Former Buzz Bingo, Hyde Road, Manchester

Planning Statement

8 May 2026

Neo
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FINAL	
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1. Executive Summary

1.1 The Site is located in a highly sustainable location within East Manchester, within an area prioritised within national policy, Places for Everyone and Manchester City Council's Core Strategy and Manchester's Residential Growth Strategy and Housing Strategy for residential growth.

1.2 The Site is located within easy walking distance to Gorton District Centre a wide range of shops, services, employment opportunities and public transport. The Site comprises of vacant brownfield land within a mixed residential and commercial area and within an area of high housing demand.

1.3 The Site is currently occupied by the former Buzz Bingo building, which is now vacant, along with associated smaller structures e.g. smoking shelter. It is understood that Buzz Bingo closed in March 2023. The Site has been targeted by anti-social behaviour. As a result, it currently makes a negative contribution to the character and appearance of the area and has a detrimental impact on surrounding residential amenity and safety. Prior approval for the demolition of the former Buzz Bingo building has recently been granted.

1.4 There is therefore a clear case for the rationalisation of land uses within inner areas, where the Site is located, to create a more attractive and sustainable neighbourhood, in line with the adopted and emerging Development Plan and Section 11 of the NPPF which seeks the effective use of land, to meet the need for homes and other uses, whilst safeguarding the environment.

1.5 It is very unlikely that any jobs will be lost as a result of the Proposed Development; rather, there will be a net increase in job opportunities as outlined within the Socio-Economic Assessment submitted with the application. This includes direct employment opportunities through the management and maintenance of the residential development and resident amenity spaces; in addition to additional jobs created through construction, local expenditure and increased Council revenue.

1.6 Turning to the Proposed Development, this application seeks permission for a well-designed, high-quality residential development. The design has been progressed over a number of months in close liaison with technical consultants, local residents and stakeholders, and Manchester City Council Officers. The scheme seeks to improve the amenity and safety of the area and consideration has been given to activating the Hyde Road frontage. Extensive landscaping and public realm improvements are also proposed within the Site.

1.7 It is clear that the proposed redevelopment of the Site for residential use will result in numerous and substantial benefits which will improve the socio-economic and environmental conditions of the area. This includes:

Socio-economic Benefits

1.8 The development will lead to economic benefits by delivering residential development that meets locally identified housing needs (family and affordable housing) whilst supporting growth, as well as creating new jobs throughout the construction and operation of the development.

1.9 The Social benefits will be delivered by way of ensuring that a sufficient number and range of homes will be provided to meet the needs of present and future generations, supporting a strong, vibrant and healthy community within East Manchester.

- The delivery of 152 (100%) new affordable homes for either Social Rent or Rent to Buy.
- All new homes have been designed to meet the required standards for accessible and adaptable dwellings.

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- The additional housing proposed for the Site could accommodate 374 additional residents with 237 being of working age.

- The new households will spend £4.9m per year. Assuming 60% of their household spend is within the Manchester area, this will bring an additional £2.9m of expenditure to the local economy. This could directly support 17.2 full time equivalent jobs within local shops in Manchester. The GVA associated with these jobs will be £982k per year.

- The new homes will generate additional annual Council tax revenue for the local authority. Over 10 years, the properties will generate in excess of £318k per annum for the Council.

- There will be 224 construction FTE jobs supported on-site during the build period. The GVA associated with these jobs will be £14.8m per year.

Environmental Benefits

1.10 The proposals will ensure consistency with the surrounding natural and built environment, reflected by the nature of the proposed design and the findings of the associated technical studies prepared and submitted in support of the planning application.

- The provision of new planting, minimal use of resources during operation, and improved ground conditions and not resulting in any long-term significant adverse environmental effects.

- The improved appearance of the Site which will completely transform the outlook and setting for local residents, workers and visitors to the area, including those visiting the adjacent Gorton Park and those travelling into the City Centre along Hyde Road.

- The proposed landscape design will provide an attractive and welcoming environment for the new neighbourhood, with a naturalistic pocket park and features to enhance the key route through the Site from Kirkmanshulme Lane to Hyde Road.

- Native and wildlife-friendly planting is proposed for biodiversity and wildlife value, offering habitat, foraging, and pollinating opportunities, and Sustainable Urban Drainage features including rain gardens and swales. The required 10% Biodiversity Net Gain will be achieved through the retention of existing trees and vegetation on Site where possible, a comprehensive planting scheme and a financial contribution towards improving biodiversity elsewhere in Manchester.

- Promote active travel through the provision of secure cycle storage for all residents.

1.11 Turning to the technical considerations, a detailed suite of reports have been undertaken by appropriately qualified consultants and have been submitted with the application. The reports confirm that there are no technical considerations which would preclude the granting of planning permission.

1.12 The Proposed Development accords with the relevant and up to date Development Plan policies as a whole and is offered significant support by a number of other material considerations including National Planning Policy. No adverse impacts of granting planning permission have been identified however there are numerous and substantial benefits resulting from the Proposed Development. Consequently the development should consequently be supported and permission granted without delay.

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2. Introduction

2.1 This Planning Policy Compliance Statement (referred to hereafter as 'the Statement') has been prepared by Euan Kellie Property Solutions on behalf of our client Kellen Homes and Jigsaw Homes North ('the Applicant'), in respect of land off Hyde Road, Manchester (herein referred to as 'the Site').

2.2 The Statement has been prepared to support the application for full planning permission being submitted to Manchester City Council ('MCC') for the development of 152 residential dwellings (Planning Use Class C3) together with landscaping, sustainable drainage features, pedestrian footways, vehicular accesses and highways, parking provision and other associated works (hereafter referred to as "the Proposed Development"). Further details in respect of the Site and the proposals are set out in within **Chapters 3 & 4** respectively.

2.3 The purpose of the Statement is to provide a clear justification for the Proposed Development by demonstrating compliance with the relevant Development Plan, whilst also taking account of all other relevant material considerations.

About the Applicant

Kellen Homes

2.4 Kellen Homes were established in 2020 and work across the North West to create homes for all by offering properties to suit a range of lifestyles and budgets without compromising on quality. Kellen Homes' mission is to develop partnerships across public and private sectors to increase the supply of quality new homes of all tenures to contribute to solving the UK housing crisis.

2.5 Kellen Homes work alongside a range of trusted partners, including Homes England, Local Authorities, Registered Providers and Build to Rent investors to deliver well-designed and affordable Homes on a large-scale. They create communities and neighbourhoods that people are proud to call home. Their new build homes are designed to suit a range of lifestyles and budgets, offering spacious and thoughtfully-planned properties for everyone.

Jigsaw Homes North

2.6 Jigsaw is one of the largest housing groups in England with more than 37,500 homes across the North West and East Midlands. They build, renovate and manage affordable housing for rent and sale.

2.7 Jigsaw's mission is 'Creating homes. Building lives' and they provide quality, low-cost housing for rent and sale and play a wider role in making sure their residents thrive in their homes and benefit from living in healthy, sustainable communities. Jigsaw also provide a range of charitable and supported housing services to help people live independently and to successfully maintain their tenancies.

2.8 Kellen Homes and Jigsaw have an established partnership and track record for delivering residential schemes across Greater Manchester.

Application Documentation

2.9 The Statement should be read alongside all other documents being submitted with the planning application, which include:

- Covering Letter prepared by Euan Kellie Property Solutions (EKPS);

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- Planning Application Forms and Certificates;
- Site Location Plan;
- Scheme Plans prepared by Kellen Homes:
    - Existing Site Plan
    - Existing and Proposed Scheme Plans, Elevations and Sections
    - Topographical Survey
    - Landscaping Plans
- Design & Access Statement prepared by Kellen Homes;
- Noise Assessment prepared by e3p;
- Statement of Community Involvement prepared by Lexington Communications;
- Economic Statement prepared by Donald Webb Associates;
- Archaeological Desktop Study prepared by Fenix Heritage;
- Energy and Environmental Standards Statement prepared by Energist;
- Phase 1 and 2 Ground Conditions Assessment and Remediation Strategy prepared by e3p;
- MCC Waste Proforma prepared by Kellen Homes;
- Construction Management Plan prepared by Kellen Homes;
- Air Quality Impact Assessment prepared by Redmore;
- Flood Risk Assessment and Drainage Strategy prepared by Townsend Water Engineering;
- Preliminary Ecological Appraisal and Bat Survey prepared by Arbtech;
- Biodiversity Net Gain Metric prepared by Arbtech;
- Transport Assessment and Travel Plan prepared by Eddisons;
- Tree Survey / Arboricultural Survey prepared by Arbtech;
- Broadband Connectivity Statement prepared by Kellen Homes;
- Crime Impact Assessment prepared by Greater Manchester Police;
- Local Labour Agreement prepared by Kellen Homes;
- Affordable Housing Statement prepared by Jigsaw Homes North;
- Financial Viability Assessment prepared by Roger Hannah

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Contact Details

2.10 For further information in respect of this Planning Policy Compliance Statement, please contact:

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3. Site and Surroundings

3.1 The Site falls within the administrative boundary of MCC and is located within the Longsight Ward in East Manchester. It is bounded by Hyde Road and Kirkmanshulme Lane. The Coop Academy Belle Vue forms the western boundary of the site.

3.2 The Site is 1.37 hectares (3.39 acres) in size. **Figure 3.1** shows the Site context whilst **Figure 3.2** shows the Site boundary.



^ Figure 3.1



^ Figure 3.2

3.3 The Site is currently occupied by the former Buzz Bingo building, which is now vacant, along with associated smaller structures e.g. smoking shelter. It is understood that Buzz Bingo closed in March 2023.

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3.4 Prior Approval for demolition of all buildings on site was issued by MCC on 1 May 2026, and demolition works have now commenced on site.

3.5 The Site is principally covered in hardstanding, although there is a grass verge long the northern boundary with some existing trees along the Hyde Road frontage.

3.6 The area surrounding the Site is characterised by a mix of residential and commercial development, alongside the adjacent academy school. The Hideout Youth Zone is to the north on the opposite side of Hyde Road as well as Gorton Park.

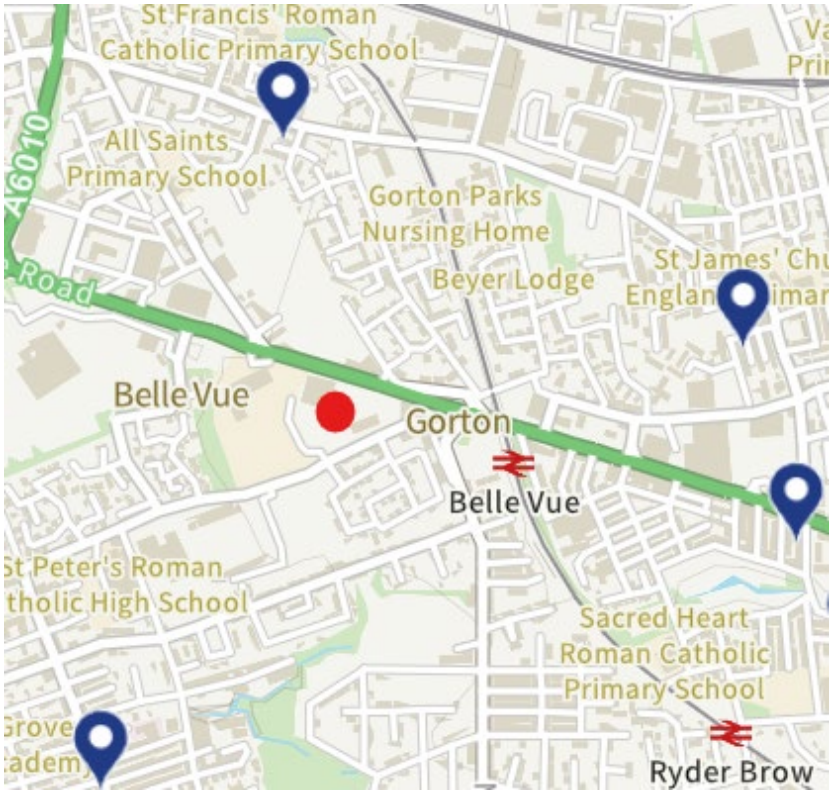
Planning Policy Designations

3.7 The purpose of this section is to introduce the key planning policy designations. Further details on the relevant planning policies is provided within **Chapter 5** whilst a more detailed summary of those policies is provided in **Appendices 1-5**.

3.8 The Site is located within the jurisdiction of MCC and is within East Manchester. The Site-specific policies which are relevant include Manchester Core Strategy Policies EC5 and H4 for 'East Manchester'. Places for Everyone Policy JP-Strat 5: Inner Areas is also relevant.

Heritage

3.9 The Site is not within a conversation area and there are no listed buildings in close proximity, as shown in **Figure 3.4** below.

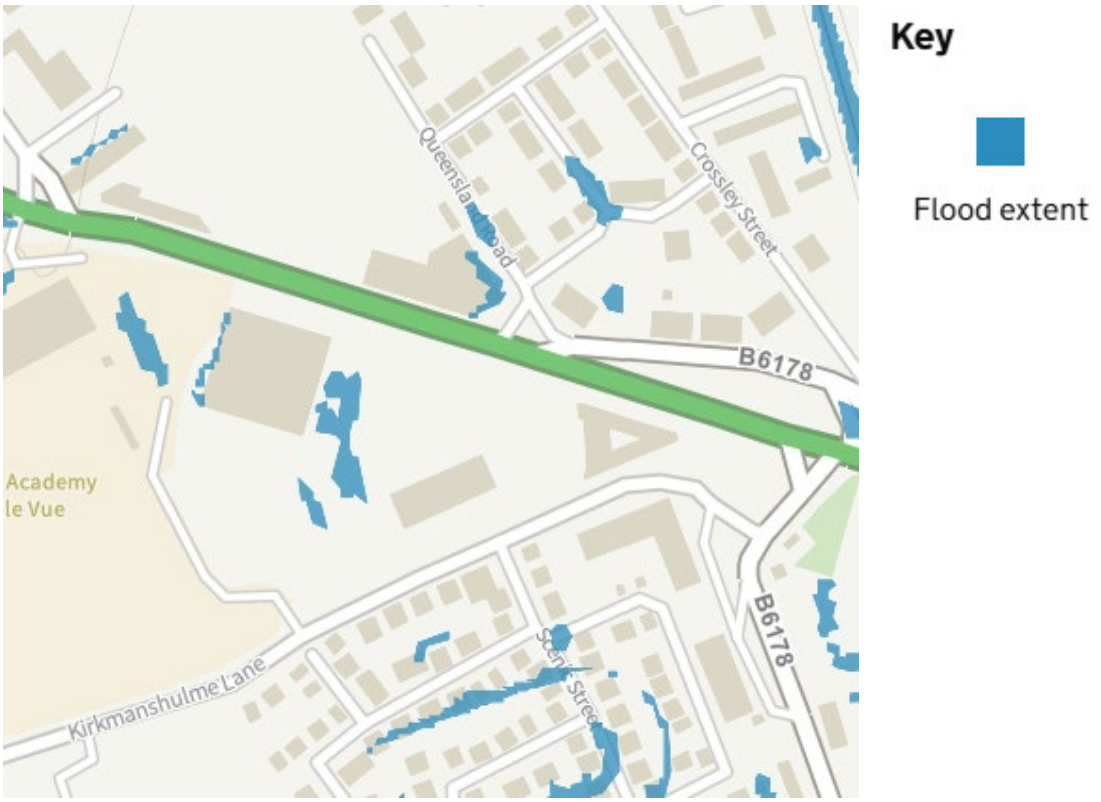


^ Figure 3.4 – nearby heritage designations (Site boundary marked with red dot)

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Flood Risk

3.10 Having consulted the "GOV.UK" website the Site is within Flood Zone 1 but parts of it are subject to surface water flooding (see **Figure 3.5** below).



^ Figure 3.5: Flood Map (Surface Water Flooding 1 in 30 years)

Planning history

3.11 The Site has no planning history relevant to the proposals.

3.12 Prior Approval was issued on 1 May 2026 for the demolition of all buildings on the Site (Ref. 145556/DEM/2026).

3.13 **Chapter 4** will now set out details of the Proposed Development.

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4. The Proposed Development

Application Proposals

4.1 The application proposals present an opportunity to deliver 152 new homes, including family housing and affordable housing, in a sustainable location within East Manchester.

4.2 The application proposes the following:

"Erection of a residential development comprising 152 dwellings (Use Class C3a) together with landscaping, sustainable drainage features, pedestrian footways and highways, parking provision and other associated works"

4.3 The Proposed Site Plan is shown in **Figure 3.1** below.



^ Figure4.1 Proposed Site Plan

4.4 The Proposed Development includes the following:

- 100% provision of affordable homes, including homes for social rent and rent to buy, which will be tenure blind to be managed by Jigsaw Homes North.

- 126 no. one and two bedroom apartments within three separate five to six storey apartment blocks on the Hyde Road frontage, designed in accordance with MCC's Residential Quality Guidance and Nationally Described Space Standards ("NDSS"), with 64 no. car parking spaces (51% provision).

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- The provision of 26 no. two and three storey houses in a range of house types comprising a mix of two and three bedroom properties. All homes will be designed in accordance with MCC's Residential Quality Guidance and Nationally Described Space Standards ("NDSS"), all with private gardens and off-road car parking (119% provision).

- All new homes will be compliant with Part M(4)2 of the Building Regulations and 3% will meet the requirements of Part M(4)3 of the Building Regulations (comprising 4 no. 1-bedroom M(4)3 apartments).

- The existing vehicular access into the Site from Kirkmanshulme Lane will be utilised. The internal access roads have been designed to adoptable standards and includes a 5.5m-wide carriageway with a 2m-wide footway on both sides of the road throughout the scheme, with dropped kerbs and tactile paving at junctions.

- Provision for a total of 95no. car parking spaces across the Site (51% provision for the apartments and 119% provision for the houses), including 4no disabled person spaces. All car parking spaces will be equipped with EV charging from the outset.

- Pedestrian permeability will be created through the Site from Kirkmanshulme Lane to Hyde Road, with the proposals enabling a new level access on along the Hyde Road frontage.

- Active travel initiatives include provision of dedicated secure cycle parking stores for each of the apartment blocks accommodating 126 cycles and secure cycle parking facilities will be provided within the curtilage of each house (100% provision).

- The design of the three apartment blocks has been developed to provide a quality contemporary frontage to Hyde Road. The three blocks are all proposed to use a quality red brick, with the use of projecting stacked feature brick detail in contrasting red brick. Deep window reveals along with the use of slimline grey window frames are proposed.

- A range of house types proposed across the Site, which have been designed to provide a mixed contemporary offer which blends in with neighbouring recent residential developments. All house types will utilise a quality red brick and incorporate recessed stacked bricks above and below windows, deep window reveals (200mm), grey slimline flush window frames and grey roof tiles.

- The proposed landscape design will provide an attractive and welcoming environment for the new neighbourhood, with a pocket park on the Hyde Road frontage. Native and wildlife-friendly planting is proposed for biodiversity and wildlife value, offering habitat, foraging, and pollinating opportunities, and Sustainable Urban Drainage features, such as rain gardens and swales, are also included where possible. A 10% Biodiversity Net Gain is achieved through a combination of on-site planting and a financial contribution towards planting elsewhere in Manchester

- The proposals are presented in further detail in the Design & Access Statement, prepared by Kellen Homes, submitted in support of the application.

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^ Figure 4.2 Visual taken from Hyde Road

Affordable Housing Provision

4.5 As is set out with the accompanying Affordable Housing Statement prepared by Jigsaw Homes North, the Proposed Development would deliver 152 dwellings for affordable housing, representing a 100% provision across the site. This will include both one and two bedroom apartments and two and three bedroom houses.

4.6 There are to be a mix of homes for Social Rent and Rent to Buy, as follows:

- 101 new homes for Social Rent (66%), including one and two bedroom apartments and two and three bedroom houses.
- 51 new Rent to Buy homes (34%), including one and two bedroom apartments and three bedroom houses.

4.7 All new homes will be tenure blind to be managed by Jigsaw Homes North. The new homes will be available via the Manchester Move allocation process, with first lets being made using a local lettings policy agreed upon with MCC. Any subsequent lets will be made in line with the policy and/or agreed upon under the Manchester Move process.

4.8 The delivery of affordable dwellings as part of the Proposed Development is subject to securing grant funding from Homes England, as is demonstrated within the submitted Viability Assessment.

4.9 **Chapter 5** will now outline the relevant planning policy considerations that should be taken into consideration when determining the planning application.

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5. Relevant Planning Policies

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the Development Plan unless material considerations indicate otherwise.

5.2 The Site is located within the administrative control of MCC. The relevant Development Plan therefore comprises:

- MCC Core Strategy 2012-2027 ('CS');
- The 'saved' policies of the Unitary Development Plan ('UDP'); and
- Places for Everyone 2024.

Manchester Core Strategy

5.3 The Manchester Core Strategy was adopted in July 2012 and is the key, overarching Development Plan Document ('DPD') within the Local Development Framework ('LDF'). The Core Strategy has replaced significant elements of the Manchester UDP as the document that sets out the long-term strategic policies for Manchester's future development. Details of the policies which are most relevant to the Proposed Development are outlined in **Appendix 1**.

5.4 The Site specific policies which are of relevance include Core Strategy Policies EC5 and H4 for 'East Manchester'.

5.5 **CS Policy EC5 'East Manchester'** states that East Manchester is expected to provide approximately 80-85ha of employment land, the majority of which will be in the Regional Centre. Development will also be supported in existing employment and economic development areas, including Alan Turing Way, along key radial routes and Ardwick Goods Yards.

5.6 The supporting text states:

> *"The wide scale regeneration in East Manchester particularly at the neighbourhood level has led to the relocation of businesses which are incompatible with residential and vibrant neighbourhoods."*

5.7 **CS Policy H4 'East Manchester'** states that East Manchester will assist with the delivery of around 30% of new residential development (approximately 8,280 residential units) between 2009-2027. It is noted that priority will be given to family housing and other high value, high quality development where this can be sustained.

Saved Policies of the Manchester Unitary Development Plan

5.8 A large number of the policies set out in the UDP adopted in July 1995 were 'saved' in 2012 and are still in effect today. The policies relevant to the Proposed Development are outlined in **Appendix 2**.

Places for Everyone

5.9 Places for Everyone ("PfE") is a plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth that covers the period from 2022 up to 2039. The plan was adopted on 21 March 2024 and comprises of the following documents:

- Places for Everyone Joint Development Plan Document

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- Places for Everyone Policies Map
- Places for Everyone Adoption Statements
- Schedule of minor non-material editorial amendments
- Integrated Assessment Reports (including the Sustainability Assessment).

5.10 A list of Policies within PfE that are relevant to the Proposed Development are set out in **Appendix 3.**

5.11 Other relevant policies and documents which form a 'material consideration' to the application include:

- Draft Manchester Local Plan (September 2025) (**See Appendix 5**)
- Relevant MCC Supplementary Planning Documents including:
    - Guide to Development in Manchester SPD (See **Appendix 4**)
    - Design for Access 2 SPD (2003)
- Manchester's Residential Growth Strategy
- Manchester Housing Strategy
- Manchester Residential Design Guidance (2016)
- MCC's Statement of Community Involvement (2018)
- The National Planning Policy Framework ('NPPF') (2023) (See **Appendix 6**)
- The National Planning Policy Guidance ('NPPG')
- National Design Guidance.
- Tall Building Guidance.

5.12 **Chapter 6** will now appraise the Proposed Development in respect of the relevant local and national policy context.

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6. Planning Appraisal

6.1 Having introduced the Site and summarised the key Development Plan policies and other relevant material considerations, this Chapter provides an assessment of the Proposed Development in planning terms. The following matters will be considered in turn:

- Principle of the Proposed Development and Public Benefits
- Provision of New Housing
- Contribution towards Housing Supply
- Loss of Bingo Hall
- Socio-Economic and Regeneration Benefits
- Scheme Design
    - Designing out crime
    - Waste Management
- Historic environment
    - Impact on Archaeology
- Biodiversity and Ecology
- Sustainability and Climate Change
- Local Environment / Amenity:
    - Air quality
    - Noise
    - Highways and Accessibility
- Flood Risk and Drainage
- Ground Conditions
- Pre-application Consultation

Principle of the Proposed Development and Public Benefits

6.2 The principle of redeveloping the Site for residential use fully aligns with the social, environmental and economic objectives of the NPPF, as well as the Governments ambitious targets for house building, in that it will provide 152 new homes within a new neighbourhood development, in a location which is fully accessible and close to a range of existing services and facilities.

6.3 Further, Section 11 of the NPPF seeks the effective use of land in meeting the need for homes and other uses, whilst safeguarding the environment. The Proposed Development supports this by making effective use of Previously Developed land which is currently underutilised.

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6.4 The Proposed Development will also support the Spatial Objectives of MCC's Core Strategy, including Core Strategy Policy SP1, Policy JP-S1 of Places for Everyone and draft Local Plan Policy SP1 which supports sustainable development through maximising social, economic and environmental benefits.

6.5 The Site is located within East Manchester (Core Strategy Policy EC5 is therefore relevant) and an Inner Area as identified by Places for Everyone (Policies JP-Strat5). The priority for the delivery of new housing within East Manchester is set out within Core Strategy Policy H4.

Provision of New Housing

6.6 Section 5 of the NPPF relates to delivering a sufficient supply of homes and highlights the importance of supporting the Government's objective of significantly boosting the supply of homes, recognising that a sufficient amount of variety of land can come forward where it is needed (Paragraph 61).

6.7 CS Policy SP1 'Spatial Principles' acknowledges that the Inner Areas will be the focus for the majority of new residential development. CS Policy H4 'East Manchester' further states that priority will be given to family housing in East Manchester, as well as other high value, high quality development where this can be sustained. The Proposed Development will meet the requirements of CS Policy H4 by providing new family housing, including 26 no. new houses comprising a range of 2, 3-bedroom homes, as well as 126 no. apartments providing both 1 and 2-bedroom homes. The housing mix has been carefully considered to maximise the redevelopment opportunity presented by the Site, and to meet local need.

6.8 PfE Policy JP-H1 outlines the Scale, Distribution and Phasing of New Housing Development across the region and CS Policy H1 'Overall Housing Provision' establishes that 90% of residential development within Manchester will be on previously developed land. As set out in **Chapter 3**, the Site is previously developed, and the Proposed Development will therefore assist in achieving the key objective of this policy.

6.9 CS Policy H8 'Affordable Housing' requires affordable housing to be provided on all residential developments that propose 15 or more units; with the proportion of affordable housing units reflecting the type and size of the development as a whole. PfE Policy JP-H2 also promotes the delivery of affordable housing across new developments.

6.10 The Proposed Development includes provision of 100% affordable homes. This will comprise 101 new homes for Social Rent (66%), including one and two bedroom apartments and two and three bedroom houses, and 51 new Rent to Buy homes (34%), including one and two bedroom apartments and three bedroom houses. This mix has been developed with Jigsaw and MCC's Housing team to ensure it meets local needs.

6.11 Jigsaw Homes North will be the Registered Provider who will own and manage the affordable dwellings. An Affordable Housing Statement has been prepared by Jigsaw Homes North and is submitted with the Planning Application. The provisions of CS Policy H8 have therefore been given due consideration.

6.12 All new homes will be compliant with Part M(4)2 of the Building Regulations – as required by PfE Policy JP-H3 – and beyond this, 3% will meet the requirements of Part M(4)3 of the Building Regulations (comprising 4 no. 1-bedroom M(4)3 apartments).

Contribution to Housing Supply

6.13 CS Policy SO3 seeks to provide for a significant increase in quality housing provision in sustainable locations across the City. Further, PfE Policy JP-H1 outlines the delivery of new homes across the region over the plan period. CS Policy H4 states that a significant proportion should be delivered

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in East Manchester. The delivery of 152 new homes on the Site will assist in the delivery achieving these targets.

6.14 Manchester Residential Growth Strategy acknowledges that the right mix of housing is needed to support growth and ensure that the growing population can live and work in the City, whilst enjoying a good quality of life. The Proposed Development includes a broad mix of housing types to provide for the differing needs of people wanting to live and work in the City.

6.15 The Proposed Development will provide a safe, inclusive, and well managed new community development in this part of East Manchester. According to the latest published figures (1 April 2025) MCC has a 7.5-year housing land supply, however this should not be viewed as a 'cap' or a 'maximum and new housing development should be supported where it will meet an identified local need.

Loss of Bingo Hall

6.16 The definition of 'Community Use' or 'Community Facility' is not defined in the NPPF, however there are many paragraphs which allude to the types of facilities and uses that should be considered to be a community use or facility.

6.17 This includes Paragraph 20 (c) which states, 'community facilities (such as health, education and cultural infrastructure)'; Paragraph 98a which states '…community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship)'; and Paragraph 200 which states '…effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs)'.

6.18 It is concluded on this basis, that a Bingo Hall would not fall into the category of a 'Community Facility / Use' and alternatively, in planning terms, a Bingo Hall is more appropriately identified as a leisure facility.

6.19 Notwithstanding, it is acknowledged that leisure uses can, in some circumstances, be considered to provide a valued facility or service, which Paragraph 88 (d) of the NPPF recognises should be afforded some level of protection.

6.20 The former Buzz Bingo hall on the Site closed in March 2023, following a series of challenges including increasing operational costs, rising energy bills and changing consumer preferences following the "Covid-19" pandemic resulting in the business not remaining viable.

6.21 Since the closure the building has remained vacant and un-let and has become a source of anti-social behaviour, despite security measures put in place by Kellen homes once the Site was within their ownership.

6.22 With this in mind, it is not considered viable to bring the Site back into active use as a Bingo Hall due to a lack of demand and financial viability). As the Site has not been trading as a Bingo Hall for three years, it is considered that the loss of the facility would not result in any significant negative impact upon community or leisure facilities and in the area.

6.23 The Proposed Development also accords with Paragraph 125 (Section 11 'Making Effective Use of Land') of the NPPF which states that planning decisions should give **substantial weight** to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

6.24 Furthermore, Paragraph 124 (Section 11) of the NPPF also states that planning decisions should promote an effective use of land in meeting the need for homes, while safeguarding and improving the environment, and ensuring safe and healthy living conditions; specifically, there is a requirement for local planning authorities to set out a clear strategy for accommodating

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objectively assessed needs, in a way that makes as much use as possible of previously-development or brownfield land.

6.25 The Proposed Development will bring life to a currently underutilised and vacant plot of brownfield land, it is therefore considered that the principle of redeveloping the Site for a more effective, residential use, should be supported, in accordance with PfE Policies JP-Strat5 and Section 11 of the NPPF.

Socio-Economic and Regeneration Benefits

6.26 The redevelopment of the Site for residential would bring a range of benefits to Manchester's residential market and to the local economy, including:

- **Contribution to the Economy –** There is a direct link between economic growth and regeneration, and the provision of housing and new homes are required to fuel and complement economic growth.

  According to the Socio-Economic Impact Assessment prepared by Brookdale Consulting, the additional households created by the Proposed Development will help to support local services and businesses such as schools, health centres and shops. In terms of retail, the households living within the application site will bring additional spending to Manchester and the local area. Residents will also support development of Manchester's evening economy.

  The new households will spend £4.9m per year. Assuming 60% of their household spend is within the Manchester area, this will bring an additional £2.9m of expenditure to the local economy.

- **Local Job Creation** – The development's construction will deliver a temporary economic uplift, supporting a number of new construction jobs both directly and indirectly. The Socio-Economic Impact Assessment prepared by Brookdale Consulting suggests that the scale of development could support 470 person years of construction related employment, comprising 174 on-site construction job years and a further 296 indirect job years in supporting industries such as specialist suppliers and manufacturing. It is anticipated that the project could be completed over a 108-week period which implies that **there will be 224 construction FTE jobs supported on-site during the build period. The GVA associated with these jobs will be £14.8m per year**.

  The average retail expenditure required to support one job is £172,064. Therefore, the anticipated additional spending resulting from the new households to be created by the Proposed Development could directly **support 17.2 full time equivalent jobs within local shops in Manchester. The GVA associated with these jobs will be £982,212m per year.**

  This will accord with the provisions of Core Strategy Policy EC1 and Section 2 of the NPPF which outlines that one of the overarching objectives of the planning system is to *"help build a strong, responsive and competitive economy"*.

  A Local Labour Agreement has been prepared by the Applicant and is submitted as part of the application which confirms their commitment to working with MCC, their Registered Provider partner and other local partners, to help maximise local employability and skills of local people.

- **Contribution to the City –** The Proposed Development will also generate additional Council Tax and also household spend, further benefitting the local economy. The completed development will bring new residents into to the area who will support the local economy. The Socio-Economic Impact Assessment prepared by Brookdale Consulting estimates that the additional housing proposed for the Site could accommodate **374 additional residents**

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with 237 being of working age (based upon the proportion of working age residents in the Longsight and Gorton & Abbey Hey wards is 63.4%).

Public sector employment in the ward is 3.5%. The additional working age residents that will occupy these dwellings are therefore **likely to support 8 public sector jobs** across public administration, education and health in the borough.

The new homes will generate additional annual Council tax revenue for the local authority. T**he properties will generate in excess of £ £318,034 per annum for the Council**.

- **Regeneration** – The redevelopment of the Site for a residential development will bring a currently underutilised site back into productive use, improve the physical appearance of the Site and provide the opportunity for a new development of high architectural quality. The Proposed Development will complement the existing mix of residential accommodation offer elsewhere within East Manchester in line with Core Strategy Policies SP1, SO3, H1 and H4 and PfE Policies JP-H1 and H2.

Summary

6.27 The proposals therefore accord with the Sections 5 and 6 of the NPPF, Policies EC1, SP1, SO3, H1 and H4 of the Core Strategy, PfE Policies JP-H1 and H2, and draft Local Plan Policies SP1, H1 and H2.

6.28 In terms of national planning policy, the scheme is consistent with the objectives outlined in the NPPF, in particular the need to provide sustainable development in the right locations.

Scheme Design

6.29 Section 8 of the NPPF seeks to achieve healthy, inclusive and safe places and Section 12 of the NPPF provides design guidance, stating that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve.

6.30 In respect of design, CS Policy EN1 expects all development in Manchester to follow the principles of urban design and identifies the Site within the 'Central Arc' which is acknowledged to be experiencing regeneration. PfE Policy JP-H4 sets out that housing development should be delivered at an appropriate density to the location.

6.31 Manchester's Guide to Development SPD states that it is important that new developments are of an appropriate height, having regard to location, character of the area, specific site circumstances and local effects.

6.32 The Proposed Development has been designed to deliver a high-quality scheme in this part of East Manchester. As set out in the Design and Access Statement prepared by Turley, the fundamentals of the Proposed Development have been directly influenced by the Site context, as well as the opportunities and constraints associated with it. The character and needs of the area and the principles set out in the Manchester Residential Design Guidance have also been given due consideration.

6.33 As is set out within the Design and Access Statement, the type, amount and layout of the scheme has evolved over time following pre-application discussions with MCC Planning Officers, resulting in a scheme which is now considered to be optimum to address the specific character of the Site, the identified housing market requirements, including affordable housing, as well as the relevant policy requirements.

6.34 The Manchester Residential Quality Guidance states that space standards within dwellings should comply with the Nationally Described Space Standards, as a minimum, and particular consideration should be given to the planning and layout out of the home and the manner in which

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its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage.

6.35 The proposed dwellings have been influenced by Manchester's space standards, and Nationally Described Space Standards, and all areas of the Proposed Development exceed current standards. All new homes will be compliant with M(4)2 of the Building Regulations, in line with PfE Policy JP-H3 and beyond this, 3% of all new homes will be compliant with M(4)3 of the Building Regulations in line with draft Local Plan Policy H7.

6.36 The scheme creates a new level access onto Hyde Road which helps create a safe and inclusive permeable route through the Site between Hyde Road and Kirkmanshulme Lane. Whilst some existing trees along the Hyde Road frontage are lost, the proposals include new tree planting across the Site, including replacement trees along Hyde Road, alongside a mix of planting elsewhere, including native species.

Designing Out Crime

6.37 The Proposed Development has also been designed in accordance with "Secured by Design " security specifications and with the pre-application consultation and advice received by Greater Manchester Police in their Crime Impact Statement (CIS) - submitted as part of this application.

6.38 The CIS confirms that there are a number of positive aspects of the proposal, including an appropriate number of dwellings on the Site with the orientation of houses and apartments focusing activity in appropriate areas whilst also facilitating passive surveillance of the public realm. The proposals will also provide off-street car parking.

6.39 A number of recommendations are made relating to detailed design matters, which will be picked up at the next stage of design.

Waste Management

6.40 CS Policy EN19 requires all developers to demonstrate consistency with the principles of the waste hierarchy. As illustrated on the Architectural Drawings, sufficient space will be provided on each driveway for suitable refuse storage. As required by MCC, a Waste Management Proforma has been submitted in support of the planning application and the DAS includes a Waste Management Strategy.

Digital Connectivity

6.41 In line with draft Local Plan Policy T4, a Broadband Connectivity prepared by Kellen Homes is submitted as part of the application which outlines how the Site will be connected digitally in the future.

Summary

6.42 It is concluded that the Proposed Development will provide a healthy, inclusive and safe place for all future and existing residents, which has been designed to the highest quality to reflect the character of the local area, in accordance with the principles set out in the NPPF, in particular section 12, Manchester's Guide to Development SPD, Manchester's Residential Quality Design, CS Policies EN1, EN 9, EN19 and DC19 and PfE Policies JP-P1, JP-H4 and JP-C2 and draft Local Plan Policies H7, SP2, EN3,EN11 and T4.

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Historic environment

6.43 The Site is not within a conversation area and there are no listed buildings in close proximity to it. The Proposals are therefore in accordance with Section 16 of the NPPF, Core Strategy Policy EN3, Saved UDP Policies DC18 and DC19 and Places for Everyone Policy JP-P2.

Impact on Archaeology

6.44 An Archaeological Desk-Based Assessment has been undertaken for the Site by Fenix Heritage. This has carefully considered the potential for the Proposed Development to harm the archaeological component of the historic environment including both standing structures and subterranean remains.

6.45 The assessment has explored the evidential, historic, aesthetic and communal values of known historic environment features which may be impacted upon by the Proposed Development. The assessment has also identified the nature of any impact and therefore the harm or otherwise that may befall the significances of the features.

6.46 The Site does not contain any registered World Heritage Sites or Scheduled Monuments, and the Proposed Development will therefore not adversely affect the setting of any World Heritage Sites or Scheduled Monuments.

6.47 The assessment outlines that in archaeological terms there is some theoretical interest at the Site arising from historic land uses. However, the MHER formally records no sites of suspected archaeological remains on the Site and its redevelopment in the mid-1960s will have comprehensively disturbed any archaeological remains that may have been present. Therefore . realistically, the Site has a nil archaeological potential.

6.48 The assessment outlines that the Site is characterised as a parcel of Historic Landscape Character defined as entertainment complex (late 20th century bingo hall). This landscape has no heritage significance – as the character is expressed as a building of no architectural or historic merit and an area laid to hardstanding car park. It's transformation into a well-designed residential development would not be harmful to the historic environment.

6.49 The Archaeological Assessment concludes that here are no standing buildings at the Site which have an archaeological/historic interest and the Proposed Development will have no direct impact to any known or precited archaeological remains at the Site.

Summary

6.50 The Archaeological Assessment confirms that the Proposed Development is therefore in accordance with Section 16 of the NPPF, Core Strategy Policy EN3, Saved UDP Policies DC19 and DC20 and Places for Everyone Policy JP-P2.

Biodiversity and Ecology

6.51 Arbtech has undertaken an Ecological Impact Assessment (EcIA) of the Proposed Development. The EcIA identifies key ecological features on the Site, considers the impact of the Proposed Development on these features and recommends proportionate avoidance methods/ mitigation or enhancements.

6.52 The following ecological features identified on the Site:

- The Site offers limited opportunities for birds, widespread reptiles, amphibians, and hedgehogs.

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- A mammal burrow was identified on Site, with suitable dimensions for badgers.
- The closest priority habitat comprises open mosaic habitat on previously developed land, located ~230m north of the Site.

6.53 As a result, the following recommendations are set out:

- To ensure compliance with legislation and good practice, precautionary working methods should be adopted during construction for widespread reptiles, amphibians, and hedgehogs, including maintaining vegetation at a low sward, covering excavations or providing escape ramps, and implementing sensitive lighting to avoid impacting commuting and foraging bats.
- Badger surveys will be required to characterise the sett types present and the usage of the Site by badgers. This will comprise the deployment of a single wildlife camera over a period of 3-4 weeks.
- A low impact lighting strategy will be implemented post-development.

6.54 The EcIA concludes that suitable mitigation measures can be incorporated into the Proposed Development to avoid/ mitigate/ compensate any potential impacts to ecological features and to demonstrate 'no biodiversity net loss' in accordance with NPPF and local planning policy.

6.55 As a result of the existing poor quality vegetation and trees on the Site, a 10% biodiversity net gain is not able to be met through on-site planting alone. As such, a financial contribution towards off-site ecological enhancements (i.e. purchasing biodiversity units) will be secured to meet the necessary requirements of The Environment Act 2021 to ensure habitat trading rules are satisfied.

Summary

6.56 The EcIA confirms that the Proposed Development is therefore in accordance with Section 15 of the NPPF, Core Strategy Policy EN15, PfE Policies JP-G6 and G8 and draft Local Plan Policies EN4 and EN5.

Sustainability and Climate Change

6.57 An Environmental Standards Statement has been prepared by Energist and has been submitted in support of the application. This sets out that Kellen Homes and Jigsaw Homes North are committed to a design approach that aligns with the principles of the energy hierarchy, with the development anticipated to achieve a total reduction in regulated CO2 emissions of 75% over the Target Emission Rate Approved Document Part L (AD L) 2021,

6.58 To achieve this, the Proposed Development includes features which will meet the requirements set out within MCC's adopted Guide to Development in Manchester, as follows:

- Energy-efficient building fabric and insulation to all heat loss floors, walls and roofs.
- High-efficiency double-glazed windows throughout.
- Quality of build will be confirmed by achieving good air-tightness results throughout.
- Low-energy lighting throughout the development.
- Heat pump technology to meet the majority of the heat and hot water demand.
- PV panels to all properties proposed.

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- The use of materials with a low lifecycle environmental impact and embodied energy and consideration of the principles of Secured by Design.

- Efficient construction and operational waste management.

Summary

6.59 The Proposals are therefore in accordance with Section 12 of the NPPF, Core Strategy Policies SO6, EN4, EN5, EN6 and EN8, Places for Everyone Policies JP-S1, JP-S2 and JP-S7, MCC's Guide to Development SPD and draft Local Plan Policies ZC1 and 2.

Local Environment / Amenity

Air Quality

6.60 An Air Quality Assessment (AQA) has been prepared by Redmore Environmental Ltd which assesses the likely significant effects of the Proposed Development with respect to air quality. Potential construction phase air quality effects from fugitive dust emissions were assessed as a result of earthworks, construction and trackout.

6.61 The AQA concludes there is the potential for air quality effects as a result of road traffic exhaust emissions associated with vehicles travelling to and from the Site during the construction phase. These were assessed using best practice guidance, which indicated that effects were not predicted to be significant.

6.62 During the operational phase of the Proposed Development there is the potential for air quality effects as a result of road traffic exhaust emissions associated with vehicles travelling to and from the Site. These were assessed using dispersion modelling and best practice guidance. Review of the results indicated that effects were not predicted to be significant at any sensitive receptor location.

6.63 The potential for exposure of future residents to poor air quality was also assessed using dispersion modelling. This indicated that pollutant concentrations were below the relevant criteria at all proposed building facades. As such, mitigation measures to control potential future exposure to poor air quality were not considered necessary.

6.64 A Construction Environmental Management Plan (CEMP) is submitted as part of the planning application. Measures outlined within the document will be reviewed and updated as necessary. They will then continue to be implemented in order to reduce potential effects associated with fugitive dust emissions during the construction phase as far as practicable.

6.65 Based on the results of the assessment, residual air quality effects associated with the Proposed Development are not considered to be significant.

6.66 It is considered that the development proposals adhere to Core Strategy Policy EN16, PfE Policy JP-S5, draft Local Plan Policy EN7 and Paragraph 199 of the NPPF.

Noise

6.67 Paragraph 198 of the NPPF states that planning decisions should avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development and states that proposals should seek to mitigate any adverse impacts arising from noise.

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6.68 This is further supported by guidance within the PPG which outlines details for the assessment of any potential noise impact and clarifies that the NPPF picks up on the objectives of the Defra Noise Policy Statement for England (2010).

6.69 Accordingly, a Noise Impact Assessment has been prepared by E3P and is submitted in support of the application. This includes two long term unattended noise surveys to capture noise from Kirkmanshulme Lane, the National Speedway Stadium and the Crystal Suite. Additionally, attended measurements have been conducted for Hyde Road, including rush hour measurements. A 3D noise model has then been constructed to assess road traffic, speedway event, sports pitch usage and entertainment noise across the site and incident upon facades.

6.70 The Assessment concludes that the Proposed Development will have no significant effect in terms of construction, noise, building plant and traffic noise. The report also concludes that with appropriate mitigation measures in place, the surrounding noise environment is suitable for residential development.

6.71 The required mitigation is as follows:

- Certain facades across the Site require higher specification to control internal noise levels due to noise from Hyde Road and Speedway events.
- A whole dwelling ventilation system to be implemented across the Site. Higher specification glazing will also be required across certain facades.
- Inclusion of the appropriate boundary treatments to provide necessary noise mitigation for certain rear gardens. These are shown with the submitted Boundary Treatment plans.

6.72 The Proposed Development is therefore in accordance with Core Strategy Policy DM1, Saved UDP Policy DC26, as well as Paragraph 198 of the NPPF.

Highways and Accessibility

6.73 A Transport Assessment (TA) has been prepared by Eddisons to inform Highway Officers at Manchester City Council (MCC) as the Local Highway Authority (LHA) of the potential impact of the Proposed Development on the surrounding area from a traffic and transportation perspective.

6.74 The TA includes a review of baseline conditions and highway safety in the vicinity of the Site, and concludes that there is not considered to be any existing highway safety issue that are likely to be exacerbated by the Proposed Development.

6.75 Relevant details of the proposed site layout, access, parking facilities, and servicing arrangements are provided within the TA, which confirmed that the Site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the Site.

6.76 The TA concludes that the Proposed Development would not have a significant or 'severe' impact on any junctions in the context of the NPPF. Additionally, 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.

6.77 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

6.78 The TA concludes that from a highways and transport perspective there are no reasons why the Proposed Development should not be granted planning approval.

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6.79 The proposals are therefore consistent with Core Strategy Policies T1, T2 and PfE Policies JP-C1, JP-C5, JP-C6 and JP-C8, draft Local Plan Policies T1 and T2, along with the relevant paragraphs of the NPPF.

Flood Risk and Drainage

6.80 A Flood Risk Assessment (FRA) and Drainage Strategy has been prepared for the Proposed Development by Townsend Water Engineering Ltd. This confirms that the Site and surrounding area lie within Flood Zone 1 where there is a low risk of flooding from rivers or sea.

6.81 The FRA does identify that there is a risk of surface water flooding in the west of the Site and recommends that finished floor levels are raised by 600mm to manage this. All other forms of flooding (Sewer, Ground Water and reservoir) at this Site is low.

6.82 The proposed drainage strategy is as follows:

- As infiltration is not an option on the Site – as confirmed by E3P's soakaway testing – the Proposed Development will discharge at a brownfield runoff rate of 7l/s to the United Utilities Surface Water Sewer on Mount Road to the south east of the Site via a pumped system.
- The scheme design includes the use of a detention basin, rain gardens, swales and oversized pipes for attenuation up to and including the 1 in 100 year event plus climate change 45%.

6.83 The proposals are therefore consistent with Core Strategy Policies EN14 and EN17, PfE Policy JP-S4, draft Local Plan Policies EN 8 and 9 and NPPF, Section 14, Meeting the challenge of climate change, flooding and coastal change.

Ground Conditions

6.84 Phase I (desktop assessment) and Phase II (including intrusive investigations) Site Investigations have been undertaken at the Site by e3p and a Remediation and Enabling Works Strategy has also been prepared.

6.85 The Phase II Assessment includes an assessment of ground and groundwater conditions; Tier 2 qualitative contaminated land risk assessment; mining assessment; and a geotechnical assessment.

6.86 The Phase II Assessment outlines that, based on the intrusive site investigation, the following additional works are recommended to be completed in due course:

- Ground gas addendum.
- Plot specific foundation schedule (upon receipt of the final development levels).
- Geotechnical Design Report (GDR).
- Remediation and enabling works strategy.

6.87 The Remediation and Enabling Works Strategy has subsequently been undertaken and is submitted as part of the application.

Summary

6.88 The Proposals are therefore in accordance with Sections 9, 12 and 15 of the NPPF, Core Strategy Policies DM1, EN16, EN17, EN18, EN19, DM1, T1 and T2, Saved UDP Policy DC26 and Places for

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Everyone Policies JP-P1, C1, C5, C6 and C8 and draft Local Plan Policies DM1, EN 8, EN9 and EN10.

Health Impact

6.89 In line with the requirements of PfE Policy JP-P6, a Health Impact Assessment has been undertaken by King Street Planning and is submitted as part of the application. The Assessment outlines that the proposals lead to a number of positive health related effects owing to the highly sustainable nature of the Site and the uses proposed, combined with a high-quality public and private realm and well-thought-out design.

Pre-application Consultation

6.90 In accordance with local and national planning policy, pre-application discussions have taken place with MCC and relevant key stakeholders, throughout the design evolution of the Proposed Development.

6.91 The Statement of Community Involvement prepared by Lexington Communications details the Community Consultation undertaken by Kellen Homes at the pre-application stage with local residents, local businesses and other stakeholders, as the proposals for the Site were developing. Alongside this, engagement also took place with Longsight, Gorton and Abbey Hey and Ardwick Ward Councillors and MCC's Executive Member for Housing and Development. As detailed in the SCI, the response to the consultation was largely positive, with support for the delivery of new and affordable housing in the area.

6.92 The Design and Access Statement also sets out in detail how the development proposal evolved over a series of pre-application meetings with MCC Planning and Highways Officers. Alongside discussions on scheme design, the requirements for supporting documentation including the scope of EIA was also discussed.

6.93 **Chapter 7** will now summarise the findings of this Statement along with the conclusions.

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7. Summary and Conclusion

7.1 This Statement has been prepared by Euan Kellie Property Solutions on behalf of our client Kellen Homes and Jigsaw Homes North, in respect of land off Hyde Road, Manchester .

7.2 The Statement has been prepared to support the application for full planning permission being submitted to Manchester City Council ('MCC') for the development of 152 residential dwellings (Planning Use Class C3) together with landscaping, sustainable drainage features, pedestrian footways, vehicular accesses and highways, parking provision and other associated works .

7.3 The purpose of the Statement is to provide a clear justification for the Proposed Development by demonstrating compliance with the relevant Development Plan, whilst also taking account of all other relevant material considerations.

7.4 It is clear that the proposed redevelopment of the Site for residential use will result in numerous and substantial benefits which will improve the socio-economic and environmental conditions of the area. This includes:

Socio-economic Benefits

7.5 The development will lead to economic benefits by delivering residential development that meets locally identified housing needs (family and affordable housing) whilst supporting growth, as well as creating new jobs throughout the construction and operation of the development.

7.6 The Social benefits will be delivered by way of ensuring that a sufficient number and range of homes will be provided to meet the needs of present and future generations, supporting a strong, vibrant and healthy community within East Manchester.

- The delivery of 152 (100%) new affordable homes for either Social Rent or Rent to Buy.
- All new homes have been designed to meet the required standards for accessible and adaptable dwellings.
- The additional housing proposed for the Site could accommodate 374 additional residents with 237 being of working age.
- The new households will spend £4.9m per year. Assuming 60% of their household spend is within the Manchester area, this will bring an additional £2.9m of expenditure to the local economy. This could directly support 17.2 full time equivalent jobs within local shops in Manchester. The GVA associated with these jobs will be £982k per year.
- The new homes will generate additional annual Council tax revenue for the local authority. Over 10 years, the properties will generate in excess of £318k per annum for the Council.
- There will be 224 construction FTE jobs supported on-site during the build period. The GVA associated with these jobs will be £14.8m per year.

Environmental Benefits

7.7 The proposals will ensure consistency with the surrounding natural and built environment, reflected by the nature of the proposed design and the findings of the associated technical studies prepared and submitted in support of the planning application.

- The provision of new planting, minimal use of resources during operation, and improved ground conditions and not resulting in any long-term significant adverse environmental effects.

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- The improved appearance of the Site which will completely transform the outlook and setting for local residents, workers and visitors to the area, including those visiting the adjacent Gorton Park and those travelling into the City Centre along Hyde Road.

- The proposed landscape design will provide an attractive and welcoming environment for the new neighbourhood, with a naturalistic pocket park features to enhance the key route through the site from Kirkmanshulme Lane to Hyde Road.

- Native and wildlife-friendly planting is proposed for biodiversity and wildlife value, offering habitat, foraging, and pollinating opportunities, and Sustainable Urban Drainage features including rain gardens and swales are also included across the site. The required 10% Biodiversity Net Gain will be achieved through the retention of existing trees and vegetation on site where possible, a comprehensive planting scheme and a financial contribution towards improving biodiversity elsewhere in Manchester.

- Promote active travel through the provision of secure cycle storage for all residents.

Conclusion

7.8 There are no policies in the NPPF which provide a clear reason for refusing the Proposed Development. There would not be any adverse impacts associated with the Proposed Development that would significantly and demonstrably outweigh the anticipated benefits. All impacts could be adequately and appropriately mitigated, as demonstrated within the technical reports which support this application. Such mitigation measures could be the subject of appropriate planning conditions.

7.9 Overall, the planning application proposals are fully in line with the Statutory Development Plan and accordingly the direction of national policy, as set out at paragraph 11(c) of the NPPF, is for permission to be granted *'without delay'*. Accordingly, we invite the MCC (in their role as the Local Planning Authority) to support this important application so that the development proposed can swiftly proceed.

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Appendix 1

Relevant Policies from the Manchester Core Strategy

Policy	Summary
Spatial Objective 1: Spatial Principles	Promotes the sustainable development of the City, which can contribute to halting climate change.
Spatial Objective 2: Economy	Seeks to support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City, to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.
Spatial Objective 3: Housing	Seeks to Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.
Spatial Objective 6: Environment	Seeks to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources.
Policy SP1: Spatial Principles	States that the Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living. Notes that the majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas.
Policy EC1: Employment and Economic Growth in Manchester	Outlines that the Council will support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses mainly in the City Centre and Eastlands.
Policy EC5: East Manchester	This Policy outlines that East Manchester is expected to provide approximately 80-85ha of employment land. The majority of this provision will be within the Regional Centre. The Council will promote development which: • Ensures major employment opportunities are connected via non-car modes to residential neighbourhoods within East Manchester and North Manchester, these include the City Centre, Central Park, Eastlands and railway stations in the City Centre; • Takes advantage of key transport infrastructure such as the arterial roads (Oldham Road, Ashton New Road, Ashton Old Road and Hyde Road) and public transport networks, such as bus routes and the proposed extension to Metrolink including two new lines and new stops; • Creates links to the Rochdale and Ashton Canals and links to the open space network including the Rochdale and Ashton Canals and the Medlock Valley, providing opportunities for walking and cycling to economic development opportunities; • Has regard to listed buildings and conservation areas including Ancoats and the industrial heritage of the area.
Policy H1: Overall Housing Provision	Housing delivery targets are now replaced by PfE Policy JP-H1. The Policy states that 90% of residential development will be on previously developed land.
Policy H4: East	This policy states that East Manchester will assist with the delivery of around

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Policy	Summary
Manchester	30% of new residential development (approximately 8,280 residential units) between 2009-2027. It is noted that priority will be given to family housing and other high value, high quality development where this can be sustained.
Policy H8: Affordable Housing	Affordable housing is required on all residential developments that propose 15 or more units. New development will contribute to the City-wide target of 20% of new housing provision to be affordable. Guidance of affordable housing to be replaced by PfE Policy JP-H2
Policy DM1: 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.
Policy T1: Sustainable Transport	Explains that to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:

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Policy	Summary
	• Promote regeneration and economic viability by relieving traffic congestion and improving access to jobs and services, particularly for those in need and for those without a car. • Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life. • Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles subject to appropriate design and location. Would reduce the negative impact of road traffic e.g. congestion, air pollution and road accident casualties.
Policy T2: Accessible Areas of Opportunity and Needs	States that the Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Corridor and Hospitals and the Airport, and is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Proportionate Traffic Impact Assessments and Travel Plans should be provided for all major applications and for any proposals where there are likely to be access or transport issues.
Policy EN1: Design Principles and Strategic Character Areas	States that all development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. The site is located within the City Centre Character Area, where developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area. While there will be opportunities to create landmark buildings, development should also contribute positively to the experience of all at street level. Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.
Policy EN3: Heritage	Notes that throughout the City, the Council will encourage development that complements and take advantage of the distinct historic and heritage features of its districts and neighbourhoods. Guidance on new developments is replaced by PfE Policy JP-P2
Policy EN4: Reducing CO2 Emissions by Enabling Low and Zero Carbon Development	States that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices. Policy on the principle of the Energy Hierachy is replaced by PfE Policy JP-S2
Policy EN6: Target Framework for CO2 reductions from low or zero carbon energy supplies	States that applications for all development over 1,000 sq m will be expected as a minimum to meet the targets, unless this can be shown to be not viable. This should be demonstrated through an energy statement. This energy statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development. Targets within this policy are replaced by PfE Policy JP-S2
Policy EN8: Adaptation to Climate Change	States that all development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

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Policy	Summary
	Guidance within the policy are replaced by PfE Policies JP-S2, JP-S4 and JP-G8
Policy EN9: Green Infrastructure	Encourages 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.
Policy EN14: Flood Risk	States that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. Also states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems ('SUDS') and the appropriate use of lands Infrastructure. Policy in part replaced by PfE Policy JP-S4
Policy EN15: Biodiversity and Geological Conservation	States that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout 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 the linkages between valuable or potentially valuable habitat areas. Policy in part replaced by PfE Policy JP-G8
Policy EN16: Air Quality	States that the Council will seek to improve the air quality within Manchester. Developers will be expected to take measures to minimise and mitigate the local impact of emissions created by the use of the development itself. 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. Policy in part replaced by PfE Policy JP-S5
Policy EN17: Water Quality	States that development should avoid any adverse impacts on water quality. Policy in part replaced by PfE Policy JP-S4
Policy EN18: Contaminated Land and Ground Stability	This Policy promotes the remediation of contaminated land and required any proposal for development of contaminated land to be accompanied by a health risk assessment.
Policy EN19: Waste	States that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.
Policy PA1: Developer Contributions	Where needs arise as a result of the development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/ guidance. 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.

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Appendix 2

Relevant Saved Policies of the Manchester Unitary Development Plan

Policy	Summary
DC19: Listed Buildings	States that the Council will seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features.
DC20: Archaeology	States that the Council will give particular careful consideration to development proposals which affect sites of archaeological interests, to ensure their preservation in place. Where the preservation of sites of archaeological interest in place is not appropriate, the Council will seek to gain full and proper recording of the site through early consultation between the applicant and approved archaeological organisation.
DC26: Development and Noise	States that the Council will 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. New noise-sensitive developments such as housing 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.

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Appendix 3

Relevant Policies of Places for Everyone

Policy	Title
JP-S1 - Sustainable Development	The Policy seeks 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 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.
JP-S2 - Carbon and Energy	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. a. 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,
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

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Policy	Title
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.
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.
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: • 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 Support provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities)
JP-H3 - Type, Size and Design of New Housing	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.
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.
JP-S7 - 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

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Policy	Title
	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.
JP-G6 – Urban Green Space	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.
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.
JP-P1 - Sustainable Places	This Policy outlines the 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; 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

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Policy	Title
	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 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
JP-P2 - Heritage	This Policy outlines the intention to proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.

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Policy	Title
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.
JP-C1 - An Integrated Network	This Policy supports 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. Development and transport investment should ensure that they fully consider 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
JP-C2 - Digital Connectivity	The Policy requires 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.
JP-C5 - Streets for all	Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. Targeted improvements to the highway network will be supported through studies and scheme development, where they complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport.
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;

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Policy	Title
	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.
JP-C8 - Transport Requirements of New Development	New development is required to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.
JP-D2 - Developer Contributions	The Policy requires developers to provide, or contribute towards, the provision of mitigation measures to make the development acceptable in planning terms. These will be secured through the most appropriate mechanism, including, but not limited to, planning conditions, Section 106 planning obligations, agreements made under Section 278 of the Highways Act 1990 (as amended), or CIL (or any subsequently adopted planning gain regime). If an applicant wishes to make a case that a development is not viable, they should provide clear evidence at the planning application stage, identifying the specific issues and/or changes in circumstance which would create barriers to delivery in a transparent manner and reflecting national guidance. Where it is accepted that viability should be considered as part of the determination of an application, the Local Planning Authority should determine the weight to be given to a viability assessment alongside other material considerations.

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Appendix 4

Key Policies of the Guide to Development SPD

Key Principle	Summary
Areas of change should promote a sense of place	In areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings relates well to, and helps to enhance, areas that are likely to be retained and contributes to the creation of a positive identity
Neighbourhoods should contain a mix of housing	Successful neighbourhoods offer a choice of housing to enable residents to continue to live in an area as their needs and aspirations change. Social and private housing should complement each other to deliver choice and balance.
New developments should maximise access for disabled people	The Council will expect developers to comply with the standards detailed in its "Design for Access 2" Manual, and to produce an access statement, with identifies their philosophy and approach to inclusive design.
Quality of the Public Realm	Successful open spaces play a vital role within the City. Successful open spaces encourage use and ownership by local people, stimulating neighbourliness and pride, and contributing to people's sense of wellbeing.
Construction Management	Appropriate measures should be put in place to limit environmental impacts during the construction of new developments, specifically to manage and control the waste generated, the amount of water and energy used, and any potential releases to water, land and air. Use of the Considerate Constructor scheme is recommended.
Biodiversity	Developments should result in no net loss in overall biodiversity value and maximise opportunities to meet and exceed our target to achieve a 10% net increase in tree cover across new developments. Existing green links across the site should be maintained and the opportunity taken to create new links as appropriate. Landscaping and new planting should include species appropriate to the proposed development that will encourage wildlife
Community Safety and Crime Prevention	Design and Access Statements should demonstrate how crime prevention measures have been considered in the design of the proposal. Informal surveillance should be promoted and crime prevention measures should be included in designs.
Design for Health	The Council wants to ensure that development works to improve the health of Manchester's residents. This is encourage through ten objectives, including (inter alia):- Encourage active lifestyles; Build opportunities for social interaction; Ensure accessibility for all; Promote safety and a sense of safety; Promote social inclusion; Improve the quality of the natural environment; and, Improve the quality and aesthetics of the built environment
Environmental Standards	The Council is committed to making Manchester 'the Greenest City in Britain' so developers are expected to submit a Statement on how their proposal will achieve the environmental standards required.

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Appendix 5

Key Policies of Manchester's Draft Local Plan 2025

Policy	Summary
SP 1: Spatial Principles	The key principles guiding strategic development to 2040 are: • The Core Growth Area is the focus for economic, commercial, retail, leisure, cultural, and high-quality residential development, focused mainly in the City Centre, universities and hospitals on the Oxford Road Corridor, and east toward Central Park. • The Inner Areas will focus on residential development in key locations like Victoria North and Holt Town. High-quality, diverse housing that meets local needs around district centres will also be prioritized. • The Southern Area will maintain its distinctive neighbourhood character and environment, while key growth areas like Manchester Airport, Wythenshawe District Centre, and the hospitals will drive economic and residential growth within Wythenshawe Centre. • The City's network of green and blue spaces, including river valleys and city parks, will offer improved recreation access for all residents. New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.
SP 2: Development Principles	This policy states that Development in all parts of the City should promote high quality design and architecture, support net zero carbon development, and make a positive contribution to neighbourhoods of choice including:- • creating well designed places that enhance or create character and promote social cohesion. • making a positive contribution to the health, safety and wellbeing of residents. considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income. • take account of the local character and history, including the surrounding built and natural environment. • Ensure efficient use of natural resources and reuse previously developed land Use natural resources efficiently, prioritize previously developed land reuse; improve access to jobs, services, education, health services and open space with good sustainable transport access, and support spatial interventions addressing health inequalities.
H 1: Housing Provision	**Overall housing provision** The overall supply of housing to be delivered between 1st April 2022 and 31st March2040 in Manchester is 61,000 housing units. The table shows the distribution of housing based on the Strategic Housing Land Availability Assessment 2023.

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<table>
<tr><th>Policy</th><th>Summary</th></tr>
<tr><td></td><td>
<table>
<tr><th>Location</th><th>Approx number of homes to be delivered by 2040*</th><th>% of homes delivered in area</th></tr>
<tr><td>City Centre</td><td>(40,000)</td><td>(65)</td></tr>
<tr><td>Core Growth Area (CGA)</td><td>42,000</td><td>69</td></tr>
<tr><td>Inner Areas</td><td>15,000</td><td>24</td></tr>
<tr><td>Southern Areas</td><td>4,000</td><td>7</td></tr>
<tr><td>Total</td><td>61,000</td><td>100</td></tr>
</table>
Inner Areas (including part of Core Growth Area)
In line with PfE Policy H4, the density of new housing will be higher where it is closer to the City Centre. Demand for larger properties is higher in the Inner Areas, therefore, developments with a significant proportion of 4 or more-bedroom homes will be supported.
</td></tr>
<tr><td>H 2: Affordable Housing</td><td>The Housing Needs Assessment found Manchester needs 1,142 affordable homes per year. These will be delivered through Council, grants, and planning contributions and will include new builds, and acquisitions. Major schemes (10+ homes) should provide at least 30% affordable units. Of these, 80% must be for affordable rent and 20% for affordable home ownership, with social rented housing comprising 70%. Affordable homes should be on-site, well-integrated, and visually consistent with other units. If on-site provision is not viable, developers must make an equivalent financial contribution.
Affordable housing requirements may be reduced or exempted if a financial viability assessment demonstrates only partial delivery is viable, or where material considerations suggest that intermediate or social rented housing is inappropriate.</td></tr>
<tr><td>H 7: Housing Design</td><td>Proposals for new residential development will:
contribute to creating mixed communities by providing types of homes to meet the needs of a diverse and growing Manchester population and contribute to the character of local area
meet the minimum density standards as set out in PfE Policy JP-H 4 'Density of new housing';
ensure designs are flexible for use by people of all ages and make provision for appropriate usable outside amenity space, including in high density development using only permeable materials for outside surfaces;
make provision for parking cars and bicycles, wheelie bin storage and for appropriate levels of sound insulation and give privacy to residents and neighbours;
take account of any environmental constraints on a site's development (e.g. flood risk or statutory designations)</td></tr>
<tr><td>ZC 1: Sustainable Design and Construction</td><td>All new developments shall support sustainable development where possible, including the reuse and/or refurbishment of existing buildings within the site where appropriate. Where buildings are to be demolished a Demolition Justification Statement should be submitted. The principles of the energy hierarchy should be adopted.
There should be efficient use natural resources, considering energy, carbon emissions, and environmental impacts from construction to demolition; for major projects, demonstrate reduced life-cycle carbon through an</td></tr>
</table>

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Policy	Summary
	assessment. Minimise travel by promoting walking, cycling, and public transport and incorporate the installation of electric vehicle (EV) points where appropriate Developments should be designed to reduce building overheating and ensure comfortable outdoor spaces by considering layout, orientation, and the use of green and blue infrastructure. Where suitable, incorporate features like green walls and living roofs to enhance cooling and conserve water.
ZC 2: Towards Net Zero Construction	This policy states that the council will expect new development, unless it can be demonstrated that it is not practical or financially viable, to achieve the net zero targets for residential and commercial development. All development should minimise the demand for heating, cooling, hot water, lighting and power through the inclusion of energy efficiency measures and in line with the energy hierarchy. How these requirements will be met should be demonstrated through a detailed Energy Statement set out as part of its Sustainability Statement based on expected end user requirements.
EN 1: Strategic Green and Blue Infrastructure	Development proposals will be expected to: • Maintain and enhance existing green and blue infrastructure in terms of quality, quantity and multifunctionality and incorporate it early in the design stage. • Seek to maximise the benefits that high quality green and blue infrastructure can bring, such as improving health, adapting to climate change and reducing flood risk, including through the use of SuDS. • Incorporate links to existing green and blue infrastructure and where possible, facilitate extensions to and connections with strategic recreational routes. • Ensure that appropriate long-term management and maintenance measures are in place for any proposed green and blue infrastructure. Ensure that improvements to green and blue infrastructure are consistent with other relevant Local Plan policies
EN 3: Trees and Woodlands	Provision of Trees The provision of additional, and/or the improved management of existing trees, will be expected as part of the landscape treatment of all new development and will be expected to: • Be designed into the scheme from the beginning and be appropriate in terms of their size, species and placement; • Contribute to a strong sense of place and take opportunities to create tree lined streets and pedestrian routes, subject to practical considerations; • Assist in reducing or mitigating run-off and flood risk on the development site and increase canopy cover and assist in providing shade and shelter. Protection and Replacement of Trees New developments must retain existing trees unless their removal is fully justified, supported by a British Standard tree survey (BS5837:2012 or later) with the planning application. Loss of ancient woodland or veteran trees is not permitted. Tree removal in Conservation Areas or under a Tree Preservation Order requires strong justification and is generally not allowed. Existing street trees should be kept; proposals for new street trees must show suitable space for adequate tree pits. Where tree loss or damage is proposed to allow for appropriate development, all existing trees above 7cm in diameter at 1.5m height shall be assessed by using an agreed valuation tool. As a minimum, two trees or equivalent canopy cover at maturity, or a commensurate financial

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Policy	Summary
	contribution, will be required for every tree lost. Within some wards, a minimum of three trees or equivalent canopy cover at maturity.
EN 4: Biodiversity and Geodiversity	Development shall avoid having any significant adverse impact on the nature conservation value of the following hierarchy of designated sites, in accordance with legislative and national policy requirements, and shall promote the restoration, enhancement and protection of priority habitats. Development should seek to support and deliver on the priorities and actions for nature recovery that are set out in the Greater Manchester Local Nature Recovery Strategy. Development that may have an impact on Core Local Nature Sites, will be required to demonstrate how the proposal will enhance and protect the integrity of such areas for nature recovery.
EN 5: Biodiversity Net Gain	This policy requires that all development subject to the national mandatory requirement for Biodiversity Net Gain shall deliver at least a 10% net gain in biodiversity value, to be secured for a minimum of 30 years through an appropriate means e.g. a legal agreement. In identifying and implementing Biodiversity Net Gain, developers will be expected to enhance, restore or create new biodiversity that contributes to linkages between valuable or potentially valuable habitat areas where appropriate. Consideration will also be given to the provision of off-site Biodiversity Net Gain that is located within Manchester but not within the Greater Manchester Local Nature Recovery Network, where the specific ecological benefits and wider social benefits to the local community can be clearly demonstrated. In the event of no possible Biodiversity Net Gain within Manchester, either on-site or off-site, the location for any off-site biodiversity units beyond Manchester's boundary, should have some benefit to Manchester residents e.g. schemes that would reduce flooding downstream or improve water quality.
EN 6: Urban Green Factor	All development proposals, except for householder, custom and self-build, and signage applications, will be required to: Incorporate the provision of urban greening early in the design stage; and include high quality greening, which is clearly indicated on landscaping/elevation plans that are submitted with the planning application. All major development will be required to include a Manchester Urban Green Factor (UGF) calculation. In instances where individual phases within a large development cannot meet the relevant UGF score e.g. where the site edged red is drawn very tightly around a building, submitted plans should indicate how the UGF score will be reached across the site as a whole.
EN 7: Air Quality	Under this policy, the council will seek to improve the air quality within Manchester, taking account of policy JP S5 in Places for Everyone; and statutory Air Quality Management Areas within the City. Developers will be expected to take measures minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of development itself, including 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.
EN 8: Water Quality	All development shall be expected to:

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Policy	Summary
	• Avoid any adverse impact on water quality, including during the construction phase, and wherever possible seek to enhance water quality, both chemical and ecological. • Minimise surface water run-off from development and associated roads and maximise the use of appropriate sustainable drainage systems to minimise groundwater contamination and avoid pollutants reaching watercourses. • Ensure that waste or litter cannot enter any watercourse from the site. Where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve ecological status of that watercourse.
EN 9: Flood Risk	This policy states that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding, and towards with little or no flooding. In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in Planning Practice Guidance, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5 ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones. All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SuDS) and the appropriate use of Green Infrastructure.
EN 10: Ground Contamination and Ground Stability	The Council will give priority for the remediation of previously developed land to strategic locations as identified within the Local Plan. Any proposal for development of land potentially affected by ground contamination must be accompanied by a human health and environmental risk assessment. All new development within former mining areas shall undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them.
EN 11: Waste	This policy states that the council will: • Require all developers, including those of new waste facilities in Manchester, to show their project aligns with the waste hierarchy: prevention, reduction, reuse, recycling/composting, energy recovery, and final disposal. Require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised recycled on site wherever possible and how the sustainable waste management needs of end user will be met.
SI 3: Social Value	Major planning proposals should aim to maximize social value for future users and the community. They must include a Social Value Statement detailing measures like Employment and Skills plans, apprenticeships, training opportunities for locals, and the use of local suppliers.
T 1: Transport Principles	To achieve the modal shift from private vehicles to public transport, shared mobility and active travel and contribute to zero carbon, road danger reduction and sustainable economic growth, the Council will support proposals that enable and remove barriers to travel and access by public transport and active travel, promote sustainable economic growth and a reduction in carbon emissions. That also contribute to delivery of the Network Plan of walking, wheeling and cycling routes in the Manchester Active Travel Strategy and Investment Plan (MATSIP), facilitate delivery of electric vehicle charging infrastructure,
T 2: Sustainable Location of	This policy aims to ensure that new developments are located and designed to prioritise sustainable transport options like walking, cycling,

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Policy	Summary
Development	and public transport. Developments should be easily accessible and connect residents to jobs, services, and leisure opportunities. In the City Centre, parking will be limited to essential needs such as for disabled persons, emergency vehicles, and business services, while additional parking will be evaluated based on its alignment with sustainable transport goals. Outside the City Centre, parking will be minimized, especially near high-frequency public transport like Metrolink and rail services, with consolidated parking considered for major developments. Developers must provide evidence to justify parking needs through a Transport Assessment. All proposals in the city must include cycle parking that meets national guidance (LTN 1/20). If a development causes excessive off-site car parking that negatively affects the surrounding area, appropriate mitigation measures must be implemented.
T 4: Digital Infrastructure	Development proposals in Manchester should: • Provide enough ducting space for full fibre connectivity infrastructure in new developments. • Meet the expected demand for mobile connectivity. • Prevent reductions in mobile connectivity in surrounding areas or mitigate them if unavoidable. Utilize rooftops and public spaces (e.g., street furniture and bins) for well-designed and appropriately located mobile digital infrastructure.
D 1: Design Principles	All development must create high-quality places by reinforcing local character, addressing diverse community needs, ensuring safe and active streets, promoting connectivity and sustainable transport, integrating with blue and green infrastructure, providing appropriate, discreet parking and storage solutions, being climate-resilient, and meeting key standards for space, storage, and amenity.
D 2: Character Areas	All development should demonstrate how proposals consider the distinct character areas of the city. • City Centre • Arterial Routes • River Valleys and Canals • Higher Education Precinct (HEP) • Central Arc • Southern and Northern Suburban Areas • Eastern Area • Heaton Park Wider Wythenshawe and Airport
DM 1: Development Management	This policy lists the following issues all development should regard: • 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.

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Policy	Summary
	• 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.
DC 1: Developer Contributions	Where needs arise as a result of development, the Council will seek to secure planning obligations in line with the latest Government legislation and guidance. Through such obligations, the Council may seek contributions for the following with priority assessed on a site by basis: • Affordable housing • Climate change mitigation / adaptation • Community facilities • Education • Health and wellbeing facilities • Highway improvements, traffic management, sustainable transport and disabled people's access • Protection or enhancement of cultural heritage • Protection or enhancement of environmental value • Provision of Green Infrastructure including open space • Public realm improvements • Safety and security improvements • Sports and Recreation facilities and spaces • Training and employment initiatives 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.

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Appendix 6

Key Paragraphs of the National Planning Policy Framework

Background

The revised National Planning Policy Framework ("NPPF") was published by the Ministry of Housing, Communities & Local Government ("MHCLG") on 12 December 2024 and is a significant material consideration in planning decisions.

Introduction (Section 1: ¶ 1 to 6)

The NPPF Introduction (Section 1) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. The policies in the Framework should be taken into account in dealing with applications from the day of its publication [paragraph 231].

The NPPF is set out over 17 Sections along with Annex 1, Implementation; Annex 2, Glossary; and Annex 3 Flood Risk Vulnerability Classification, and covers 243 paragraphs. Paragraph 3 states that 'the Framework should be read as a whole (including its footnotes and annexes)'.

It is relevant to note that the NPPF goes on to outline in paragraph 6 that other statement of government policy may be material when preparing plans or deciding planning applications, such as relevant Written Ministerial Statements and endorsed recommendations of the National Infrastructure Commission.

Achieving Sustainable Development (Section 2: ¶ 7 to 14)

Three Overarching Objectives

Paragraph 7 of the NPPF informs that the United Kingdom, as a member of the United Nations, has agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030.

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development and, achieving this means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that objectives can be taken to secure net gains across each of the different objectives. These objectives are defined as follows:

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed, beautiful and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Importantly the NPPF states that planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in so doing "take local circumstances into account, to reflect the character, needs and opportunities of each area".

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Presumption in favour of sustainable development

Paragraph 11 of the NPPF states that plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:

"c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date [in line with Footnote 8]*., granting permission unless:*

i. the application of policies in this Framework that protect areas or assets of particular importance [in line with Footnote 7]. *provides a strong reason for refusing the development proposed; or*

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination [in line with Footnote 9]*."*

Footnote 7, Footnote 8 and Footnote 9 relates to the provisions of paragraphs 11d (i) and 11d and respectively; they state:

"Footnote 7: The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 189) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, a National Landscape, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 75); and areas at risk of flooding or coastal change.

Footnote 8: This includes, for applications involving the provision of housing, situations where: the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer as set out in paragraph 78); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years. See also paragraph 227.

Footnote 9: The policies referred to are those in paragraphs 66 and 84 of chapter 5; 91 of chapter 7; 110 and 115 of chapter 9; 129 of chapter 11; and 135 and 139 of chapter 12. "

Strategic Policies (Section 3: ¶ 15 to 38)

Section 3 of the NPPF outlines guidance on Plan Making. It outlines that planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for meeting housing needs and addressing other economic, social and environmental priorities; and a platform for local people to shape their surroundings.

Paragraph 17 states that the development plan must include strategic policies to address each local planning authority's priorities for the development and use of land in its area.

Paragraph 20 provides guidance on Strategic Policies within Development Plans, which should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision for:

a) homes (including affordable housing), employment, retail, leisure and other commercial development;

b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);

c) community facilities (such as health, education and cultural infrastructure); and

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d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

Decision-Making (Section 4: ¶ 39 to 60)

Section 4 of the NPPF provides guidance regarding the decision-making process. It states, in paragraph 39, that Local Planning Authorities should approach decisions on proposed development 'in a positive and creative way', and should look to use the full range of planning tools to secure developments 'that will improve the economic, social and environmental conditions of the area.'

Pre-application engagement and front-loading

The NPPF promotes pre-application engagement and front-loading and states that *"early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties"*.

Determining applications

Paragraph 49 of Section 4 provides guidance regarding the weight that should be given by LPAs when determining applications against emerging plans; it states:

"a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given) [in line with Footnote 23].

Planning conditions and obligations

Paragraphs 56 to 59 of Section 4 provide guidance regarding the use of planning conditions and obligations, along with the submission of viability assessments.

Paragraph 58 provides guidance on when planning obligations should be sought, stating that this is only necessary where they meet the following tests:

"a) Necessary to make the development acceptable in planning terms;

b) Directly related to the development; and

c) Fairly and reasonably related in scale and kind to the development"

Delivering a sufficient supply of homes (Section 5: ¶ 61 to 84)

Section 5 of the NPPF states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed; that the needs of groups with specific housing requirements are addressed, and that land with permission is developed without unnecessary delay.

Paragraph 63 outlines that "the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies." This includes but is not limited to:

"*those who require affordable housing (including Social Rent); families with children; looked after children; older people (including those who require retirement housing, housing with care and care homes);*

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students; people with disabilities; service families; travellers; people who rent their homes and people wishing to commission or build their own homes."

Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required (including the minimum proportion of Social Rent homes required), and expect it to be met on-site unless:

"a) off-site provision or an appropriate financial contribution in lieu can be robustly justified; and

b) the agreed approach contributes to the objective of creating mixed and balanced communities."

Identifying land for new homes

Paragraph 72 states that planning policies should identify a supply of:

a) specific, deliverable sites for five years following the intended date of adoption; and

b) specific, developable sites or broad locations for growth, for the subsequent years 6-10 and, where possible, for years 11-15 of the remaining plan.

The delivery of 'small and medium sized sites' are also promoted in paragraph 73 of the NPPF on the basis that they can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly.

Maintaining supply and delivery

Paragraph 79 outlines that to maintain the supply of housing, local planning authorities should monitor progress in building out sites which have permission. Where the Housing Delivery Test indicates that delivery has fallen below the local planning authority's housing requirement over the previous three years, the following policy consequences should apply:

"a) where delivery falls below 95% of the requirement over the previous three years, the authority should prepare an action plan to assess the causes of underdelivery and identify actions to increase delivery in future years;

b) where delivery falls below 85% of the requirement over the previous three years, the authority should include a buffer of 20% to their identified supply of specific deliverable sites as set out in paragraph 78 of this framework, in addition to the requirement for an action plan;

c) where delivery falls below 75% of the requirement over the previous three years, the presumption in favour of sustainable development applies, as set out in footnote 8 of this Framework, in addition to the requirements for an action plan and 20% buffer."

Paragraph 81 states that, to help ensure that proposals for housing development are implemented in a timely manner, LPAs should consider imposing a planning condition providing that development must begin within a timescale shorter than the relevant default period, where this would expedite the development without threatening its deliverability or viability. For major development involving the provision of housing, local planning authorities should also assess why any earlier grant of planning permission for a similar development on the same site did not start.

Paragraph 83 states that in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Paragraph 84 goes on to set at the parameters whereby the development of isolated homes in the countryside is permitted.

Building a strong, competitive economy (Section 6: ¶ 85 to 89)

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Section 6 of the NPPF states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 85). Furthermore, it states that planning policies and decisions should recognise and address the specific locational requirements of different sectors (paragraph 87).

Promoting Healthy and Safe Communities (Section 8: ¶ 96 to 107)

Section 8 seeks to achieve healthy, inclusive and safe places which:

"a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling."

In order to provide the social, recreational and cultural facilities and services that community needs, the NPPF states that planning policies and decision should plan positively for the provision of shared spaces, community facilities (including local shops, sports venues, open spaces, and other meeting places including public houses and places of worship) and other local services. It also seeks to guard against the unnecessary loss of valued facilities and services, and ensure that established shops, facilities and services are able to develop and be modernised and retained for the benefit of the community (paragraph 98).

It also sets out a requirement to ensure that a sufficient choice of school places available to meet the needs of existing and new communities (paragraph 100).

Specifically:

"100. It is important that a sufficient choice of early years, school and post-16 places are available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

a) give great weight to the need to create, expand or alter early years, schools and post-16 facilities through the preparation of plans and decisions on applications; and

b) work with early years, school and post-16 promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

Paragraph 104 is also relevant as it discusses open space and recreation, specifically stating that existing open space, sports and recreational buildings should not be built on unless:

"a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or

b) the loss resulting from the Proposed Development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

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

Paragraph 106 to 108 provides guidance on Local Green Spaces, including the merits for their designation and policies for managing development within a Local Green Space.

Promoting sustainable transport (Section 9: ¶ 109 to 118)

Section 9 seeks to ensure that sustainable transport modes are promoted through both the plan making process as well as in the determination of planning applications.

Paragraph 109 states that transport issues should be considered at the earliest stage of plan making, and paragraph 110 advises that the planning system should actively manage patterns of growth, including limiting the need to travel, offering a genuine choice of modes, as well as helping to reduce congestion and emissions to improve air quality and public health.

Paragraphs 112-113 provide guidance in relation to car parking policies, and confirms that local set standards should take account of accessibility; type, mix and use of the development; availability of public transport; local car ownership levels; and the need for adequate spaces where electric cars can be charged.

In terms of decision-making, paragraph 110 confirms that proposals should be assessed on the basis that sustainable transport modes are prioritised, safe and suitable access can be achieved for all users, and that any significant impacts on the highway network or on highways safety can be cost effectively mitigated.

Importantly paragraph 116 states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, taking into account all reasonable future scenarios."

In light of this, paragraph 117 states that development should: give first priority to pedestrian and cycle movements as well as high quality public transport; address the needs of people with disabilities and reduced mobility; create places that are safe, secure and attractive; allow for the efficient delivery of goods and access by emergency service vehicles; and, be designed to allow for electric cars to be charged.

Paragraph 118 also requires all developments that will generate significant amounts of movement to provide a travel plan, and be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

Making Effective Use of Land (Section 11: ¶ 124 to 130)

Section 11 of the NPPF states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding the environment and ensuring safe and healthy living conditions. Strategic policies should set a clear strategy for accommodating objectively assessed needs, in a way that "makes as much use as possible of previously-developed or 'brownfield land' [in line with Footnote 49]".

Paragraph 125 is noteworthy and states that planning policies and decisions should:

"a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;

b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;

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c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)50; and

e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions – including mansard roofs – where the development would be consistent with the prevailing form of neighbouring properties and the overall street scene, is well-designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers. A condition of simultaneous development should not be imposed on an application for multiple upward extensions unless there is an exceptional justification. "

Guidance in respect of 'achieving appropriate densities' in set out in paragraphs 129 and 130 of Section 11; the latter stating that planning policies and decisions should support development that makes efficient use of land.

Paragraph 130 specifically states that *"area-based character assessments, design guides and codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places. Where there is an existing or anticipated shortage of land for 37 meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. In these circumstances".*

Achieving Well-Designed Places (Section 12: ¶ 131 to 141)

Section 12 of the NPPF explains that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities (Paragraph 131).

Paragraphs 133 and 134 provides guidance for Local Planning Authorities in terms of creating local design guides and codes. The NPPF advises that design guides *"can be prepared at an area-wide, neighbourhood or site-specific scale"* and that *"landowners and developers may contribute to these exercises but may also choose to prepare design codes in support of a planning application for sites they wish to develop*".

Paragraph 135 is noteworthy and states that planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

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e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 136 outlines the importance of tree contributing to character and quality of urban environments, as well as mitigating and adapting to climate change. Specifically it states that "planning policies and decisions should ensure that new streets are tree-lined [in accordance with footnote 52]" and applicants and local planning authorities should work with tree officers to ensure this.

Paragraph 139 outlines that *"significant weight should be given [when determining applications] to a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings"*.

Meeting the challenge of climate change, flooding and coastal change (Section 14: ¶ 161 to 186)

Section 14 sets out guidance for ensuring the planning system supports the transition to a low carbon future in a changing climate, taking into account flood risk and coastal change. This specifically includes supporting the transition to net zero by 2050, encouraging the re-use of existing resources, including the conversion of existing buildings, and supporting renewable and low carbon energy and associated infrastructure.

Planning for climate change

Paragraph 162 expects new development to take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating and drought from rising temperatures.

It is advised that new development should be planned to avoid increased vulnerability to impacts arising from climate change; incorporating green infrastructure and sustainable drainage systems; and reduce greenhouse gas emissions including through location, orientation and design.

Paragraph 167 requires Local planning authorities should also give significant weight to the need to support energy efficiency and low carbon heating improvements to existing buildings, both domestic and non-domestic (including through installation of heat pumps and solar panels where these do not already benefit from permitted development rights).

Paragraph 168 also requires that in determining planning applications, local authorities give significant weight to the benefits associated with renewable and low carbon energy generation and the proposed contribution to a net zero future.

Planning and flood risk

Paragraph 170 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future) noting where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

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Paragraph 173 states that a sequential risk-based approach should also be taken to individual applications in areas known to be at risk now or in future from any form of flooding with the aim of the test being to steer new development to areas with the lowest risk of flooding from any source.

To this end paragraph 174 confirms that development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding, and that the strategic flood risk assessment will provide the basis for applying this test.

Where having applied the sequential test, if it is not possible for development to be located in areas with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied dependant on the need for the exception test will depend on the potential vulnerability of the site and of the development proposed.

Conserving and enhancing the natural environment (Section 15: ¶ 187 to 201)

Paragraph 187 introduces Section 15 and sets out that planning policies and decisions should contribute to and enhance the natural and local environment. This paragraph goes on to explain that one way in which this should be achieved is through minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Paragraph 187 goes to state that planning decisions should be preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should also be remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

Habitats and Biodiversity

The NPPF states at Paragraph 193(a) that if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

Paragraph 195 also states that the presumption in favour of sustainable development does not apply where theplan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site.

Ground conditions and pollution

In terms of ground conditions and pollution the NPPF states in paragraph 196 that planning policies and decisions should ensure that a 'site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation)'.

Paragraphs 197 goes on to state that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

More generally, the NPFF reports that planning policies and decisions should also ensure that new development is appropriate for its location, taking into account the likely effects (including cumulative effects) of pollution on health and the quality of life, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development (Paragraph 198).

Paragraph 199 states that planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas.

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Similarly paragraph 200 is relevant:

"Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed."

Conserving and enhancing the historic environment (Section 16 ¶ 202:221)

Paragraph 207 of the NPPF sets out that an applicant should describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Paragraph 210 is also of relevance to this application and states that in determining applications, local planning authorities should take account of:

a) *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*

b) *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*

c) *the desirability of new development making a positive contribution to local character and distinctiveness.*

Considering potential impacts

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss, or less than substantial harm to its significance (Paragraph 212).

Paragraph 213 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Linked to the above, Paragraph 214 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

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