban consolidation centres and urban distribution centres that use ultra-low-emission vehicles, and local delivery facilities to reduce repeat delivery attempts; 8. Designing streets to avoid trapping air pollution at ground level, including through the appropriate location and scale of buildings and trees; 9. Controlling traffic and parking within and around schools, early years sites and other locations that are particularly sensitive to air quality; 10. Promoting actions that help remove pollutants from the air, such as enhancing the green infrastructure network and using innovative building materials that capture air pollutants; and 11. Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users.	
Core Strategy	**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 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. *Replaced by PfE Policy JP-S5	
BNG / Ecology		
Places for Everyone	**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.	
Places for Everyone	**Policy JP-G7: Trees and Woodland** Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision.	
Places for Everyone	**Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity** Development will be expected to: a. Follow the mitigation hierarchy of: i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then ii. Adequately mitigating any harm to biodiversity, then iii. Adequately compensating for any remaining harm to biodiversity b. Avoid fragmenting or severing connectivity between habitats; c. Achieve a measurable net gain in biodiversity of no less than 10% d. Make appropriate provision for long-term management of habitats and geological features connected to the development; e. Where appropriate, development should: mitigate air pollution impacts on, Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and f. Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.	
Core Strategy	**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. Key features of Manchester's green infrastructure will include: • The continued development of a network of green spaces, water bodies, canals, paths and cycleways, with priority given to those parts of the City where there is an identified existing lack of open space. The Council will seek to protect existing street trees and promote new planting, particularly where this can enhance green links in the urban area. • The 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.	
Core Strategy	**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 (GM BAP);	

	• protected and priority species, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP); • 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 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 areas of managed greenspace 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 natural and semi-natural greenspace, 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.* *Replaced by PfE Policy JP-G8	
Highways / Access		
Places for Everyone	**Policy JP-P1: Sustainable Places** We aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with: 1. Distinctive, with a clear identity that: A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture; B. Enables a clear understanding of how the place has developed; and C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used 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: A. Responding to the needs of all parts of society; B. Enabling everyone to participate equally and independently; C. Providing opportunities for social contact and support; and D. 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. A low carbon footprint; B. Efficient use of land; C. Minimised use of new materials; D. 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 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	
Places for Everyone	**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. 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.	
Places for Everyone	**Policy JP-C1: An Integrated Network** In order to help deliver an accessible, low carbon Greater Manchester with world-class 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 • 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.	
Places for Everyone	**Policy JP-C5: Streets for All** 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; 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.	
Places for Everyone	**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: 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.	
Places for Everyone	**Policy JP-C8: Transport Requirements of New Development** New development will be required 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. This will include: • Prioritising new and enhanced walking, cycling and public transport routes through and around the site; • Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access; • Making adequate car parking provision, including disabled drivers and passengers; • Providing ULEV charging infrastructure; • Provide overnight parking and rest areas, with appropriate facilitates for HGV drivers; • Providing designated pick-up/drop-off points for taxis and other demand-responsive transport where appropriate; • Make appropriate provision for deliveries and services; • Construction Management Plans; • Transport Assessments and Travel Plans.	
Digital Connectivity		

Places for Everyone	**Policy JP-C2: Digital Connectivity** We support the provision of affordable, high quality, digital infrastructure. In making decisions we will support a range of measures, including: 1. Enabling the roll-out of latest generation mobile technology and full fibre to the premises connectivity, in a way that maximises coverage whilst protecting townscape quality and ensuring an ability to respond to updated/changing technology; 2. Requiring all new development to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multiple-ducting compliant with telecoms standards, to facilitate future-proof gigabit-capable network connections. It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties and 3. Facilitating the provision of free, secure, high speed public wi-fi connections, particularly in the most frequented areas.	
Noise		
'Saved' Policies of the City of Manchester Unitary Development Policies	**26. DEVELOPMENT AND NOISE** DC26.1 The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both: a. the effect of new development proposals which are likely to be generators of noise; and b. the implications of new development being exposed to existing noise sources which are effectively outside planning control. DC26.2 New noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future. DC26.3 Developments likely to result in unacceptably high levels of noises will not be permitted: a. in residential areas; b. near schools, hospitals, nursing homes and similar institutions; c. near open land used frequently for recreational purposes. DC26.4 Where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following: a. engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers; b. layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it; and screening by natural barriers or other buildings or noncritical rooms within a building; and c. administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all of these factors will be considered appropriate for inclusion in conditions on any planning permission. DC26.5 The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate. DC26.6 Exceptions to the general policy will be considered on their merits. The Council accept, as an example, that the occasional use of outdoor facilities such as sports stadia for concerts can be acceptable in certain circumstances. Any such proposal will be considered in the light of consultation with local residents and others, and the practicability of appropriate conditions on any approval.	