



Supporting Planning Statement

Full Planning Application
Land at Former Burnage Cricket Club

On behalf of Views (Holdings) Limited
February 2025

CONTENTS

1	INTRODUCTION.....	1
2	THE SITE AND ITS SURROUNDINGS.....	3
3	PRE-APPLICATION ENGAGEMENT AND STATEMENT OF COMMUNITY INVOLVEMENT	6
4	THE PROPOSED DEVELOPMENT	15
5	RELEVANT PLANNING POLICY FRAMEWORK.....	18
6	AFFORDABLE HOUSING STATEMENT	28
7	APPRAISAL OF THE PROPOSED DEVELOPMENT	30
8	OTHER ENVIRONMENTAL AND TECHNICAL CONSIDERATIONS.....	42
9	SCHEME BENEFITS AND SUSTAINABLE DEVELOPMENT	46
10	SECTION 106 HEADS OF TERMS.....	48
11	SUMMARY AND CONCLUSIONS	49

APPENDICES

APPENDIX 1 - SITE LOCATION PLAN

APPENDIX 2 - POLICY SCHEDULE

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1 INTRODUCTION

- 1.1 This Supporting Planning Statement (“SPS”) has been prepared by Asteer Planning LLP (“Asteer Planning”) on behalf of Views (Holdings) Limited (“VIEWS”)(“the Applicant”) in relation to the Land at Former Burnage Cricket Club (“the site”) to support a full planning application for the following proposed development:

“Residential Development with associated access, infrastructure and landscaping”

Background

- 1.2 This site comprises vacant land, with its most recent use as the cricket grounds for Burnage Cricket and Social Club, which ceased operating over 6 years ago, and was subsequently added to Manchester City Council’s (“MCC”) Brownfield Land Register (Reference: Burn2300) in 2022.
- 1.3 The proposals have been subject to extensive pre-application engagement with the Council and key stakeholders, including ward members and the Leader of MCC who have expressed their support for bringing the site back into positive use. We understand that since falling vacant under previous ownership, the site has been subject to antisocial activities and vandalism.

Supporting Information

- 1.4 This SPS should be read in conjunction with the supporting plans and documents which have been listed below.

Title	Reference/Date	Author
Documents		
Supporting Planning Statement (including Statement of Community Involvement and Affordable Housing Statement)	February 2025	Asteer Planning
Design and Access Statement	February 2025	Ollier Smurthwaite Architects
Phase I Geoenvironmental Site Assessment	February 2025	E3P
Noise Impact Assessment	February 2025	E3P
Air Quality Assessment	February 2025	Redmore Environmental
Appendix E - Waste Management Strategy	n/a	n/a
Sports Mitigation Strategy	February 2025	Sports Planning Consultants
Environmental Standard Statement	February 2025	Watt Energy & Consulting Engineers
Flood Risk Assessment & Conceptual Drainage Strategy	February 2025	LK Group
Crime Impact Statement	January 2025	Greater Manchester Police

Title	Reference/Date	Author
Travel Plan Framework	February 2025	CBO Transport
Transport Assessment	February 2025	CBO Transport
Arboricultural Impact Assessment	January 2025	Amenity Tree
Tree Survey and Constraints Report	January 2025	Amenity Tree
Preliminary Ecological Appraisal	February 2025	Rachel Hacking Ecology
Equivalent Quality and Quantity Site Assessments	February 2025	STRI
BNG Metric Calculation	February 2025	Rachel Hacking Ecology
Plans		
Design and Access Statement	A815	Ollier Smurthwaite Architects
Location Plan	A815_P_001	Ollier Smurthwaite Architects
Proposed Block Plan	A815_P_001	Ollier Smurthwaite Architects
Topographical Survey	A815_P_003A	Ollier Smurthwaite Architects
Demolition Site Plan	A815_P_004A	Ollier Smurthwaite Architects
Existing Plans Building 1	A812_P_010	Ollier Smurthwaite Architects
Existing Plans Building 2	A815_P_011	Ollier Smurthwaite Architects
Existing Context Elevations	A815_P_020	Ollier Smurthwaite Architects
Existing Elevations Building 1	A815_P_021	Ollier Smurthwaite Architects
Proposed Detail Section CC	A815_P_1000	Ollier Smurthwaite Architects
Proposed Detail Section AA	A815_P_1001	Ollier Smurthwaite Architects
Proposed Detail Section BB	A815_P_1002	Ollier Smurthwaite Architects
Proposed Site Plan	A815_P_100G	Ollier Smurthwaite Architects
Proposed External Works Plan	A815_P_101D	Ollier Smurthwaite Architects
Proposed Servicing Plan	A815_P_102B	Ollier Smurthwaite Architects
Proposed Access Plan	A815_P_103A	Ollier Smurthwaite Architects
Proposed Context Elevations	A815_P_110A	Ollier Smurthwaite Architects
Proposed Site Sections	A815_P_111B	Ollier Smurthwaite Architects
Block Type A Plans	A815_P_140A	Ollier Smurthwaite Architects
Block Type B Plans	A815_P_141A	Ollier Smurthwaite Architects
Block Type C Plans	A815_P_142A	Ollier Smurthwaite Architects
Block Type D Plans	A815_P_143C	Ollier Smurthwaite Architects
Block Type E Plans	A815_P_144A	Ollier Smurthwaite Architects
Block Type F Plans	A815_P_145A	Ollier Smurthwaite Architects
Block Type G Plans	A815_P_146B	Ollier Smurthwaite Architects
Block Type H Plans	A815_P_147A	Ollier Smurthwaite Architects
Block Type A_B Section	A815_P_310B	Ollier Smurthwaite Architects
Block Type C_F Section	A815_P_312B	Ollier Smurthwaite Architects
Block Type D_E Section	A815_P_313B	Ollier Smurthwaite Architects
Block Type G Section	A815_P_314A	Ollier Smurthwaite Architects
Block Type H Section	A815_P_315	Ollier Smurthwaite Architects
Block Type A Elevations	A815_P_410C	Ollier Smurthwaite Architects
Block Type B Elevations	A815_P_411C	Ollier Smurthwaite Architects
Block Type C Elevations	A815_P_412C	Ollier Smurthwaite Architects
Block Type D Elevations	A815_P_413D	Ollier Smurthwaite Architects
Block Type E Elevations	A815_P_414B	Ollier Smurthwaite Architects
Block Type F Elevations	A815_P_415B	Ollier Smurthwaite Architects
Block Type G Elevations	A815_P_416A	Ollier Smurthwaite Architects
Block Type H Elevations	A815_P_417A	Ollier Smurthwaite Architects
Area Schedule	A815_P_901	Ollier Smurthwaite Architects

2 THE SITE AND ITS SURROUNDINGS

The Site

- 2.1 The site is approximately 0.98 hectares ("ha") in size and comprises a parcel of part greenfield/part brownfield land at the former Burnage Cricket Club, Mauldeth Road, Manchester. The site is situated within the administrative boundary of MCC. A Site Location Plan is enclosed at **Appendix 1**.
- 2.2 The site is located within Flood Zone 1, where there is a low probability of flooding from rivers and sea.
- 2.3 No listed buildings are located within the curtilage of the site, nor is the site designated within any identified conservation area. The closest heritage asset to the site is the Grade II Listed 'Church of St Margaret and war memorial Lych Gate' (List UID: 1407271) 450m southeast of the site.
- 2.4 No public rights of way exist across the site.
- 2.5 No ecological designations are present within or adjacent to the site.

Surroundings

- 2.6 The main access to the site is via Mauldeth Road to the south and is bound by Kingsway Expressway to the west. To its northern, eastern and southern perimeters the site is surrounded by residential development characterised by 2 storey detached properties. To the west of the site is a small collection of buildings understood to have previously supported the operation of the cricket club, alongside corner shop uses. We understand that these buildings are not within the site boundary.
- 2.7 The site is located within an accessible location within Burnage and is surrounded by an array of key amenities. This includes shops such as Lonsdale directly south of the site and an ALDI supermarket a further 500m south of the site, which sits amongst a host of other amenities. The site is also within a 1-mile radius of several primary schools and Levenshulme High School.

Planning History

- 2.8 A search of MCC's online planning register has identified a number of planning applications at the site over the last 5 years and is summarised in the table below.

Table 1. Planning History

Reference	Description	Decision
110171/FO/2015/S2	Erection of two storey building to provide ground floor changing rooms with bar and a 5-bedroom residential accommodation above together with associated car parking.	Approved 08.12.15
123423/FO/2019	Installation of a multi use sports pitch to replace part of the existing grassed area, creation of a 70 space car park and an extension to existing car park off Kingsway to provide 4 spaces, creation of a children's play area and enlarged BBQ area.	Withdrawn 01.06.20
124798/00/2019	Outline application for the erection of three 2 storey dwellinghouses (one detached, and two semi-detached).	Withdrawn 01.06.20
130286/00/2021	Outline application (access, layout and scale) for the erection of three 2 storey dwelling houses.	Withdrawn 28.02.22
130282/FO/2021	Provision of a new multi-use 2G & 3G artificial sports pitch replacing part of the existing grassed playing areas; creation of a 72 space car park accessed off Mauldeth Road, installation of covered pergola to children's play area.	Withdrawn 28.02.22

An Accessible Location

- 2.9 The site is in an accessible location, within close proximity to several modes of sustainable transport. A Transport Assessment and Travel Plan have been prepared by CBO Transport and accompany this planning application.
- 2.10 In terms of public transport, the nearest bus stop is located directly adjacent to the site on Mauldeth Road which is served by the 25 bus to Stockport and the Trafford Centre; and the 751 bus to Albert Square. Mauldeth Road Train Station is located approximately 200m west of the site and serves regular trains to Manchester Piccadilly, Manchester Airport, Liverpool Lime Street and Crewe.

Summary

- 2.11 The site comprises an area of land extending to 0.98 ha at the former Burnage Cricket Club, located in a predominantly residential area within the administrative boundary of MCC. The site is in an accessible location, within close proximity to several modes of sustainable transport.

3 PRE-APPLICATION ENGAGEMENT AND STATEMENT OF COMMUNITY INVOLVEMENT

- 3.1 The Applicant has undertaken comprehensive pre-application engagement, including consultation with MCC Officers; and engagement with the local community and key stakeholders. A summary of the consultation undertaken by the Applicant is provided below.

Relevant Policy Framework

- 3.2 The following planning policy documents are relevant:
- Planning & Development Statement of Community Involvement (2018);
 - National Planning Policy Framework ("NPPF") (2024); and,
 - Localism Act (2011).

Planning & Development Statement of Community Involvement

- 3.3 MCC adopted its Statement of Community Involvement ("SCI") on 11 June 2018, which sets out how residents and other stakeholders can get involved in the preparation of planning policies, frameworks and neighbourhood planning processes in Manchester and also how you can make comments on planning applications received by the Council.
- 3.4 Appendix 1 of the MCC SCI provides guidance on developer-led early engagement, including best practice principles which have guided the Applicant's engagement strategy.

National Planning Policy Framework

- 3.5 The NPPF (Paragraph 40) sets out how *"early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community."*
- 3.6 Further to the above, Paragraph 41 of the NPPF states that, *"Local planning authorities have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage."* Additionally, Paragraph 42 of the NPPF states that, *"the more issues that can be resolved at pre-application stage, including the need to deliver improvements in infrastructure and affordable housing, the greater the benefits."*

Localism Act

- 3.7 The Localism Act was announced by the Coalition Government in May 2010 as a method of devolving greater powers to Councils and Neighbourhoods in order to give local communities more control over issues including planning within their local area.
- 3.8 The Localism Bill was first presented to Parliament in December 2010 for its first reading and it received Royal Assent on 15th November 2011 to become the Localism Act. It is, therefore, a material consideration in the determination of this planning application. In particular, Section 122 of the Act, '*Consultation Before applying For Planning Permission*', introduces a new requirement for developers to consult local communities before submitting the planning applications. It is intended that this will give communities a chance to comment on proposals and for there to be a genuine opportunity to exert influence over them.
- 3.9 The next section of this Statement details how the Applicant has tailored the community consultation exercise and methods of engagement in order to meet the requirements of the three policy documents noted within this section.

Consultation Approach

- 3.10 The Applicant's community consultation exercise fully accords with the requirements of local planning policy, the Framework (2024) and the Localism Act (2011).
- 3.11 An experienced team of professional consultants has been instructed by the Applicant to prepare the technical studies and assessments required to support this planning application. The Applicant's consultant team has actively engaged with the Council as part of pre-application discussions.
- 3.12 The key areas of consultation undertaken are detailed below.

Pre-Application Consultation with MCC Officers

- 3.13 The Applicant met with MCC Officers Des Jones and Jennifer Conner on 17th April 2024 to discuss the proposals and receive initial feedback.
- 3.14 The Applicant, Astier Planning, and CBO Transport also met with the Planning Officers and MCC Highways Officers on 19th June 2024.
- 3.15 Table 2 below provides a summary of the feedback received and how the proposals have been amended to respond to key relevant points raised.

- 3.16 Where appropriate, revisions have been made to the scheme to reflect the comments following the pre-application meeting. These revisions focused on the vehicular access to the site from Mauldeth Road and pedestrian access from Kingsway, and pedestrian connectivity through the site between the two roads. These enhancements ensured the scheme would fit into its surroundings with minimal impact on road traffic whilst making improvements to pedestrian movement around the area.

Table 2. Pre-Application Summary

Theme	Comment	Response
Biodiversity	Biodiversity Net Gain will be required in accordance with national legislation. This should be on-site if possible.	A completed Statutory Biodiversity Net Gain ('BNG') Metric) by Rachel Hacking Ecology shows that to achieve 10% Biodiversity Net Gain will require an additional 1.28 habitat units through off-site mitigation. The specific details and approach to this will be discussed and agreed with the LPA and it's relevant consultees during the determination of the application.
Interface Distances	Comments querying interface distances between the proposed development and existing dwellings	There is no specific requirement for interface distances however, streetscenes have been prepared to show the site's relationship with the proposed surroundings and demonstrates that acceptable interface distances are achieved

Theme	Comment	Response
Access	The site access is the best location given the location of the phone mast's no build zone to the west of the site which limits the options for creation of an access point at another location.	Acknowledged.
Parking	- Parking at one space per dwelling seems reasonable given the site's sustainable location. - Cycle parking is recommended at one space per unit - Queries regarding off curtilage parking but noted this would be acceptable as long as the scheme provides natural surveillance.	Houses are street facing and have been provided with one in curtilage parking space per dwelling (100% provision) and with regard to the apartments, it is proposed that 7 spaces would be provided for the 13 apartments, a provision of 0.54 spaces per dwelling (i.e. a 54% provision). The level of parking has been agreed with MCC Highways Team where consideration was given to the site's highly accessible location. Houses are street facing and have been provided with one in curtilage parking space per dwelling.
EV Charging	- EV charging points are recommended at one per unit. - For unallocated parking, 20% provision is required for apartment EV charging.	A Transport Assessment has been prepared by CBO Transport which shows that the vast majority of dwellings would be provided with Electric Vehicle Charging points.
Consultation	MCC are happy with the proposals as presented subject to agreement with Sport England and sports pitch mitigation.	As the site is a former playing field that has not been used within the last five years, Sport England would be a non-

Theme	Comment	Response
	As the site is within the Council Leader's ward, engagement with members and the Council Leader will be important.	statutory consultee. However, detailed consultation has been undertaken with key partners, including Manchester Active; Manchester FA; England and Wales Cricket Board; Lancashire Cricket Foundation; St Mary's Lancashire; and, Kingsway Football Club. Prior to submission of the planning application, Councillor Craig, Councillor Ali and Councillor Iqbal were notified of the development proposals.

Engagement with Ward Members

- 3.17 The Applicant and Asteer Planning, along with MCC Planning Officers met with Burnage Ward Members Councillor Bev Craig and Councillor Azra Ali on 15th May 2024 to discuss the proposals, key issues, and the scope of public consultation.

Community and Stakeholder Engagement

Public Consultation

- 3.18 Following the initial meetings with officers and ward members, VIEWS organised an extensive public consultation exercise which involved sending out approximately 1000 leaflets to local residents and businesses setting out the proposed development and details of a consultation website and public exhibition.
- 3.19 A consultation website was prepared and hosted, setting out details of the proposed development and details of the proposals were available for the public to view from 25th May 2024.

- 3.20 An in-person public exhibition with display boards showcasing the proposals was held on 1 June 2024 at the site, at which team members from VIEWS, Ollier Smurthwaite, and Asteer Planning were present to discuss the site and proposals with residents.
- 3.21 In total 47 feedback forms were completed either in person or via other channels such as the website and/or email. A summary of the questions asked, and responses is provided below.

Question 1. Did you find the information provided for the consultation useful?

Response	No.	Percentage
Very useful	16	34.0%
Useful	15	31.9%
Quite useful	6	12.8%
Not useful	7	14.9%
Not answered	3	6.4%

Question 2. Do you support the principle of family housing on this site?

Response	No.	Percentage
Yes	25	53.2%
No	14	29.8%
Not answered	4	8.5%
Both	3	6.4%
Not decided	1	2.1%

Question 3. Do you support the proposed site layout, providing car parking for each house and private garden space?

Response	No.	Percentage
Supportive	12	25.5%
Partially supportive	11	23.4%
Not supportive	16	34.0%
Undecided	4	8.5%
Didn't answer	4	8.5%

- 3.22 Respondents were also able to make more general comments and a summary of the key public comments and their opinion on the principle of development, design, and layout of the scheme are provided in the table below.

Table 3. *Summary of Public Comments*

Theme	Comment
Public Open Space	• The proposals will result in a loss of green space. • The site should be used for Children's play space.
Traffic and Parking	• Concern about potential traffic issues • Comments stating that the site provides inadequate parking provision and concern that this will result in on street parking around the site. • Comments suggesting that the proposed access to the site should be moved. • Larger dwellings should have more parking spaces.
Local Services	• Local services including schools, doctors, and dentists are already at full capacity.
Alternative Use	• The site should be retained for leisure/sporting use such as leisure centre/swimming pool/tennis courts/youth facility. • The proposal should make provision for community uses.
Design	• Concern that the density is too high. • Comments suggesting the architectural style is not in keeping with the local character. • Positive comments on the design of the housing and how they reflect the local character.
Affordable Housing	• The development should provide affordable housing.
Environment and Sustainability	• Concern about environmental impacts of the proposed development. • Concerns about reducing the carbon footprint of the development, with support for the inclusion of solar panels and heat pumps.
Housing	• Supportive of family homes at the site. • Concern that the larger homes will be turned into HMOs rather than the intended use for families.

3.23 The public consultation comments have been reviewed by the Applicant and project team, addressing the relevant comments where appropriate. The following table provides the Applicant's response to the key comments from the public.

Table 4. *Applicant Response to Public Comments*

Theme	Applicant Response
Public Open Space	As set out in this SPS and the EQQA prepared by STRI, the proposals include a financial contribution into the creation and maintenance of a new fine-turf cricket square and outfield, plus a new NTP on Cringle Fields
Traffic and Parking	- A Transport Assessment and Framework Travel Plan have been prepared and should be read alongside this SPS. In summary, it is considered that there are no traffic or transportation grounds on which to refuse the application for the proposed residential redevelopment. - Traffic impact assessments indicate that the local road network can accommodate the development - The site is in a highly accessible location and the level of parking has been agreed with MCC Highways Team
Local Services	The local planning authority considers the capacity of local services as part of the planning process. Where necessary, contributions will be provided to infrastructure improvements through planning obligations
Alternative Use	- The proposed development will have several social, economic, and environmental benefits which are described in Section 9 of this SPS. Key benefits include contribution to local housing supply, including affordable homes, and support the vitality of local businesses. - The proposed development aligns with policy and objectives set out at local and national level
Design	The design of the proposals is fully described in the Design and Access Statement and Plans prepared by Ollier Smurthwaite Architects, which presents the scheme's design strategy and demonstrates how the high quality design reflects the local character and surrounding context
Affordable Housing	The proposals include a policy compliant level of affordable housing, equivalent to 20% of total provision on site.

Theme	Applicant Response
Environment and Sustainability	• The proposed development surpasses all of MCC's carbon emission planning targets, achieving a 64.2% reduction in carbon emissions. The development therefore complies with all Manchester City Council's current and future policy requirements relating to creating a sustainable development. • Incorporation of EV charging points. • Incorporation of LZC technologies in the form of an air source heat pump.
Housing	• There is an Article 4 Direction in force about turning a house into a House of Multiple Occupation. This means that development, which in other places would not usually need planning permission, does and this direction relates to the whole of Manchester.

Summary

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

4 THE PROPOSED DEVELOPMENT

- 4.1 This section describes the proposed development at the site, for which full planning permission is sought.
- 4.2 This SPS should be read in conjunction with the Design and Access Statement prepared by Ollier Smurthwaite and the submitted application plans and drawings.

Description of Development

- 4.3 The description of development is as follows:

“Residential Development with associated access, infrastructure and landscaping”

Use and Amount

- 4.4 The proposed development comprises a total of 66 dwellings, with a mix of 13no. 1 bed apartments and 53no. 3 and 4 bed houses.
- 4.5 The former cricket club and caretakers house are to be demolished.
- 4.6 The proposed development exceeds the requirements of the Nationally Described Space Standards (NDSS), as demonstrated in the table below.

Table 5. Area Schedule

Bedroom	Area Sq.m	% Over NDSS	Total No.
1-bedroom	43.8	18.4%	3
	40	8.1%	3
	46.1	24.6%	3
	39.7	7.3%	4
3-bedroom	98.1	9.0%	3
	98.2	9.1%	3
	99.4	10.4%	1
4-bedroom	110.9	4.6%	8
	110.9	4.6%	4
	112.2	5.8%	4
	110.7	4.4%	16
	111.9	5.6%	14

Scale

- 4.7 The majority of buildings in the area are two storey structures which rises towards the junction between Kingsway and Mauldeth Road, with the Mauldeth pub opposite the site rising to prominence at a ridge height of 13.9 m.
- 4.8 The proposed development is 2.5 - 3 storeys (i.e. 8.5 m – 11.1 m ridge height). This reflects continuity with the Kingsway elevations to the south.
- 4.9 The scale of the proposed development, including block heights and footprints, have been designed to match this surrounding residential context.

Layout

- 4.10 The proposed layout continues the street building lines around the perimeter of the site. The building line takes into account exclusion zones around the phone masts on site.
- 4.11 Houses are street facing and have been provided with one in curtilage parking space per dwelling (100% provision) and with regard to the apartments, it is proposed that 7 spaces would be provided for the 13 apartments, a provision of 0.54 spaces per dwelling (i.e. a 54% provision).

Appearance

- 4.12 Several elements of the design have been directly inspired by archetypes from Burnage Garden Village such as the roof pitch, and window proportions.
- 4.13 The materials palette is provided in the Design and Access Statement and includes red brick and white brick for the external walls, with red roof tiles and galvanised steel gutters and downpipes. The scheme utilises high quality materials and is reflective of the character of the area and reflective of the distinct local typology.
- 4.14 Other external works include tree lined streets, wide pavements, concealed parking within greenery, block paving, and grass verges to the road and hedges to delineate property boundaries.

Landscaping

- 4.15 Landscaping takes inspiration from the garden village and includes grass verges, boundary hedging, and tree lined streets.

Access

- 4.16 Provision for one parking space per house, with private driveways to the front of properties.
- 4.17 Each house will include a standalone covered and secure bike store in the garden to accommodate 2 bikes. In terms of the apartments, secure and covered cycle stores are proposed which would provide parking for up to 13 bicycles, i.e. 1 space per dwelling.

Summary

- 4.18 The proposed development has been designed with due regard given to the site and surrounding context. The proposed development will deliver high-quality dwellings, associated infrastructure, and landscaping which will integrate successfully with the surrounding residential context.

5 RELEVANT PLANNING POLICY FRAMEWORK

5.1 This section sets out the relevant national and local planning policy and other material considerations that the application will be assessed against.

5.2 The Development Plan

5.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to determine planning applications in accordance with policies contained within the Statutory Development Plan, unless material planning considerations indicate otherwise.

5.4 For the purpose of this planning application, the Development Plan comprises

- Places for Everyone Joint Development Plan ("PfE") (adopted 2024);
- Manchester Core Strategy (adopted July 2012);
- Extant Unitary Development Plan (adopted 1995 and alterations on various dates);
- Greater Manchester Joint Waste Development Plan Document (adopted April 2012); and,
- Greater Manchester Joint Minerals Plan (adopted April 2013).

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

5.6 The Council's Interactive Proposals Map shows the site is not allocated for any specific use.

Places for Everyone Joint Development Plan (2024)

5.7 The Places for Everyone Joint Development Plan ("PfE") was adopted by Manchester (along with the other Greater Manchester Combined Authority Councils apart from Stockport) in March 2024. The following policies are of most relevance to the planning application.

5.8 **Policy JP-H1 (Scale, Distribution and Phasing of New Development)** states that new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution will support the Plan's overall strategy which enables people to reduce the need to travel.

5.9 **Policy JP-H3 (Type, Size and Design of New Housing)** states that 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. 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.

5.10 **Policy JP-H2 Affordability of New Housing** states that substantial improvements will be sought in the ability of people to access housing at a price they can afford, including through supporting provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities) and increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low income households.

5.11 Other relevant policies of the PfE are outlined below and are summarised in **Appendix 2**. **Appendix 2** also summarises how the proposed development accords with these policies.

- Policy JP-S1: Sustainable Development
- Policy JP-S2: Carbon and Energy
- Policy JP-S4: Flood Risk and the Water Environment
- Policy JP-S5: Clean Air
- Policy JP-S6: Resource Efficiency
- Policy JP-H2: Affordability of New Housing
- Policy JP-H4 Density of New Housing
- Policy JP-G2 Green Infrastructure Network
- Policy JP-G7 Trees and Woodland
- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity
- Policy JP-P6: Health
- Policy JP-P7: Sport and Recreation

- Policy JP-C1: An Integrated Network
- Policy JP-C5: Streets for All
- Policy JP-C6: Walking and Cycling
- Policy JP-C8: Transport Requirements of New Development
- Policy JP-D2: Developer Contributions
- Policy JP-P1: Sustainable Places
- Policy JP-Strat9: Southern Areas

Manchester Core Strategy

- 5.12 The Core Strategy was adopted in July 2012 and comprises the long-term spatial vision and planning strategy, which includes topic and area policies relating to, the economy, housing, environment, retail and transport. It also general development management policies.
- 5.13 The following policies are of most relevance to the planning application.
- 5.14 **Policy SP1: Spatial Principles** sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and core development principles. Development in all parts of the City should make a positive contribution to neighbourhoods of choice; minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible; and, improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.
- 5.15 **Policy DM1: Development Management** provides a list of specific issues which all development should have regard to. The Council's approach to Development Management is intended to ensure that new developments contribute to the overall aims of the Core Strategy.
- 5.16 **Policy H1: Overall Housing Provision** states that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. It is stated that, outside the Inner Areas, the emphasis will be on increasing the availability of family housing, therefore, lower densities may be appropriate. South Manchester is expected to accommodate approximately 3,240 (net) dwellings over the Plan period.

- 5.17 **Policy H6: South Manchester** states that South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.
- 5.18 **Policy H8: Affordable Housing** states that new development will contribute to the City wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision.
- 5.19 **Policy EN10: Safeguarding Open Space, Sport and Recreation Facilities** states that proposals on existing open spaces and sport and recreation facilities will only be permitted where:
- Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area; or
 - The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and it could not fulfil other unsatisfied open space, sport or recreation needs, and a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area; or
 - The development will be ancillary to the open space, sport or recreation facility and complement the use or character
- 5.20 Other relevant policies of the Core Strategy are outlined below and are summarised in **Appendix 2**, which also summarises how the proposed development accords with these policies.
- Policy T1: Sustainable Transport
 - Policy T2: Accessible areas of opportunity and need
 - Policy EN4: Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
 - Policy EN8: Adaptation to Climate Change

- Policy EN9: Green Infrastructure
- Policy EN11: Quantity of OpenSpace, Sport and Recreation
- Policy EN12: Area priorities for Open Space, Sport and Recreation
- Policy EN14: Flood Risk
- Policy EN15: Biodiversity and Geological Conservation
- Policy EN16: Air Quality
- Policy EN17: Water Quality
- Policy EN19: Waste
- Policy PA1: Developer Contributions

Extant Unitary Development Plan

- 5.21 The UDP was adopted on 21 July 1995 as the statutory document which set out guidelines for all development in Manchester and provided a framework from which to base decisions about planning applications. The Core Strategy replaces significant elements of the UDP however, some policies remain extant but are not key policies in the determination of this planning application so have not been assessed in this SPS.

Other Material Considerations

- 5.22 In addition to the policies of the Development Plan, there are a number of other local and national planning policy and guidance documents that are considered to be material considerations in the context of the proposals.

Supplementary Planning Documents ("SPDs") and Guidance ("SPGs")

Manchester City Council Playing Pitch and Outdoor Sport Strategy

- 5.23 The Playing Pitch and Outdoor Sport Strategy ("PPOSS") identifies the site as a disused playing field and reports the site to have contained 4 grass wickets. Specific to the site, the 2022 PPOSS recommends that:

'Work with the Club to bring the site back into sporting use that meets an identified need with sports facilities that comply with the relevant NGB guidance.'

- 5.24 Strategic Recommendation (a) protection of sites notes that:

'Disused sites will also be considered in accordance with Sport England's policy exceptions. They provide a potential solution to reducing any identified shortfalls.'

Sport England Policy

5.25 Sport England has a statutory responsibility for planning applications involving playing fields. As the site is a former playing field that has not been used within the last five years, Sport England will be a non-statutory consultee on any proposals affecting or prejudicing the site and will seek to protect all facilities on site unless one of the above exception criteria is met. Regardless Sport England will oppose any proposals that will result in the loss of playing fields unless one of 5 specific exceptions apply. A summary of the 5 exceptions is set out below:

- **Exception 1** - A robust and up-to-date assessment has demonstrated, to the satisfaction of Sport England, that there is an excess of playing field provision in the catchment, which will remain the case should the development be permitted, and the site has no special significance to the interests of sport.
- **Exception 2** - The proposed development is for ancillary facilities supporting the principal use of the site as a playing field and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.
- **Exception 3** - The proposed development affects only land incapable of forming part of a playing pitch.
- **Exception 4** - The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:
 - of equivalent or better quality, and
 - of equivalent or greater quantity, and
 - in a suitable location, and
 - subject to equivalent or better accessibility and management arrangements.
- **Exception 5** - The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007)

- 5.26 This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment.
- 5.27 **Chapter 2 ‘Design’** outlines MCC’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment:
- **Paragraph 2.7** states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
 - **Paragraph 2.8** suggests that 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 and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
 - **Paragraph 2.14** advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
 - **Paragraph 2.17** states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.
- 5.28 **Chapter 8 ‘Community Safety and Crime Prevention’** sets out the Council’s aim to ensure that developments design out crime and adopt the standards of Secured by Design.
- 5.29 **Chapter 11 ‘The City’s Character Areas’** sets out the Council’s aim to ensure that new developments fit comfortably into and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

The South Manchester Strategic Regeneration Framework (2007)

- 5.30 The South Manchester SRF was adopted prior to the preparation of the Core Strategy policies. However, it formed an important document in the formulation of the priorities for South Manchester that were subsequently contained in a number of the subsequently adopted policies particularly in relation to housing priorities.

Manchester Green and Blue Infrastructure Strategy 2015

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

Manchester Housing Strategy 2022 to 2032

- 5.32 A report prepared for the Executive Committee meeting on the 22nd July 2022 indicates that the Manchester Housing Strategy (2022-2032) sets out a long-term vision which considers how best to deliver the city's housing priorities and objectives, building on progress already made, whilst tackling head on the scale and complexity of the challenges ahead. The priorities for the new Housing Strategy are:

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

Manchester Climate Change Framework 2020 - 2025

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

MCC's GD 04 Waste Storage and Collection Guidance for New Developments

- 5.34 MCC's GD 04 Waste Storage and Collection Guidance for New Developments states that developments should provide safe and convenient facilities for residents to recycle and dispose of their waste. Planning applications for all new developments, conversions and changes of use must include a waste management strategy. This strategy must include:

- Estimated volumes and types of waste produced by the development,

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

Manchester's Housing Land Supply Position

- 5.35 The PfE Joint Development Plan was adopted on 21st March 2024 providing Manchester with a five-year housing land supply. For decision making purposes, it should therefore be assumed that the MCC has a five-year supply of specific, deliverable housing sites.

National Planning Policy Framework (2024)

- 5.36 The National Planning Policy Framework (NPPF) was first published on 27 March 2012 and updated on 24 July 2018, 19 February 2019, 20 July 2021, 5 September 2023, 19 December 2023 and 12 December 2024. This sets out the government's planning policies for England and how these are expected to be applied.
- 5.37 The NPPF is a material consideration in planning decisions, and as the Government's expression of planning policy and how this should be applied, it should be given significant weight in the decision making process.
- 5.38 **Paragraph 11(c)** states that development proposals that accord with an up-to-date development plan should be approved with delay.
- 5.39 **Paragraph 61** 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. The overall aim should be to meet as much of an area's identified housing need as possible, including with an appropriate mix of housing types for the local community.

- 5.40 **Paragraph 65** states that provision of affordable housing should not be sought for residential developments that are not major development¹.
- 5.41 **Paragraph 73** highlights the importance of small and medium sized sites for their contribution to meeting the housing requirement of an area which are often built-out relatively quickly.
- 5.42 **Paragraph 104** states that existing open space, sports and recreational buildings and land, including playing fields and formal play spaces, should not be built on unless:
- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
 - b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
 - c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Planning Practice Guidance

- 5.43 The Planning Practice Guidance sets out the government's planning policies for England and how these are expected to be applied. It was originally published in 27 March 2012 and revised in 2018, 2019, 2021, 5 September 2023 and most recently 12 December 2024.
- 5.44 The PPG explains how well-designed places can be achieved through the planning system, and states that,

*"...significant weight should be given 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."*²

Summary

- 5.45 This section of the SPS has identified a series of DPDs and other planning policy documents to be taken into account in the determination of the application.

¹ For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more

² Paragraph: 001 Reference ID: 26-001-20191001, Revision date: 01 10 2019

6 AFFORDABLE HOUSING STATEMENT

- 6.1 Core Strategy Policy H8 sets out requirements for affordable housing in Manchester, which applies to all residential developments on sites of 0.3 ha and above or where 15 or more units are proposed.
- 6.2 Policy H 8 states that new development will contribute to the City-wide target for 20% of new housing provision to be affordable and this should be used as a starting point for calculating affordable housing provision. The last sentence of bullet 1 in Policy H 8 states that *“It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable homeownership options.”*
- 6.3 However, following the adoption of the Places for Everyone Joint Development Plan, MCC published an addendum to the Core Strategy in 2024, which states that the last sentence of bullet 1 is replaced by the following PfE Policy JP-H2 ‘Affordability of New Housing’:

Substantial improvements will be sought in the ability of people to access housing at a price they can afford, including through:

- 1. Significantly increasing the supply of new housing, in accordance with Policy JP-H1 ‘Scale, Distribution and Phasing of New Housing Development’, thereby reducing the potential for a shortfall to lead to large house price and rent increases*
- 2. Maximising the delivery of additional affordable homes, including through local plans setting targets for the provision of affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability*
- 3. Supporting provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities)*
- 4. Working with Government to maximise the amount of public funding being directed towards the provision of new affordable housing*
- 5. Increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low income households.*

- 6.4 This effectively removes the Policy H8 point on “5% of new housing provision will be social or affordable rented and 15% will be intermediate housing”.

- 6.5 The proposed development seeks to provide 13no. affordable housing units, equivalent to 20% provision. The location of the proposed affordable units are shown on the Proposed Site Plan within Block 3.
- 6.6 The affordable provision is provided in the form of 1-bedroom apartments, all of which substantially exceeded the minimum NDSS of 37 sqm.
- 6.7 The proposed development therefore complies with Core Strategy H 8 and PfE Policy JP-H2.

7 APPRAISAL OF THE PROPOSED DEVELOPMENT

7.1 This section assesses the proposals against the relevant local and national policy framework and other material considerations summarised in Section 5 of this Statement. The key considerations for the determination of this planning application are:

- Principle of Residential Development;
- Highways, Accessibility, and Parking;
- Residential Amenity;
- Design;

Principle of Development

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

1. The Principle of Residential Development at the site; and,
2. Playing Field Matters.

The Principle of Residential Development

7.3 Core Strategy Policy H1 identifies the need for approximately 60,000 new dwellings to be provided in Manchester between 2009 and 2027. Policy H6 guides development in South Manchester and states that this area will accommodate 5% of new residential development over the lifetime of the Core Strategy. The site is not located within the listed district centres and policy states that outside these areas, priorities will be for housing that meets identified shortfalls, including family housing with schemes adding to the stock of affordable housing.

7.4 The preference for larger, family homes to be delivered on sites outside of district centres in South Manchester is further emphasised in the supporting text to Core Strategy Policy H 6, within which it is stated that, *"It is important to increase housing choice by adding to the stock of larger housing units to complement new housing on higher value sites to retain or attract high income earners by releasing under-occupied property."*

7.5 In accordance with MCC's Development Plan, the application site is unallocated "white land" located in the South Manchester sub area. The site is located within an established residential neighbourhood in Burnage where traditional housing is the primary land use.

The site is sustainably located in close proximity to public transport services, as well as existing shops, schools and other amenities. Taking this into account, the application site is a logical housing site and would make a significant contribution towards meeting MCC's housing requirements, specifically family housing, by providing 66no. dwellings with a mix of 53no. 3- and 4-bedroom family housing and 13no. 1-bedroom affordable apartments.

- 7.6 In view of the above, the site is located within in an area of Manchester where residential development is acceptable and the proposals will provide a large proportion of 3- and 4-bedroom family homes, subject to accordance with development management policies in the Core Strategy. On this basis, the proposals accord with Core Strategy Policies H 1 and H 6.

Playing Field Matters

- 7.7 Schedule 4(z) of the Town and Country Planning (Development Management Procedure) Order 2015 states that Sport England will only be a statutory consultee for development which:

- i. Is likely to prejudice the use, or lead to the loss of use, of land being used as a playing field; or,
- ii. Is on land which has been –
 - (aa) used as a playing field at any time in the 5 years before the making of the relevant application and which remains undeveloped; or,
 - (bb) allocated for use as a playing field in a development plan or in proposals for such a plan or its alteration or replacement; or,
- iii. Involves the replacement of the grass surface of a playing pitch on a playing field with an artificial, man-made or composite surface.

- 7.8 Having considered Schedule 4(z) of the Town and Country Planning (Development Management Procedure) Order 2015, Sport England is not a statutory consultee for this development because the proposed development:

- i. Is not on a site that is in use as a playing field and therefore will not prejudice the use, or lead to the loss of the use as a playing field; and,
- ii. Is on land which has not been:

(aa) used as a playing field at any time in the 5 years before the making of the planning application; or

(bb) allocated for use as a playing field in the adopted development plan, nor in any emerging development plan; and,

- iii. Does not involve the replacement of a grass surface playing pitch with an artificial, man-made or composite surface.

7.9 In this context, Sport England is a non-statutory consultee in relation to this application. However, we understand that even as a non-statutory consultee, if consulted, Sport England will oppose any proposals that will result in the loss of playing fields unless one of 5 specific exceptions apply. A summary of the 5 exceptions is set out below:

- **Exception 1** - A robust and up-to-date assessment has demonstrated, to the satisfaction of Sport England, that there is an excess of playing field provision in the catchment, which will remain the case should the development be permitted, and the site has no special significance to the interests of sport.
- **Exception 2** - The proposed development is for ancillary facilities supporting the principal use of the site as a playing field and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.
- **Exception 3** - The proposed development affects only land incapable of forming part of a playing pitch.
- **Exception 4** - The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:
 - of equivalent or better quality, and
 - of equivalent or greater quantity, and
 - in a suitable location, and
 - subject to equivalent or better accessibility and management arrangements.
- **Exception 5** - The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of

sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.

7.10 The approach to Sport England and their role as a non-statutory consultee in the proposed development is set out in the Mitigation Strategy prepared by Sports Planning Consultants ("SPC"), which is submitted in support of this planning application. The report should be read in full however a summary is provided below.

7.11 Strategic Recommendation (a) protection of sites notes that:

"Disused sites will also be considered in accordance with Sport England's policy exceptions. They provide a potential solution to reducing any identified shortfalls."

7.12 Following advice from Manchester Active, it is understood that mitigation will be required for the loss of Burnage Cricket Club and the proposed mitigation strategy will need to address the relevant local and national policies. Throughout the process and in arriving at the proposed solution VIEWS and SPC have sought to work proactively with Manchester Active and the National Governing Bodies (NGBs) to identify a mitigation solution, which is supported by all partners.

7.13 The PPOSS identifies the site as a disused playing field and reports the site to have contained 4 grass wickets. Specific to the site, the 2022 PPOSS recommends that:

"Work with the Club to bring the site back into sporting use that meets an identified need with sports facilities that comply with the relevant NGB guidance."

7.14 Given the deficiencies identified in pitch provision across Manchester, in terms of Sport England policy, we therefore recognise the need to accord with these and Sport England policy exception E4:

- **Exception 4** - *The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:*
 - *of equivalent or better quality, and*
 - *of equivalent or greater quantity, and*
 - *in a suitable location, and*
 - *subject to equivalent or better accessibility and management arrange*

- 7.15 The Mitigation Strategy prepared by SPC outline the work that has been undertaken in the preparation of a mitigation strategy and the resulting benefits that will be delivered. It outlines the work that was undertaken to identify an appropriate replacement site and summarises the proposed mitigation strategy and outlines how this responds to delivering priorities for sport and local need.
- 7.16 The proposal set out in the Equivalent Quality and Quantity Site Assessments ("EQQA") prepared by STRI will see a substantial investment into the creation of a new fine-turf cricket square and outfield, plus a new NTP on Cringle Fields. The proposal will replace the disused cricket facilities at BCC. Included in the mitigation package is funding for 10-years of maintenance, plus professional fees for a planning application and project management and water and utilities searches. The final costs are set out under separate cover.
- 7.17 The new fine-turf square and outfield at Cringle Fields will have a significant impact and benefit for cricket in a key priority area for LCF, delivering nearly 50% of the identified city-wide shortfalls in fine turf pitch match equivalents. This represents significant sporting benefits and impacts.
- 7.18 With Cringle Fields being an existing playing field, it is accepted the mitigation strategy would not directly meet Sport England Playing Field policy. However, whilst the proposals do generally meet Sport England Guidance, as set out above Sport England is not a statutory consultee and the Manchester City Council PPOSS demonstrates the need for flexibility given the lack of availability of sites, particularly where significant works are required to reinstate former playing field land.
- 7.19 The proposed mitigation strategy for the site will provide substantial social benefits for the local area and generally accords with meets and/or exceeds all requirements to meet the policy tests of the NPPF 104 (b) and Core Strategy Policy EN 10.

Summary on Principle of Development

- 7.20 Overall, the principle of residential development at the site is acceptable and the development will help to regenerate a vacant site and, in the process, eliminate anti-social behaviour issues.

Highways, Accessibility, and Parking

- 7.21 A Transport Assessment and Travel Plan Framework have been prepared by CBO Transport to consider highways and transport issues related to proposals for new residential development at the site.
- 7.22 The site is well located for residents to travel by sustainable modes, with proximity to the south side of Manchester within the 5km distance, as are places such as Reddish, Heaton Norris, Heaton Mersey, Cheadle, Didsbury, Whalley Range and Longsight. The 5km catchment also extends almost to the southern edge of Manchester City Centre and the northern edge of Stockport Town Centre, whilst just a further 1km or 2km would take in these centres in their entirety. Future residents would also be able to cycle to Mauldeth Road and Levenshulme railway stations to join the local rail network
- 7.23 To enhance the pedestrian and cycle infrastructure, it is proposed that the northern Mauldeth Road footway would be widened where necessary to provide a minimum 2 metre width along the site frontage. In addition, the footways within the site would link to the existing provision on Mauldeth Road to the south, whilst there would be a pedestrian / cycle link to the site from the A34 Kingsway to the west. Dropped crossings with tactile paving would also be provided at the site access off Mauldeth Road.
- 7.24 The proposed access arrangement off Mauldeth Road is considered acceptable and appropriate from a design and safety perspective, whilst the junction form is also considered to be in keeping with the surrounding highway network. Furthermore, assessments show there would be no operational issues associated with the proposed site layout and that the access arrangements proposed would be more than sufficient to adequately serve the proposed development.
- 7.25 The internal highway arrangement is appropriate to suitably serve the proposed development and the proposed car parking provision within the site provides what is considered a sufficient level of provision for the proposed development.
- 7.26 In terms of cycle parking, each house would include in the garden a standalone covered and secure bike store to accommodate 2 bikes, whilst the apartments would include secure and covered cycle stores providing one space per apartment. These provisions are considered appropriate.
- 7.27 The proposed development will result in minimal increases in traffic at this location considered against the existing levels of traffic passing through this junction and would not materially alter existing conditions. Increases in traffic on the surrounding highway network as a result of the proposals would be below the 30 vehicle threshold at which

traffic assessments are typically required, could be accounted for through daily variation and would have no notable impact on the operation of the wider highway network. In light of the above, no highway mitigation is required in association with the proposed development.

- 7.28 In summary, it is considered that there are no traffic or transportation grounds on which to refuse the application for the proposed residential redevelopment. On this basis, the proposals accord with PfE Policies JP-C1, JP-C5, JP-C6, JP-C8, JP-P6; and Core Strategy Policies T1 and T2.

Residential Amenity

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

Privacy

- 7.30 The proposed development has been designed in accordance with MCC's Residential Guide and there will be no loss of privacy to nearby dwellings and their associated gardens.
- 7.31 Consequently, there will be no adverse impact on residential amenity in terms of privacy, in accordance with Policy DM 1.

Lighting

- 7.32 The Environmental Standards Statement sets out measures that will be implemented to control light pollution. This describes external light fittings which will be controlled through a time switch, or daylight sensor, to prevent operation during daylight hours to limit the impact of artificial lighting for the development's residents and surrounding environment.
- 7.33 These measures will be sufficient to comply with relevant standards for levels of lighting impact to the existing and proposed residential developments. Consequently, there will be no adverse impact on residential amenity in terms of light, in accordance with Policy DM 1.

Noise and Vibration

- 7.34 A Noise Impact Assessment has been prepared by E3P which included two attended road noise surveys during a typical weekday period to quantify noise levels across the site.
- 7.35 With mitigation measures in place, this assessment has shown that no adverse impact is predicted day or night at the receptors due to existing sound sources.
- 7.36 the proposed development will not have an adverse impact in terms of noise and vibration, in accordance with Core Strategy Policy DM 1, and paragraphs 187 and 198 of the NPPF.

Air Quality

- 7.37 An Air Quality Assessment has been undertaken by Redmore Environmental to:
- Assess potential impacts associated with fugitive dust emissions during the construction phase of the proposed development;
 - Assess potential impacts associated with road transport emissions during the operational phase of the proposed development;
 - Assess risk of future resident exposure to any existing air quality issues; and,
 - Identify any requirement for relevant mitigation measures.
- 7.38 Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of demolition, earthworks, construction and trackout activities. It is considered that the use of the identified site-specific control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.
- 7.39 Potential impacts during the operational phase of the proposals may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the development. Additionally, future residents may be exposed to any existing air quality issues at the site. Dispersion modelling was therefore undertaken in order to predict pollutant concentrations at sensitive locations as a result of emissions from the highway network both with and without the development in place. Results were subsequently verified using local monitoring data.
- 7.40 Review of the dispersion modelling results indicated that air quality impacts as a result of traffic generated by the development were not predicted to be significant at any sensitive location in the vicinity of the site.

- 7.41 The results of the assessment also demonstrated that predicted pollution levels were below the relevant criteria across the development. As such, the site is considered suitable for the proposed use from an air quality perspective and mitigation is not required.
- 7.42 A number of mitigation measures were identified in line with the requirements of Manchester City Council's 'Air Quality and Planning Technical Guidance' in order to reduce vehicle exhaust emissions associated with the proposals. It is considered these are appropriate for a development of this scale and nature and will further control impacts during the operational phase.
- 7.43 Based on the assessment results, air quality factors are not considered a constraint to the development. Consequently, based on the assessment results, air quality factors are not considered a constraint to planning consent for the development. Therefore, the proposed development accords with policies EN 16 and DM 1 of the Core Strategy and paragraph 187 of the Framework.

Odours

- 7.44 The proposed residential development will not result in any unacceptable impact on odour. Therefore, there will be no adverse impact on residential amenity in terms of odour, in accordance with Policy DM 1.

Waste Management

- 7.45 In accordance with MCC's GD 04 Waste Storage and Collection Guidance for New Developments, Appendix E – Waste Management Strategy has been completed and is submitted alongside this planning application.
- 7.46 This shows the following bins will be provided:
- 53no. 140 litre general refuse bins;
 - 53no. 240 litre pulpable recycling bins;
 - 53no. 240 litre mixed recycling bins;
 - 53no. 240 litre garden and food waste bins;
 - 1no. 1100 litre general refuse container;
 - 1no. 1100 litre pulpable recycling container;

- 1no. 1100 litre mixed recycling container;
- 1no. 240 litre food waste container; and,
- 1no. 240 litre garden waste container.

7.47 For details of the bin stores and surfacing strategy, please refer to Proposed Servicing Plan (ref: A815_P_102B) and Block Type H Plan (ref: A815_P_147A) prepared by Ollier Smurthwaite.

7.48 The proposed waste management strategy at the site is therefore in accordance with Core Strategy Policies DM1 and EN19.

Road Safety and Traffic Generation

7.49 A detailed assessment of road safety and traffic generation is provided above.

7.50 In summary, the proposed development will result in minimal increases in traffic at this location considered against the existing levels of traffic passing through this junction and would not materially alter existing conditions. Increases in traffic on the surrounding highway network as a result of the proposals would be below the 30 vehicle threshold at which traffic assessments are typically required, could be accounted for through daily variation and would have no notable impact on the operation of the wider highway network. In light of the above, no highway mitigation is required in association with the proposed development.

7.51 Therefore, the proposed development will not have an adverse impact on residential amenity, in accordance with Core Strategy Policy DM 1.

Design

7.52 NPPF Paragraph 131 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Policy EN1 of the Core Strategy expects new development in Manchester to take into consideration its location within the specific character areas and reinforce the sense of place and local distinctiveness of the City. This is considered an important element in increasing the sense of local ownership of and respect for a neighbourhood. In addition, Core Strategy Policy DM1 also states that all development should have regard for the impact on the surrounding areas in terms of the design, scale and appearance of the proposed development and the character of the surrounding area.

- 7.53 The Design and Access Statement prepared by Ollier Smurthwaite includes chapters on the context of the site, including the local character, typologies, and built form. This has influenced the chosen material palette described in Section 4 of this SPS. In summary, the materials include red brick and white painted brick for the external walls, with red roof tiles and galvanised steel gutters and downpipes.
- 7.54 The scale of the proposed development, including block heights and footprints, have been designed to match this surrounding residential context. The height of the proposed development rises to 2.5 - 3 storeys (i.e. 8.5 m – 11.1 m ridge height). The proposed scale reflects continuity with the surrounding uses and ensures that the site sits comfortably within its surroundings.
- 7.55 Throughout the design evolution of the scheme due regard has been given to the incorporation of measures to aid energy efficiency, as detailed further in the Environmental Standards Statement submitted alongside this planning application. As a result, the proposed development has been designed with a holistic low energy design concept involving a fabric first approach in the u-values, design air permeability and ventilation targets, along with the consideration and application of low zero carbon renewable technologies. It is proposed that the development incorporates LZC technologies in the form of an air source heat pump for water heating, as it is the most suitable LZC technology for the site.
- 7.56 All the proposed houses and apartments exceed the minimum requirements for NDDS, as demonstrated in Section 4 of this SPS.
- 7.57 Overall, the proposed scheme has been designed to provide a high-quality residential development that adheres to the requirements of Core Strategy Policies EN 1 and DM 1, reinforcing the sense of place and local distinctiveness. The proposed development will be well-designed, have regard to local character and context, employ a high-quality material palette, and incorporate measures to aid energy efficiency, in accordance with PfE Policies JP-H1, JP-H3, JP-H4, and JP-P1; Core Strategy policies EN 1, DM 1, EN 4, EN 6, EN 8; and paragraph 135 of the Framework.

Other Relevant Development Plan Policies

- 7.58 **Appendix 2** of this Statement summarises the relevant development plan policies and sets out how the development proposals accord with each of these policies.

Summary

7.59 This Section sets out the key planning considerations for the development proposals and how they accord with MCC's adopted development plan policies. Other relevant environmental and technical considerations are set out in the following section.

8 OTHER ENVIRONMENTAL AND TECHNICAL CONSIDERATIONS

- 8.1 This section of the SPS summarises the other environmental and technical considerations that have been addressed as part of this planning application.

Ground Conditions

- 8.2 A Phase I Geoenvironmental Site Assessment has been prepared by E3P to determine potential contaminated land liabilities and geotechnical constraints in the context of the proposed residential development.
- 8.3 The report summarises that in terms of impacts to human health, due to the largely undeveloped nature of the site, there are limited potential sources of contamination identified. This is in accordance with PfE Policy JP-P1.

Flood Risk and Drainage

- 8.4 A Flood Risk Assessment & Conceptual Drainage Strategy has been prepared by LK Group in line with the NPPF and Technical Guidance where appropriate and has also been developed in consultation with the Environment Agency, the Lead Local Flood Authority, and United Utilities.
- 8.5 The site is located within Flood Zone 1 and a negligible to low risk of flooding from fluvial, tidal, pluvial, groundwater, sewers, artificial sources have been identified for the site.
- 8.6 The report also shows that safe and dry access is available via Mauldeth Road to the South of the site.
- 8.7 The proposals are therefore in accordance with PfE Policy JP-S4 and Core Strategy Policy EN14.

Biodiversity and Ecological Enhancement

- 8.8 A Preliminary Ecological Appraisal has been prepared by Rachel Hacking Ecology which describes the ecological features of the site and its surroundings and assesses the potential impacts of the development on the ecological interest.
- 8.9 The report does not recommend any further surveys and shows that the site has a low level of ecological interest. No specific mitigation is required for habitat loss but the report does make several recommendations in relation to possible enhancements for Birds, Bats and Hedgehogs.

- 8.10 The report (supported by a completed Statutory Biodiversity Net Gain ('BNG') Metric) also demonstrates a baseline position of 2.43 habitat units and 0.12 hedgerow units. Proposed habitats are predicted to deliver 1.4 habitat units (-42.57%) and 2.02 hedgerow units (+1557.2%). The applicant has sought to maximise the provision of biodiversity features on site but a 10% on-site gain is not possible. To achieve 10% Biodiversity Net Gain will require an additional 1.28 habitat units through off-site mitigation and the approach to this will be discussed and agreed with the LPA and it's relevant consultees during the determination of the application.
- 8.11 The ecological appraisal and approach to biodiversity net gain is in accordance with national policy; PfE Policy JP-G8; and Core Strategy Policy EN15.

Energy Efficiency and Climate Change

- 8.12 An Environmental Standards Statement ('ESS') has been prepared by Watt Energy & Consulting Engineers which addresses the relevant approved climate change action plans in addition to planning policies and details how the development will incorporate sustainable design and resource efficiency in line with the Energy Hierarchy, so to meet the policy requirements and council targets whilst reducing its overall environmental impact.
- 8.13 In relation to the planning documents and policies outlined above, the development is required to achieve a 10% reduction in carbon emissions over Part L 2013 of the Building Regulations and also aim for a status of carbon neutral.
- 8.14 In order to achieve compliance, the development has been designed with a holistic low energy design concept involving a fabric first approach. The U-values, design air permeability and ventilation targets all aspire to high standards along with the consideration and application of low zero carbon renewable technologies.
- 8.15 Following the LZC feasibility assessment, it is proposed that the development incorporates LZC technologies in the form of an air source heat pump for water heating, as it is the most suitable LZC technology for the site.
- 8.16 In relation to the planning target centred around carbon emissions reduction, the proposed development is achieving a 64.2% reduction in these emissions, over the Part L1A of the Building Regulations. This surpasses all of Manchester City Council's planning targets and therefore allows compliance to be reached.

- 8.17 The development therefore complies with all Manchester City Council's current and future policy requirements relating to creating a sustainable development, including PfE Policies JP-S1, JP-S2, JP-S6; and Core Strategy Policies EN4 and EN8.

Crime and Safety

- 8.18 A Crime Impact Statement has been prepared by Greater Manchester Police Design for Security which assesses the development against the principles of 'Crime Prevention Through Environmental Design' in order to reduce the opportunities for crime and the fear of crime.
- 8.19 This shows that with minor design changes and security additions, the layout of the proposed scheme is considered acceptable, including:
- Both apartment blocks should front towards the communal parking area between them, in order to maximise surveillance opportunities and allow the hidden sides and rear elevations of both buildings to be enclosed as resident-only private space. Additional boundary treatments to separate site from adjacent former social club/community centre building to west, we securely enclose cycle store and define parking area/building frontages.
 - Secure system to control resident/visitor access to apartment blocks, including post/parcel deliveries.
 - Boundary treatments to houses, including secure enclose of private gardens, gating of side/rear access alleyways, enclosure/segregation of front gardens/driveways and any exposed gable ends and enclose/overlooking over potentially vulnerable rear driveway serving the corner plot at Block 1.
 - Private drives serving Block & 15 defined by low-level boundaries and planting along Mauldeth Road frontage, to deter pedestrian movement around/between parked vehicles.

- 8.20 The Applicant's architect has endeavoured to address all the recommendations made by the Crime Impact Statement to ensure that scheme is acceptable in terms of crime, safety and security improvements required by PfE Policy JP-P1 and Core Strategy Policies PA1 and DM1.

Trees

- 8.21 An Arboricultural Impact Assessment (AIA) and Tree Survey and Constraints Report have been prepared by Amenity Tree.
- 8.22 A total of 9 trees and 4 groups were surveyed across the site. Installation of proposed development access requires the removal two trees and four groups: G1 (partial removal), G2, G3, G4, T8, T9 which comprise a mix of Category B and C trees. The remaining trees are due to be retained and protected
- 8.23 In summary, the retention of significant arboricultural assets has been achieved within the design and design change requirements have not been necessary. This is in accordance with PfE Policy JP-G2 and Core Strategy Policy EN9.

9 SCHEME BENEFITS AND SUSTAINABLE DEVELOPMENT

- 9.1 The proposals will deliver a series of social, environmental and economic benefits which should be afforded significant weight in the determination of the planning application and include:

Social

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

- Deliver 66no. dwellings with a mix of 53no. 3- and 4-bedroom family housing and 13no. 1-bedroom apartments., which will contribute positively towards the Borough's supply of housing and identified shortfalls in South Manchester;
- Deliver affordable housing in accordance with Manchester's policy requirement of 20% (Policy H 8 of the Core Strategy), which will make an important contribution to the City's affordable housing supply;
- Deliver playing field mitigation land at Cringle Fields which accounts for nearly 50% of the identified city-wide shortfalls in fine turf pitch match equivalents;
- Deliver a high-quality housing development, which is in a sustainable location with good access to jobs, services and facilities;
- Create a safe and welcoming environment, which will increase passive surveillance along the adjacent street and enhance the existing street scene; and,
- Include private amenity space for the enjoyment of prospective residents.

- 9.3 As well as the social benefits set out above, the development of this vacant and underused site with high quality housing will help eliminate anti-social behaviour previously associated with the site.

Economic

- 9.4 The proposed development will contribute towards building a strong, responsive and competitive economy. Specifically, the proposed development will:

- The proposed development would provide direct and indirect construction related employment opportunities;

- Deliver substantial investment into the local community through the creation of a new fine-turf cricket square and outfield;
- The proposed development will result in increased expenditure in the local economy, including construction investment, and once completed, Council Tax, New Homes Bonus, and expenditure on local goods and services.

Environmental

9.5 The proposed development will not result in significant harm to the natural environment and will help to improve biodiversity. In particular, the proposed development will:

- Include an appropriate and effective landscaping scheme;
- The retention of significant arboricultural assets;
- Incorporation of EV charging points;
- Incorporation of LZC technologies in the form of an air source heat pump;
- The proposed development is achieving a 64.2% reduction in carbon emissions, which surpasses all of MCC's planning targets and therefore allows compliance to be reached.

Summary

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

10 SECTION 106 HEADS OF TERMS

- 10.1 Required contributions were not discussed in detail with MCC Officers during pre-application discussions. The exact contents of any Section 106 will be discussed and confirmed during the determination of the planning application in accordance with PfE Policy JP-D2: Developer Contributions, and Core Strategy Policy PA1: Developer Contributions.

11 SUMMARY AND CONCLUSIONS

- 11.1 This SPS has been prepared by Asteer Planning on behalf of VIEWS, in support of a full planning application at Land at Former Burnage Cricket Club, Mauldeth Road, Manchester.
- 11.2 The description of development is as follows:

"Residential Development with associated access, infrastructure and landscaping"

The Site and Background

- 11.3 This site comprises vacant, with its most recent use as the cricket grounds for Burnage Cricket and Social Club, which ceased operating over 6 years ago, and was subsequently added to Manchester City Council's ("MCC") Brownfield Land Register (Reference: Burn2300) in 2022.
- 11.4 The site is approximately 0.98 hectares ("ha") in size and comprises a parcel of part greenfield/part brownfield land within the administrative boundary of MCC.

Pre-Application Engagement

- 11.5 The Applicant has sought to work proactively with MCC Officers, stakeholders, and the local community regarding the proposed development. The proposals have incorporated the feedback received during the pre-application engagement undertaken wherever possible, as detailed above. Revisions have been made to the scheme to reflect the comments following the pre-application meeting. These revisions focused on the vehicular access to the site from Mauldeth Road and pedestrian access from Kingsway, and pedestrian connectivity through the site between the two roads. These enhancements ensured the scheme would fit into its surroundings with minimal impact on road traffic whilst making improvements to pedestrian movement around the area.

The Proposed Development

- 11.6 Section 4 of this SPS describes the use and amount, layout, scale and massing, appearance, and means of access to the development for which planning permission is sought. The application proposals are described in detail in the accompanying Design and Access Statement prepared by Ollier Smurthwaite, which should be read in alongside this SPS.
- 11.7 The proposed development comprises 66no. dwellings, including a mix of 1-bedroom apartments and 3- and 4-bedroom houses with a policy compliant level of affordable housing. The overall housing mix reflects the Council's planning policy requirements for

more family housing in this part of Manchester and, thus, there is a large proportion of 3no. and 4no. bed properties proposed. The proposed development has been designed with due regard given to the site's surroundings and the technical assessments undertaken by the Applicants' project team. Overall, the proposals will deliver a high-quality residential development that is visually attractive and sympathetic to the character of the local area, whilst also achieving a net gain in biodiversity on-site.

Planning Policy Framework

- 11.8 Section 5 of this SPS sets out the key planning policies at the national and local level, which are relevant to the determination of this planning application. The application proposals are evaluated in the context of the relevant policies identified in the subsequent sections of the SPS.
- 11.9 The subsequent sections of this Statement assess the proposed development against the relevant policies of the adopted Development Plan for Manchester and the NPPF (2024).

Affordable Housing

- 11.10 Section 6 of this SPS sets out how the proposals will contribute to the housing mix in the City. The proposed development seeks to provide 13no. affordable housing units, equivalent to 20% provision.
- 11.11 The affordable provision is provided in the form of 1-bedroom apartments, all of which substantially exceeded the minimum NDSS of 37 sqm. The proposed development is therefore fully policy compliant Core Strategy H8 and PfE Policy JP-H2.

Appraisal of the Proposals

- 11.12 Section 7 of this SPS assesses the proposals against the relevant policies and NPPF. The technical assessments used to inform this appraisal of the proposals are submitted in full alongside this planning application.
- 11.13 In summary, the principle of the proposed development accords with the adopted Development Plan and current national planning policy, being high-quality family housing located within South Manchester Furthermore, the proposed development is acceptable in terms of highways, accessibility, and parking; residential amenity; design; biodiversity and ecological enhancement; and, energy efficiency and climate change.

Other Environmental and Technical Considerations

- 11.14 Section 8 of this statement summarises the other environmental and technical considerations that have been addressed as part of this planning application.
- 11.15 This section demonstrates the acceptability of the proposals in terms of ground conditions; flood risk and drainage; crime and safety; and, trees.

Scheme Benefits and Sustainable Development

- 11.16 The proposals will deliver a series of social, environmental and economic benefits which should be afforded significant weight in the determination of the application. Overall, the proposal represents sustainable development, in accordance with Paragraph 8 of the Framework, and will deliver a number of economic, social and environmental benefits.

Conclusion

- 11.17 Overall, the proposals comprise a high-quality residential development that will deliver family dwellings in a sustainable location within South Manchester and this SPS and other supporting documents demonstrate how the proposals will deliver high-quality residential developments within the existing urban area, which will: make effective use of a vacant building and land; be sympathetic to the character and appearance of their surroundings; incorporate measures to aid energy efficiency; and, contribute positively to the Borough's housing land supply, in accordance with the relevant local and national planning policy and guidance.
- 11.18 The proposed mitigation strategy for the playing field land has been carefully developed through pre-application discussions with MCC and relevant consultees and has been demonstrated to accord with the relevant local and national planning policy.

APPENDIX 1 – SITE LOCATION PLAN



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APPENDIX 2 – POLICY SCHEDULE

Policy	Policy Wording Summary	Compliance
Places for Everyone Joint Development Plan		
Policy JP-S1: Sustainable Development	To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.	Addressed in Section 7 of the SPS.
Policy JP-S2: Carbon and Energy	The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures. This includes an expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable; a. Be net zero carbon(29) which applies: • from adoption – to regulated operational carbon emissions; • from 2028 – to all emissions ‘in construction’. From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions. Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy, which in order of importance seeks to: - Minimise energy demand; - Maximise energy efficiency; - Use renewable energy; - Use low carbon energy; and - Utilise other energy sources. From 2025 any residual carbon emissions that cannot be fully mitigated on-site should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund. As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies. b. Incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations, unless superseded by relevant Local Plan policies, to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site; c. Where practicable, prioritise connection to a renewable energy/heating/cooling network in the first instance or a low carbon energy/heating/cooling network that is adaptable to non-fossil fuels at a later date; d. In residential developments, achieve energy demand reductions in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation, in accordance with Table 5.1. For renewable energy generation priority should be given to PV installation where technically feasible, alternative technologies will be appropriate where the equivalent generation is evidenced. e. For non-residential developments, achieve at least BREEAM excellent standard (or equivalent) for the ‘Ene 01 – reduction of energy use and carbon emissions’ category rising to ‘BREEAM outstanding’ equivalent for ENE 01 from 2028.	Addressed in Section 7 of the SPS.

	f. Include a detailed energy statement to demonstrate via site relevant evidence how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. Whole life cycle emissions should be considered where possible	
Policy JP-S4: Flood Risk and the Water Environment	Expecting developments to manage surface water run-off through sustainable drainage systems and as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable. As a minimum, residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations.	Addressed in Section 8 of the SPS.
Policy JP-S5: Clean Air	Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users.	The site is located in a sustainable location with good access to jobs, services and facilities. The accessibility credentials of the site are described in Section 2 of the SPS and the Transport Assessment prepared by CBO Transport.
Policy JP-S6: Resource Efficiency	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.	Addressed in Section 7 of the SPS.
Policy JP-H1: Scale, Distribution and Phasing of New Housing Development	The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution (as set out in Table 7.2) will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets.	Addressed in Section 7 of the SPS.
Policy JP-H2: Affordability of New Housing	Substantial improvements will be sought in the ability of people to access housing at a price they can afford. Supporting provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities.	Addressed in the Affordable Housing Statement contained in Section 6 of the SPS.
Policy JP-H3: Type, Size and Design of New Housing	Development across the plan area should seek to incorporate a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods. Where appropriate, this should include incorporating specialist housing for older households and vulnerable people. Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence. 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.	Addressed in Section 7 of the SPS.
Policy JP-H4: Density of New Housing	New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design. Minimum net residential density of 35 dwellings per hectare	The site achieves the minimum net residential density which is in keeping with the site's context through the provision of 53no. family dwellings and 13no. apartments. The design of the scheme is fully described in the Design and Access Statement prepared by Ollier Smurthwaite.
Policy JP-G2 Green Infrastructure Network	Wherever practicable, opportunities to integrate new and existing green infrastructure into new development will be taken to protect, enhance and expand the green infrastructure network. Where new or improved green infrastructure is delivered as part of a development, the developer should make appropriate provision for its long-term management and maintenance.	Addressed in Section 8 of the SPS.
Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity	Through local planning and associated activities a net enhancement of biodiversity resources will be sought Development will be expected to: a. Follow the mitigation hierarchy of:	Addressed in Section 7 of the SPS.

	i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then ii. Adequately mitigating any harm to biodiversity, then iii. Adequately compensating for any remaining harm to biodiversity b. Avoid fragmenting or severing connectivity between habitats; c. Achieve a measurable net gain in biodiversity of no less than 10% d. Make appropriate provision for long-term management of habitats and geological features connected to the development; e. Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and f. Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.	
Policy JP-P1 Sustainable Places	We aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with: 1. Distinctive, with a clear identity that: A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture; B. Enables a clear understanding of how the place has developed; and C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used 2. Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design 3. Socially inclusive: A. Responding to the needs of all parts of society; B. Enabling everyone to participate equally and independently; C. Providing opportunities for social contact and support; and D. Promoting a sense of community 4. Resilient, capable of dealing with major environmental events 5. Adaptable, able to respond easily to varied and changing needs and technologies 6. Durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained 7. Resource-efficient with: A. A low carbon footprint;	Addressed in Section 7 of the SPS.

	B. Efficient use of land; C. Minimised use of new materials; D. High levels of recycling 8. Safe, including by designing out crime and terrorism, reducing opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster. 9. Supported by critical infrastructure, such as energy, water and drainage and green spaces 10. Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage 11. Incorporating inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places 12. Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place 13. Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest 14. Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond 15. Comfortable and inviting, with indoor and outdoor environments: A. Offering a high level of amenity that minimises exposure to pollution; and B. Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter 16. Incorporating high quality and well managed green infrastructure and quality public realm, with: A. Opportunities for recreation and outdoor play for children, and interaction between the generations; B. Public and private spaces clearly distinguished; C. Development clearly defining, and promoting activity within, public spaces; D. High quality landscaping with schemes 17. Well-served by local shops, services and amenities, including education and health facilities	
Policy JP-P6: Health	To help tackle health inequality new development will be required, as far as practicable, to: A. Maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development; B. Support healthy lifestyles, including through the use of active design principles making physical activity an easy, practical and attractive choice; and C. Be supported by a Health Impact Assessment for all developments which require to be screened for an Environmental Impact Assessment, and other proposals which, due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing.	Addressed in Section 7 of the SPS.

Policy JP-P7: Sport and Recreation	A network of high quality and accessible sports and recreation facilities will be protected and enhanced, supporting greater levels of activity for all ages, including by: 1. Creating a public realm that provides frequent opportunities for play and that all ages can enjoy together; 2. Where appropriate setting out more comprehensive and detailed recreational standards and standards for provision for designated play areas in district local plans, having regard to existing and future needs; 3. Requiring new development to provide new and/or improved existing facilities commensurate with the demand they would generate. The provision of sports facilities will be determined by individual local authorities through an evidence based approach; 4. Locating and designing recreation facilities in relation to housing so as to ensure that they are accessible but also minimise the potential for complaints due to disturbance to residential amenity from recreational activity; 5. Protecting and enhancing the public rights of way network, including to: a. Provide safe and attractive routes to sports and recreation facilities; b. Improve access to, and connections between different parts of, the green infrastructure network across Greater Manchester and beyond; c. Expand the network of strategic recreation routes offering longer distance opportunities for walking, cycling and horse-riding; d. Provide everyday options for green travel; 6. Encouraging the incorporation of a sports facilities mix in all education settings, that meet both curriculum and local community sport needs as identified by an up to date Local Authority Sports Needs Assessment, and made available for community use where possible; 7. Enabling the continued development of major sports facilities and events, which can further enhance Greater Manchester's international sporting reputation.	Addressed in Section 7 of the SPS.
Policy JP-C1: An Integrated Network	In order to help deliver an accessible, low carbon Greater Manchester with world class connectivity, we will support a range of measures, including: 1. Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure; 2. Enabling the provision of high quality digital infrastructure; 3. Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport; 4. Transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that will: • promote social inclusion, support economic growth, reduce carbon emissions and protect our environment and air quality; • meets customers' needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy; and • provide access to jobs and other key services, including healthcare, education, retail, recreation and leisure facilities, greenspace and green infrastructure.	Addressed in Section 7 of the SPS.

	5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first): a. Pedestrians (and people using mobility aids); b. Cyclists, powered two-wheelers, and public transport users; c. People doing business or providing services (such as taxis/private hire, deliveries or waste collection) d. People in personal motorised vehicles 6. Developing local transport industry skills and education to ensure the right skills are available into the future.	
Policy JP-C5: Streets for All	Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. Targeted improvements to the highway network will be supported through studies and scheme development, where they complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport (as set out in Policy JP-C6 'Walking and Cycling' and Policy JP-C3 'Public Transport'). We will seek to ensure: 1. The design and management of streets will follow a Streets for All approach, including by: a. Understanding the 'movement and place function' of streets as the starting point for improvement; b. Ensuring that streets are welcoming for all, and respond to the needs of those with reduced mobility; c. Delivering new and improved walking and cycling routes and facilities as part of the delivery of an integrated sustainable transport network; d. Maximising the ability of pedestrians and cyclists to navigate easily, safely and without delay, and minimising barriers and obstacles to their movement; e. Providing frequent opportunities for people to rest, linger and socialise, and for children to play, particularly in streets with a high 'place function'; f. Setting aside space for cycle parking (including for bike-sharing schemes where appropriate), high-quality public transport waiting areas, and other facilities that will support sustainable modes of travel; g. Incorporating increased levels of greenery including trees where possible; h. Offering shelter from wind and rain, and shade from the sun; i. Delivering priority for public transport and facilities for public transport users; j. Providing appropriate places and routes for servicing, deliveries and 'drop-off'; k. Mitigating the impacts of air and noise pollution and carbon emissions from road transport; l. Ensuring the efficient movement of people and goods on streets with a high 'movement function' and; m. Harnessing new mobility innovations such as traffic signals technology and ULEV charging infrastructure. 2. Improvements to the highways network are part of a multi-modal strategy to increase public transport, cycling and walking and improve access for all; 3. Any new infrastructure minimises the negative effects of vehicle traffic; and 4. New infrastructure includes provision for utilities and digital infrastructure where required.	Addressed in Section 7 of the SPS.
Policy JP-C6: Walking and Cycling	In order to help deliver a higher proportion of journeys made by walking and cycling, we will support a range of measures, including: 1. Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance; 2. Ensuring routes are direct, easily navigable and integrated with the street and public transport network;	Addressed in Section 7 of the SPS.

	3. Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle; 4. Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings; 5. Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed; 6. Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling	
Policy JP-C8: Transport Requirements of New Development	We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.	Addressed in Section 7 of the SPS.
Policy JP-D2: Developer Contributions	We will require developers to provide, or contribute towards, the provision of mitigation measures to make the development acceptable in planning terms. These will be secured through the most appropriate mechanism, including, but not limited to, planning conditions, Section 106 planning obligations, agreements made under Section 278 of the Highways Act 1990 (as amended), or CIL (or any subsequently adopted planning gain regime). If an applicant wishes to make a case that a development is not viable, they should provide clear evidence at the planning application stage, identifying the specific issues 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.	Addressed in Section 10 of the SPS.
Core Strategy		
Policy SP1: Spatial Principles	Policy SP 1 provides the key spatial principles that will guide the strategic development of Manchester to 2027, including that all development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan. The policy also sets out 'Core Development Principles', including that development in all parts of the City should: make a positive contribution to neighbourhoods of choice; minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible; and, improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision	Addressed in Section 7 of the SPS.
Policy H1: Overall Housing Provision	Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. It is stated that, outside the Inner Areas, the emphasis will be on increasing the availability of family housing, therefore, lower densities may be appropriate. South Manchester is expected to accommodate approximately 3,240 (net) dwellings over the Plan period.	Addressed in Section 6 and 7 of the SPS.
Policy H6: South Manchester	South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.	Addressed in Section 7 of the SPS.
Policy H8: Affordable Housing	New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.	Addressed in the Affordable Housing Statement contained in Section 6 of the SPS.

Policy T1: Sustainable Transport	To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: • Developing alternatives to the car • Relieving traffic congestion and improving access to jobs • Improve access to transport services • Improve pedestrian routes • Improve the cycle network • Contribute to improvements to the public transport network • Facilitate modes of transport that reduce carbon emissions • Would reduce the negative impacts of road traffic • Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority: 1. Pedestrians and disabled people 2. Cyclists, public transport 3. Commercial access 4. General off peak traffic 5. General peak time traffic	Addressed in Section 7 of the SPS.
Policy T2: Accessible areas of opportunity and need	The Council will actively manage the pattern of development to ensure that new development: • Is located to ensure good access to the City's main economic drivers • Is easily accessible by walking, cycling and public transport • Outside the City Centre, all new development should provide appropriate car parking facilities, the need for disabled and cycling parking, taking account of the parking guidance. ○ The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate. Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.	Addressed in Section 7 of the SPS.
Policy EN1: Design Principles and Strategic Character Areas	All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.	Addressed in Section 7 of the SPS.
Policy EN4: ReducingCO2 Emissions by Enabling Low and Zero Carbon Development	The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions: • All development must follow the principle of the Energy Hierarchy • Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. • Where possible new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings. • Where appropriate new development and retrofit projects will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes.	Addressed in Section 7 of the SPS.

	The use of building materials with low embodied carbon in new development and refurbishment schemes.	
Policy EN8: Adaptation to Climate Change	All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.	Addressed in Section 7 of the SPS.
Policy EN9: Green Infrastructure	New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.	Addressed in Section 8 of the SPS.
Policy EN10: Safeguarding Open Space, Sport and Recreation Facilities	Proposals on existing open spaces and sport and recreation facilities will only be permitted where: • Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area; or • The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and it could not fulfil other unsatisfied open space, sport or recreation needs, and a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area; or The development will be ancillary to the open space, sport or recreation facility and complement the use or character	Addressed in Section 7 of the SPS.
Policy EN11: Quantity of Open Space, Sport and Recreation	As opportunities arise, new open space, sport and recreation facilities will be created across Manchester. The Council will seek the provision of new open space, sport and recreation facilities, in particular where: • A quantitative shortage of a particular use per head of population, including any expected increase of population created by the new development, based on the findings of the Open Space, Sport and Recreation study and Playing Pitch Strategy, is identified in the local area • Where significant levels of development are proposed including within the Strategic Housing Location New open spaces should also be interconnected, to allow for better links for disabled people, pedestrians and cyclists both across and between sites and to enhance the biodiversity of the city.	Addressed in Section 7 of the SPS. A Sports Pitch Mitigation Strategy has also been prepared by Sports Planning Consultants which should be read alongside this SPS.
Policy EN12: Area priorities for Open Space, Sport and Recreation	The priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas include the following:- • North area: ensure that new development will deliver improvements to the quality of existing provision. • East Manchester: enhance existing facilities and provide new spaces and facilities in accessible locations. • City Centre: enhance quality of existing areas and integrate new facilities within the character of this area. • Central area: improve accessibility to nearby open space and facilities as well as address deficiencies where possible • South area: enhance the quality of existing provision and using opportunities to address deficiencies • Wythenshawe: improve existing facilities and sites	Addressed in Section 7 of the SPS. A Sports Pitch Mitigation Strategy has also been prepared by Sports Planning Consultants which should be read alongside this SPS.
Policy EN14: Flood Risk	In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.	Addressed in Section 8 of the SPS.
Policy EN15: Biodiversity and Geological Conservation	Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.	Addressed in Section 7 of the SPS.

	Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation. Development should wherever possible seek to maintain, enhance or restore existing geology.	
Policy EN16: Air Quality	The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.	The site is located in a sustainable location with good access to jobs, services and facilities. The accessibility credentials of the site are described in Section 2 of the SPS and the Transport Assessment prepared by CBO Transport.
Policy EN17: Water Quality	With reference to the Manchester-Salford-Trafford SFRA and other relevant documents: • Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological; • Development should minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems, to minimise groundwater contamination, and to avoid pollutants reaching watercourses; • Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site; Development should, where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse	A Flood Risk Assessment and Conceptual Drainage Strategy has been prepared by LK Group which provides a summary of the SuDS options for the proposal's development and their benefits, including to water quality.
Policy EN19: Waste	The Council will • Require all developers to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal) Require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site	Addressed in Section 7 of the SPS.
Policy PA1: Developer Contributions	Where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance. Through such obligations, the Council may seek contributions for the following with priority assessed on a site by site basis: • Affordable housing • Education • Health and wellbeing facilities • Community facilities • Provision of Green Infrastructure including open space • Public realm improvements • Protection or enhancement of cultural heritage • Protection or enhancement of environmental value • Safety and security improvements • Training and employment initiatives • Highway improvements, traffic management, sustainable transport and disabled people's access • Climate change mitigation / adaptation	Where necessary, contributions will be provided to infrastructure improvements through planning obligations through negotiations with the Local Planning Authority.

Policy DM1: Development Management	All development should have regard to the following specific issues: • Siting, layout, scale, form, massing, materials and detail • The character of the surrounding area • Effects on amenity • Accessibility • 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 • Biodiversity, landscape, archaeological or built heritage • Green Infrastructure • Peat-based products in landscaping/gardens • Flood risk and drainage • Existing or proposed hazardous installations Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques	Addressed in Section 7 of the SPS.
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