Paul Butler Associates
Planning, Development & Heritage Consultants

Views Ltd

East Road, Longsight

Planning Statement

05 December 2024

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1. Introduction

Purpose of this Statement

1.1 This Planning Statement has been prepared by Paul Butler Associates on behalf of the applicant, Views Ltd. The statement is submitted in support of a full planning application on land formerly in use as a bowling green (Longsight Cricket Club), to the south of East Road, Longsight.

1.2 The application seeks full planning permission for the construction of 20 residential units with associated access, landscaping and drainage infrastructure.

1.3 This Planning Statement will provide an overview of the development proposals, assess the proposals against local and national planning policy and present the case for granting planning permission.

Documents submitted with the Planning Application

1.4 The planning application is accompanied by drawings prepared by Ollier Smurthwaite Architects and the following documents in line with Manchester City Council's adopted validation checklist (September 2018).

Supporting Documents

- Completed Application Forms and Ownership Certificates (prepared by Paul Butler Associates).
- Planning Statement (prepared by Paul Butler Associates).
- Design and Access Statement (prepared by Ollier Smurthwaite Architects).
- Bowls Needs Assessment (Sports Planning Consultants).
- Viability Assessment (prepared by Roger Hannah).
- Hardworks and Softworks Plan (prepared by Amenity Tree).

- Preliminary Ecological Appraisal (prepared by Rachel Hacking Ecology)
- Biodiversity Net Gain Assessment (prepared by Amenity Tree).
- Arboricultural Impact Assessment (prepared by Amenity Tree).
- Daylight and Sunlight Report (prepared by Smith Marston).
- Noise Assessment (prepared by AEC).
- Phase 1 Contaminated Land Survey (prepared by Earth Environmental and Geotechnical).
- Environmental Standards Statement (prepared by Watt Consulting).
- Surface Water Drainage Strategy (prepared by Earth Environmental and Geotechnical).
- Highways Technical Note (prepared by Focus Transport Planning).
- Crime Impact Statement (prepared by Greater Manchester Police).
- Air Quality Assessment (prepared by Redmore Environmental).

Structure of this Statement

1.5 The remainder of this statement is structured as follows:

- Section 2 provides a description of the Site and surrounding area;
- Section 3 presents the proposed development for which planning permission is sought and an overview of the application site history;
- Section 4 outlines the relevant national and local planning policy and guidance;
- Section 5 provides an appraisal of the key planning issues which require consideration in the determination of the application;
- Section 6 concludes the statement and provides a summary of the overall case for granting planning approval.

2. The Site and Surroundings

The Application Site

2.1 The Site measures 0.25 hectares and relates to the former Longsight Cricket Club Bowling Green. Longsight Cricket Club once existed on the wider site, however this was developed for housing in 2012. The bowling green was retained at that time and a new clubhouse created to the south of the bowling green.

2.2 Following a sharp decline in membership over the last few years, the site is no longer viable as a bowling green. The site itself comprises a square grass pitch surrounded by flag paving, seating and bollards.

2.3 The site is bordered to the west by semi-detached houses on Northmoor Road which back on to the site. To the east there is an apartment building, built as part of the 2012 Cricket Club re-development, south of here are modern two storey houses (also part of the 2012 development). North of the site on the opposite side of East Road is a terraced row of residential properties that face the site.

2.4 The application site is identified in Figure 2.1 below.



Figure 2.1: The Application Site (site red line approximate)

2.5 There is currently no vehicular access into the site, with the northern boundary to East Road being formed by 2 metre high steel palisade fencing. This continues along the eastern boundary and separating the site from the apartment building. At present there is no boundary between the club house and former bowling green. The eastern boundary of the site is formed by concrete post and timber panel fencing to the rear of the residential properties on Northmoor Road.

2.6 Due to the previous use as a bowling green, the levels across the site are uniform. The site is not located within a Conservation Area and does not contain or sit within the setting of any buildings of heritage interest. The EA flood maps designate the site as falling within Flood Zone 1 (the lowest risk of flooding). The site is not within an Air Quality Management Area.

2.7 Photos of the site can be found below.







Site Photos (Oct 23) showing the frontage of the site from East Road.

The Surrounding Area

2.8 The surrounding area is entirely residential, formed by early 20th century terraced streets to the north and more modern late 20th / early 21st century housing to the immediate south east. The entrance to Crowcroft Park is 50 metres to the west of the site, this comprises 6.5 hectares of open space including two multi use games areas and a children's play area. The entrance to Nutsford Vale Park is approximately 220 metres east of the site at the end of East Road. Nutsford Vale is a 13 hectare park, serving the communities of Longsight, Levenshulme and Gorton.

2.9 The A6 Stockport Road is 300 metres west of the site, with retail / commercial premises occupying the stretch of properties north up to the railway line after which the district centre of Longsight begins.

2.10 There is a bus stop on Northmoor Road which provides local services to Gorton to the east and Levenshulme, Fallowfield, Chorlton, Stretford and the Trafford Centre travelling west. Further bus services are available from the A6 Stockport Road which provide journey options to Manchester City Centre and Stockport, as well as connections to Levenshulme train station.

Planning History

2.11 A review of the Site's planning history has been undertaken using Manchester City Council's online database. The planning history of interest is set out below.

Application Ref.	Description of Development	Decision and Date
101073/JO/2012/N2	Variation of condition 5 of planning permission 097655/FO/2011/N2 to allow for variation to the requirement to achieving Code for Sustainable Homes Level 3.	Approved 18.01.13
097655/FO/2011/N2	Erection of 65 no. dwellings and 18 no. apartments with associated access roads, boundary treatments, landscaping and car parking following demolition of existing club house. The proposals include the demolition of the existing Clubhouse.	Approved 27.03.12
100047/NMC/2012/N2	NON-MATERIAL CHANGE APPLICATION to approved application 097689/FO/2011/N2 to	Approved 17.08.12

Application Ref.	Description of Development	Decision and Date
	involve elevational alterations relating to the repositioning and widening of doors and changes to the design of canopy supports together with revisions to landscaping scheme including deletion of previously proposed footpath and amendments to the position of gates and associated changes to boundary treatments.	
097689/FO/2011/N2	Erection of detached replacement club house in association with the retention of the existing bowling green and associated landscaping, boundary treatments and car parking.	Approved 27.03.12
038095	Erection of a 6ft galvanised mesh wire fence on existing 7ft concrete panel wall on east side of cricket ground and erection of 7ft concrete panel wall to replace existing 4ft brick wall on East Road side of the cricket ground.	Approved 31.01.91
032108	Retrospective application for the erection of 7ft high chain link fencing with concrete posts to boundary backing properties on Northmoor Road.	Approved 01.09.88

Table 2.1: Planning History

3. The Development Proposals

Description of Development

3.1 The proposed description of development is as follows:

> *Construction of 20 residential units, new access from East Road, landscaping, drainage infrastructure and associated works.*

3.2 The development is fully illustrated in the supporting plans and Design and Access Statement prepared by Ollier Smurthwaite Architects.

Use and Amount

3.3 The development proposes a total of 20 houses (Use Class C3). All of the units will have 4 bedrooms and will meet the nationally described space standards.

Layout and Access

3.4 The development site comprises a double row of terraced properties fronting East Road, each row containing 6 properties, 12 in total. Each property will have a private driveway accessed via a continuous dropped kerb frontage along East Road.

3.5 In the centre of the site frontage between the two rows of properties, the continuous dropped kerb frontage would also provide access to a private road. This will serve a further 8 residential units in the southern half of the site arranged in two terraced rows looking over a central street. Each property will have a private driveway to the front and there is a turning area for delivery vehicles in the centre of the site.

3.6 Each house will contain a private driveway to the front of the property and a private garden to the rear. Space for bin and cycle storage will be provided within the curtilage of each plot.

3.7 Two house types are proposed. House Type 4A (12 no.) will have accommodation set over three levels including two bedrooms on the first floor and second floor. House Type 4B (8no.)

contains three bedrooms at first floor (two double and one single) and a fourth bedroom in the second floor / roof level.

Scale, Design and Appearance

3.8 The proposed houses will be three storeys in scale and present a repetitive gable frontage that will successfully reference the character of housing in the local area. The use of vertical fenestration and a narrow built form underscored by a pitched roof is repeated across the scheme, maintaining cohesion and context. A red brick has been selected to reflect the character of the prevailing urban grain and this will sit below a fibre cement slate roof. Aluminium window frames are proposed to provide a contemporary, low profile and high quality aesthetic.

Pre-Application Consultation

3.9 Prior to the submission of the application, the applicant undertook a consultation exercise with the local community. The methodology and results of the consultation are included in Appendix 3 of this statement. A pre-application enquiry was also submitted to Manchester City Council planning department and discussions were also held with MCR Active. The outcomes of these discussions have informed the final application design.

4. Planning Policy Context

Introduction

4.1 This section of the statement sets out the local and national planning policy context of relevance to the determination of this planning application. An appraisal of how the proposal relates to the key planning considerations relevant to the Site is set out in section 5 of this statement.

The Development Plan

4.2 Section 38(6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the Development Plan unless material considerations indicate otherwise. In the case of Manchester City Council, the adopted Development Plan consists of the Manchester Core Strategy (2012), Saved Policies of the Unitary Development Plan (1995) and the Places for Everyone Joint Development Plan (2024). Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

Manchester City Council Core Strategy (2012)

4.3 The policies of the Core Strategy which are considered relevant to the scheme are outlined in the following section.

4.4 The Core Strategy was adopted in July 2012 and sets out the long term strategic policies for Manchester's future development. The site is located within the 'Central Manchester Area'. The area is home to some of the City's major economic assets and characterised by diverse communities ranging from the very disadvantaged to the quite well-off.

4.5 The Core Strategy identifies a range of 'challenges' facing the area, which include:

- High levels of worklessness.
- Deprivation concentrated by neighbourhood, rather than whole wards.

- Limited housing choice in some areas.
- Limited scope for physical change.
- Congestion along key arterial route into the city centre.

4.6 The accompanying Core Strategy Interactive Proposals Map shows site specific planning policy designations. No other site specific polices apply to the application site. Core Strategy objectives and policies of particular relevance to the proposed scheme include:

- Spatial Objective SO1 'Spatial Principles' states that the sustainable development of the City can contribute to halting climate change.
- Spatial Objective SO3 'Housing' seeks the provision of a significant increase in high quality housing provision at sustainable locations to address demographic needs and support economic growth.
- Spatial Objective S015 'Transport' seeks to improve the physical connectivity of the City, through sustainable and accessible transport networks.
- Spatial Objective SO6 'Environment' seeks to protect and enhance the natural and built environment of the city, ensure the sustainable use of natural resources, and secure a high standard of design in all development proposals.
- Policy SP 1 'Spatial Principles' states that development should aid the creation of neighbourhoods of choice by creating well designed places that enhance or create character; protect and enhance the built and natural environment; and, improve access to jobs and services.
- Policy H 1 'Overall Housing Provision' states that new residential will need to take account of the need to: provide house types to meet a diverse and growing population; support growth on previously developed sites in sustainable locations; contribute to the Council's design principles in terms of character, amenity space and parking provision; address deficiencies in physical, social or green infrastructure; prioritise sites in close proximity to centres of high frequency public transport routes;

consider environmental constraints; and be designed to give privacy to both its residents and neighbours.

- Policy H5 'Central Manchester' states that Central Manchester will accommodate around 14% of new residential development over the lifetime of the Core Strategy. Priority will be given to family housing and other high value, high quality new development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre as well as within Hulme, Longsight, and Rusholme District Centres as part of mixed use schemes.

- Policy H8 'Affordable Housing' states that the requirement for affordable housing or any alternative financial contribution applies to all residential development consisting of 15 or more units or on sites of 0.3 hectares in size.

- Policy T 1 'Sustainable Transport' states that the Council will support proposals that deliver a sustainable, high quality, integrated transport system to encourage a 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.

- Policy T 2 'Accessible Areas of Opportunity and Need' seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

- Policy EN 1 'Design Principles and Strategic Character Areas' sets out that opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial road routes.

- Policy EN 4 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development' states that new development wherever possible 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 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.

- Policy EN 6 'Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies' requires applications for residential development of 10 or more units and all other development over 1,000 sqm to meet a minimum target.

- Policy EN 8 'Adaption to Climate Change' requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

- Policy EN 9 'Green Infrastructure' states that the Council will encourage developers to enhance the quality/quantity of green infrastructure, which will include green spaces, green roofs and tree planting.

- Policy EN 15 'Biodiversity and Geological Conservation' states that new development will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity.

- Policy EN 16 'Air Quality' states that developers should 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.

- Policy EN 17 'Water Quality' states that development should avoid any adverse impact on water quality. Development should also ensure that waste or litter cannot enter the watercourse from the site.

- Policy EN 18 'Contaminated Land and Ground Sustainability' states that the Council will give priority for the remediation of contaminated land to strategic locations.

- Policy EN 19 'Waste' states that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

- Policy PA 1 'Developer Contributions' – the policy outlines the scope of potential planning obligations that may be sought. In determining the nature and scale of any planning obligation, the Council may take into account specific site conditions and other material planning considerations including viability, redevelopment of previously developed land or contamination.

- Policy DM 1 'Development Management' sets out various issues that development should have regard to, including: appropriate siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas; effects on amenity; accessibility; community safety and crime prevention; adequacy of internal accommodation and external amenity space; refuse storage and collection; vehicular access and car parking; effects relating to biodiversity, landscape, archaeological or built heritage; green infrastructure including open space; and for new residential development to meet as a minimum Code for Sustainable Homes Level 4.

4.7 The detailed assessment of the scheme within the following planning appraisal section confirms that the proposal accords with the above Core Strategy policies.

Saved Policies of the Unitary Development Plan (UDP) for the City of Manchester (adopted 1995)

4.8 The UDP was superseded by the Core Strategy. However, a number of UDP polices have been 'saved'. Extant polices contained within the UDP which are relevant to the proposed scheme include:

- Policy DC7.1 'New Housing Development' which states the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, where this is practicable. All new developments containing family homes will be expected to be designed so as

to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

- Policy DC26.1 'Development and Noise' states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both: a. the effect of new development proposals which are likely to be generators of noise; and b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

4.9 As with the Core Strategy policies, the detailed assessment of the scheme within the following planning appraisal section confirms that the proposal accords with the saved UDP policies listed above.

Other Relevant Guidance

4.10 Manchester City Council has also published a number of other guidance documents, which although not forming part of The Development Plan for Manchester are material considerations in the determination of planning applications. Those of relevance to the development proposals are likely to include:

- The Guide to Development in Manchester Supplementary Planning Document and Guidance (2007).
- Providing for Housing Choice Supplementary Planning Document and Planning Guidance (2008).
- The Greater Manchester Strategy (2017) ('Our People, Our Place').
- Stronger Together: Greater Manchester Strategy 2013 (GM Strategy).
- Manchester Residential Quality Guidance (2016).
- The Manchester Green and Blue Infrastructure Strategy (G&BIS) (2015).
- Design for Access 2 (2003).

Places for Everyone Joint Development Plan (adopted March 2024)

4.11 The nine combined authorities of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan have prepared a Strategic Plan covering the nine areas. The PfE Plan took effect and became part of the statutory development plan for each of the nine PfE authorities on March 21, 2024.

4.12 The PfE policies of relevance to this application are outlined below. The GMCA is yet to publish a consolidated version of the document including minor non material amendments, therefore these should be noted as necessary when published.

- Policy JP-Strat5: Inner Areas. This area covers the inner areas which surround the Core Growth Area in the PfE plan. In this area, the continued regeneration of the inner areas will be promoted and will be linked to reducing levels of deprivation and poverty and supporting the improved health and wellbeing of the communities. High levels of new development will be accommodated in this highly accessible and sustainable location.

  New development will be, predominantly residential and will be integrated with existing communities, enhancing the quality of places and their local character.

- Policy JP-Strat14: A Sustainable and Integrated Transport Network. Through an ambitious programme of investment, the transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods. The policy specifically states that higher densities will typically be appropriate in locations with good access to rapid transit connections.

  New development will have a significant role in delivering our future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport.

- Policy JP-S1: Sustainable Development. In order to address climate change, the PfE plan has an ambition to be carbon neutral by 2028. To meet this target new development will have a critical role to play and all new homes and

commercial/industrial buildings will need to achieve net zero carbon by 2028. It is expected that development in the Plan area will apply a net zero carbon approach to operational emissions up until 2028, thereafter emissions in construction should be considered. Minimum carbon reduction targets will be set in line with the Future Homes Standard of 80% or until such a time this is superseded. Development will need to follow the energy hierarchy to maximise on site energy measures first. Where residential applications are accompanied by an Energy Statement then it is recommended that 20% of the ground floor area is given over to solar photovoltaics.

- Policy JP-S2: Carbon and Energy. In order to deliver carbon neutrality by 2038, the policy supports a range of measures to reduce greenhouse gas emissions.

- Policy JP-H1: Scale, Distribution and Phasing of New Housing Development. The policy sets out a requirement for 175,185 net additional dwellings to be delivered over the plan period. The new homes are to be of a good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution will support the PfE strategy of reducing the need to travel.

- Policy JP-H3: Type, Size and Design of New Housing. Development should promote a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods. Where appropriate this can include incorporating specialist housing for older persons and vulnerable people.

  All development should meet the Nationally Described Space Standards and be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.

- Policy JP-H4: Density of New Housing. The policy sets out that 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. In this location, the development is required to meet the minimum density requirement of 35 dwellings per hectare.

- Policy JP-G6: Urban Green Space. The policy sets out that to ensure there is an appropriate scale, type, quality and distribution of accessible urban green space that can support a high quality of life and other important green function, that:

    - Existing urban green space will be protected and enhanced in balance with other considerations; and

    - GMCA will work with developers and other stakeholders to deliver new high quality urban green spaces.

  Development should specifically be designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.

- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity. The policy aligns with the requirement at national level to plan for a biodiversity net gain in new development.

- Policy JP-P1: Sustainable Places. Policy JP-P1 sets 17 key attributes that all development should be consistent with. In respect of distinctiveness, development should have a clear identity that: A. Responds to conserving and enhancing 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.

- Policy JP-C8: Transport Requirements of New Development. The policy requires 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.

National Planning Policy Framework

4.13 The National Planning Policy Framework (NPPF) was last updated in December 2023 and sets out the government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development which ensures that sustainable development is pursued in a positive way.

4.14 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or

- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

4.15 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

Delivering Sustainable Development

4.16 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework. The NPPF is split into 17 chapters, the chapters of relevance to this development are discussed below.

4.17 Delivering a sufficient supply of homes (Chapter 5) - paragraph 60 explains that in order to support the government's commitment to significantly boosting the supply of homes, it is

important that a sufficient amount and variety of land comes forward for development 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.

4.18 Where a Local Planning Authorities' Local Plan is greater than five years old, the authority should identify and update annually a housing supply of specific deliverable sites sufficient to provide five years' worth or a minimum of four years' worth if the provisions in paragraph 226 apply. To maintain the supply of housing, local planning authorities should monitor progress in building out sites which have permission. In the event that there has been under delivery when measured against the Housing Delivery Test then the policy consequences at paragraph 79 of the NPPF should be applied.

4.19 The NPPF is clear at paragraph 11 that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five year supply, it does not benefit from the provisions of paragraph 76, or the Housing Delivery Test indicates that the delivery of housing was below 75% of the housing requirement over the previous three years

4.20 Building a strong and competitive economy (Chapter 6) - emphasises that the government is committed to ensuring that the planning system should help create conditions in which businesses can invest, expand and adapt. Significant weight is to be given to the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. This section also recognises that a poor environment and a lack of housing can act as a potential barrier to investment.

4.21 Promoting healthy communities (Chapter 8) - the planning system can play an important role in facilitating social interaction and creating healthy, inclusive and safe communities. Planning decisions should aim to achieve places which promote, amongst other things, safe and accessible developments, where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

4.22 Promoting sustainable transport (Chapter 9) - to protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give

priority to pedestrian and cycle movements and have access to high quality public transport facilities; address the needs of people with disabilities by all modes of transport; create safe and secure places minimising conflicts between traffic and pedestrians; allow for the efficient delivery of goods and access by service and emergency vehicles; and be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

4.23 Achieving well-designed places (Chapter 12) - this chapter sets out at paragraph 135 that planning policies and decisions should aim to ensure that developments:

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

B) Are visually attractive as a result of good architecture and appropriate landscaping;

C) Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation;

D) Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;

E) Optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and

F) Create places that are safe, inclusive and accessible and which promote health and well-being.

4.24 Conserving and enhancing the natural environment (Chapter 15) - the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, recognising the wider benefits of ecosystem services and minimising impacts of biodiversity and providing net gains in biodiversity where possible.

Planning Practice Guidance

4.25 The Planning Practice Guidance (PPG) was published in March 2014 and collates guidance previously published in a number of separate documents. The guidance in the PPG has been taken into consideration in formulating development proposals for the Application Site.

5. Appraisal of key planning issues

Introduction

5.1 It is a requirement of Section 38(6) of the Town and Country Planning Act 2004 that where a development plan contains policies relevant to an application, the decision must be made in accordance with the development plan, unless material considerations indicate otherwise.

5.2 The statutory development plan therefore relating to the Application Site consists of the Manchester City Council Core Strategy, Saved Policies of the UDP and the Places for Everyone Joint Development Plan Document. Material considerations relating to this application include the National Planning Policy Framework, Planning Practice Guidance and Supplementary Planning Documents prepared by Manchester City Council.

5.3 The remainder of this section will examine the principle of development proposed for this site, followed by an appraisal of the scheme against all other relevant planning and environmental considerations. Having regard to the relevant planning policy guidance in the previous section, the key material considerations against which the proposed scheme should be considered, and which are discussed in this section, include:

- Principle of Development
- Design
- Residential Amenity
- Highways, Accessibility and Parking
- Ecology
- Noise
- Air Quality
- Drainage

- Ground Conditions
- Broadband Connectivity Assessment

Principle of Development

Principle: Open Space and Sports Provision

5.4 The principle of development for this site, primarily concerns the use of a bowling green for new housing. Accordingly, a Bowls Needs Assessment (prepared by Sports Planning Consultants) is submitted in support of the application. This justifies the use of the land from a planning policy perspective having regard to local and national planning policy. The report is able to demonstrate that the use of the bowling green is unsustainable, due to low membership, existing members have either partnered with Burnage Village Bowls Club or joined Beech House. The green has now become a financial burden. The green is therefore demonstrated to be surplus to requirements in accordance with paragraph 103 of the NPPF. Demand for all forms of bowls in the local area can also be adequately absorbed by the current levels of supply. The dimensions of the site and proximity to residential properties make it unsuitable for alternative sports provision and multi use games areas already exist in Crowcroft Park nearby.

5.5 Whilst the existing site can be argued to be surplus to requirements, it is acknowledged in the report that contributions towards qualitative improvements may also still be required. Since the time of the original needs assessment in May 2024, Longsight members have gravitated to Beech House to play and as such this is considered to be an appropriate site for mitigation. Discussions have been held with Beech House regarding a mitigation package. The green at Beech House is considered to be good quality, both in the PPOSS and by the club. Equipment is however poor and green surrounds also require attention. A package of support has therefore been agreed of £11,925, to ensure the club can maintain the quality of the green and support the increased capacity from Longsight members.

5.6 Should Manchester City Council confirm the principle of development as acceptable for this site, then the delivery of these funds can be secured by way of a Unilateral Undertaking (UU). The applicant proposes that this is drafted, following confirmation that the principle of

development is accepted. The applicant understands that the UU will have to be completed and signed prior to determination of the application.

Principle: Residential Development

Housing Supply

5.7 Paragraph 60 of the NPPF states that the government has an objective of significantly boosting the supply of homes and paragraph 74 of the NPPF requires LPAs to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirements. The Places for Everyone (PfE) Joint Development Plan requires 60,061 new homes to be built over the period of 2022 – 2039 at an annual average of 3,533 dwellings per annum. The provision of 20 new dwellings on a windfall site will assist in contributing to this identified housing need.

Dwelling Mix and Sizes

5.8 PfE Policy JP-H3 'Type, Size and Design of New Housing' also sets out that development should promote a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods. Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies. The Local Plan policy in this respect is policy H5, which guides that priority will be given to family housing and other high value, high quality new development where this can be sustained. The proposal for 20 no. 4 bed houses therefore satisfies this policy requirement.

5.9 PfE Policy JP-H3 goes on to require that all dwellings comply with the nationally described space standards. The Design and Access Statement demonstrates compliance with this criteria.

Housing Density and Efficient Use of Land

5.10 PfE Policy JP-H4 set out that new housing development should be delivered at a density appropriate to the location, which in this location will be a minimum of 35 dwellings per hectare which the scheme complies with.

5.11 The development of 20 houses on a site that is surplus to requirements as a sports pitch will therefore represent an efficient use of land within the urban area and will significantly assist in facilitating the continued regeneration of the inner areas of Greater Manchester. An area where under PfE Policy 'JP-Strat5: Inner Areas' high levels of new development will be accommodated in this highly accessible and sustainable location.

Affordable Housing

5.12 Core Strategy Policy H8 requires developments of 15 units or more to provide 20% affordable housing. Part 4 of the policy sets out that an exception from providing affordable housing may be permitted where a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%.

5.13 It is therefore necessary to consider what impact any contributions would have on scheme viability. Views Ltd have prepared a development appraisal to understand what impact the affordable housing and developer contributions might have on viability and the ability to deliver the final scheme. This appraisal is submitted with the application and tests the viability of a policy compliant scheme (20% affordable housing) and the 100% market housing scheme proposed. The appraisal reveals that with a policy compliant scheme the residual land value is significantly below the benchmark land value of £107,000 and therefore viability is a concern. The proposed scheme also represents a shortfall in the viability of the proposed scheme, however as explained in the supporting appraisal the applicant is prepared to take a commercial view and deliver the scheme on this basis.

Design

Layout, Scale, Appearance and Landscaping

5.14 The application is supported by a Design and Access Statement prepared by Ollier Smurthwaite Architects. The scheme has been designed to reflect the character of the surrounding area and neighbouring buildings in terms of the dwellings' scale, siting, appearance and use of materials.

5.15 The urban grain of the area is characterised by compact and dense developments, typified by terraced rows of properties and semi-detached dwellings. The layout of the proposed

dwellings wholly responds to the compact and linear nature of the surroundings. The relationship between the proposed dwellings and the existing dwellings is therefore in keeping with the surrounding townscape.

5.16 The proposals have been carefully considered in terms of the proposed height of the dwellings, to ensure that the scheme has an acceptable design impact in this respect. The ridge height of the properties are similar to the heights of the properties on Northmoor Road and lower than the apartments to the east.

5.17 The proposed appearance of the dwellings involves a high quality contemporary design which takes cues from the surrounding architectural vernacular. The proposed dwellings incorporate a number of architectural features that are evidenced within the surrounding context, including pitched roofs with gable ends, dormers, and recessed windows reveals.

5.18 The palette of materials is also in keeping with the surrounding properties, which are predominantly constructed of red brick, and often with decorative brick details. In response to this, architectural detailing to the brick work is proposed in order to reference the existing context, as well as to create visual interest.

5.19 For further justification in respect of the proposed design, please refer to the Design and Access Statement.

Crime and Security

5.20 A Crime Impact Statement (CIS) prepared by Greater Manchester Police is submitted with the application. The CIS confirms that the development has been assessed against the principles of 'Crime Prevention Through Environmental Design' (CPTED) to ensure that opportunities for crime and the fear of crime are reduced. GMP confirm in the report that the layout of the proposed scheme is acceptable subject to details of the proposed boundaries being confirmed. It is considered that these matters can be confirmed via an appropriately worded planning condition.

Energy Efficiency and Sustainability

5.21 An Environmental Standards Statement has been prepared by Watt Consulting and is submitted in support of the planning application. The statement details how the development will incorporate sustainable design and resource efficiency in line with the Energy Hierarchy, thereby meeting the policy requirements and council targets whilst reducing the scheme's overall environmental impact. In relation to the planning target centred around carbon emissions reduction, the proposed development is achieving a 62.3% 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.

Residential Amenity

5.22 There are a number of residential properties surrounding the site which require consideration in terms of the impact that the proposed development may have on the standard of amenity currently enjoyed by those residents. The rear elevations of properties on Northmoor Road (171 – 181) face the site. The separation between the rear facing elevations of plots 13-16 and numbers 175-181 Northmoor Road is approximately 27 metres. This separation is considered to be acceptable and is far in excess of the 21 metres usually required between facing habitable room windows. The separation is also greater than that experienced from the new properties built on Armitage Road to those on Northmoor Road.

5.23 Numbers 171 and 173 will face towards the proposed end terrace property fronting onto East Road at the western end of the site (plot 1). The separation from the original rear elevation of the properties on Northmoor Road is 18 metres. Notably 171 has been heavily extended so that the whole of the rear garden is given over to built form thereby removing any potential conflict with the end property.

5.24 Similarly number 173 has been extended, when the distance is assessed from the original building line (on the basis that one development should not prejudice another) the separation as above is approximately 18 metres. MCC don't operate a specific separation policy, however this separation is in line with good practice across other NW planning authorities and therefore it is considered acceptable.

5.25 To the east of the site is an apartment building which contains habitable rooms facing the site. It is highly unusual to find a scenario whereby one development has facing windows which have the potential to sterilise or reduce the development potential on another site. On this basis, it would be unduly prejudicial for these windows to reduce the development potential on this site. In order to not create any conflict, no windows are proposed in the gable elevation.

5.26 It is also noteworthy that most of the windows in this elevation of the apartment block are not the sole habitable room windows to the rooms they serve, and therefore light / outlook is enjoyed from another (principal) window to the front or rear.

Highways, Accessibility and Parking

5.27 A Highways Technical Note (HTN) has been prepared by Focus Transport Planning and is submitted in support of the application.

5.28 The HTN highlights the accessibility of the site by non car modes of transport. The site is well located in the context of surrounding land uses and amenities which can be accessed within reasonable walking and cycling distance. The surrounding area is well equipped with pedestrian infrastructure and provides conditions which are conducive for cyclists. There are bus travel options within close walking distance of the site and rail options are accessible by walking or cycling.

5.29 In terms of parking provision, each property will benefit from an off street parking space. The HTN considers that this level of parking provision is appropriate for a new residential development in this location, given the excellent opportunities for use of sustainable travel modes for a range of everyday journeys. The local census data also identifies that this level of provision is appropriate given that 32% of local households don't own a car or van and 47% have 1 car or van in the household. In addition to car parking, dedicated secure and covered cycle parking would be provided within the rear gardens of each of the properties.

5.30 In terms of trip generation, the proposed development is forecast to generate a total of 9 two-way vehicle trips in the AM peak hour and 6 two-way trips in the PM peak hour. It is considered that the proposed development will not give rise to any unacceptable impacts

on the local highway network and is therefore considered to be acceptable from a trip generation and traffic impact perspective.

Waste Management

5.31 Waste servicing of the site can be expected to be undertaken on street in line with the servicing arrangements of other residential properties on East Road. Bin stores would be provided within the curtilage of each dwelling (within the garden area or site frontage), along with communal bin store areas (for the storage of refuse bins on designated bin collection days). Access to the rear gardens would be taken via a private footway connection at the edges of the site.

Summary

5.32 The proposed development will not have any material impact on highway safety. The evidence presented in the submitted Highways Technical Note satisfies the requirement set out in paragraph 115 of the NPPF, which states that development should only be prevented or refused if the traffic impact on the road network would be 'severe'. The development is therefore considered to be in accordance with relevant policies of the Local Plan and Chapter 9 of the NPPF.

Ecology

5.33 An Extended Phase One Habitat Survey (Preliminary Ecological Appraisal) has been prepared by Rachel Hacking Ecology and is submitted in support of the application. Recommendations for mitigation etc are included within this report.

Biodiversity Net Gain

5.34 A biodiversity net gain assessment is submitted with the application. The report highlights that the proposed development will result in an overall decrease in biodiversity. In order to achieve the 10% gain position the applicant will use off site provision of biodiversity credits to satisfy the current metric deficit.

Noise

5.35 The Noise Assessment prepared by AEC is based upon the measurements of on site surveys over a typical weekend period. The site was surveyed to establish the extent of mitigation required in light of background noises and the use of the Longsight Cricket Club Pavilion for weekend nighttime functions.

5.36 The proposed report provides an assessment of the noise levels in relation to the proposed development layout and includes recommended mitigation measures in the form of enhanced glazing through frame acoustic trickle vents. Subject to the incorporation of the proposed mitigation it is considered that the development is capable of proceeding and these measures can be secured via an appropriately worded planning condition. The development is considered to comply with Saved UDP Policy DC26.1 and Chapter 15 of the NPPF.

Air Quality

5.37 An Air Quality Assessment has been prepared by Redmore Environmental and is submitted in support of the planning application. The report identifies that during the construction phase of the development there is the potential for air quality impacts from fugitive dust emissions from the site. Subject to the implementation of site specific mitigation measures during the construction management stage, residual air quality impacts from dust generated by earthworks, construction and trackout activities are predicted to be not significant. During the operational phase, potential impacts associated with road traffic exhaust emissions resulting from the development may occur. The AQA judges that due to the low number of vehicle trips anticipated, road traffic exhaust impacts are predicted to be not significant. Based on the full analysis presented in the report, air quality issues are not considered to be a constraint to development and the development is considered to comply with CS Policy EN16 and Chapter 15 of the NPPF.

Drainage

5.38 A drainage Strategy (prepared by Earth Environmental and Geotechnical) is submitted in support of the application. The Strategy demonstrates compliance with local PfE policy and

national SuDS guidance. The surface water drainage options follow the hierarchy of drainage options presented within the technical guidance to the NPPF.

5.39 The drainage solution proposes that surface water runoff shall discharge to the 300mm diameter public combined sewer in East Road. Roof drainage would be collected via standard guttering and downpipes with a rear downpipe at each dwelling discharging via a standard water butt. The access road, property driveways, patios and pathways would be constructed of permeable paving or permeable plastic grid bound gravel. Additional attenuation storage is provided by an area of geocellular sub-base storage beneath the internal access road. The sub-base storage would incorporate a controlled discharge to the public combined sewer via a Hydro-Brake flow control device.

5.40 This surface water drainage strategy has been prepared in accordance with relevant national and local planning policy and guidance and its implementation can be secured via an appropriately worded planning condition.

Ground Conditions

5.41 The Phase 1 Geo Environmental Report (prepared by Earth Environmental and Geotechnical) demonstrates that subject to an appropriate scheme of site investigation and remediation, the development is capable of being developed for residential use. This site investigation and mitigation can be secured by standard planning conditions and as such the development is acceptable in light of Core Strategy Policy EN18 and Chapter 15 of the NPPF.

Broadband Connectivity

5.42 External and internal fibre-to-the-property cabling will be provided in line with the Government Guidelines for Data Ducting Infrastructure for New Homes and the Greater Manchester Spatial Framework's aspirations for digital infrastructure.

5.43 The following systems will be installed for the development, aligning with Manchester's building regulation goals, and ensuring future-proof, high-speed broadband access for all dwellings.

External Infrastructure

5.44 Fibre cabling will be brought into the development via underground ducting and integrated into the building's structure.

5.45 This installation will adhere to local sustainability guidelines, minimizing environmental impact during construction while enabling high-performance digital connectivity.

Internal Infrastructure

5.46 Fibre-to-the-property broadband/data and VOIP telephony installations will be provided to all dwellings as part of the Main Electrical Contracts scope of work. The design will prioritize energy-efficient installation practices, ensuring compliance with both national and Manchester-specific building standards for energy use and digital resilience.

5.47 Additionally, the infrastructure will be designed to support future upgrades, ensuring long-term compliance with emerging technologies and the ongoing digital ambitions of the Greater Manchester region.

6. Conclusions

6.1 This Planning Statement has been prepared by Paul Butler Associates on behalf of Views Ltd in support of a full planning application for 20 residential units.

6.2 The application development is considered to be in full compliance with the adopted policies of the Local Plan and the NPPF.

6.3 The new housing is in keeping with the character of the area and is considered to be an appropriate land use for the site. The Application Site is in a sustainable and accessible location in good proximity to local services and facilities and public transport links thereby reducing use of the private car by all users.

6.4 As evidenced in this statement, the Site has been shown to be a suitable and sustainable location for the development proposed with no known adverse impact arising from the development that would significantly and demonstrably outweigh its benefits. Indeed it is our view that no material planning considerations exist that would justify a refusal of planning permission. Consequently, the proposals are considered to constitute sustainable development as defined by the guidance in paragraph 8 of the NPPF and the presumption in favour of sustainable development should apply in the determination of the application.

Appendix 1: Construction Management Strategy

Construction Management Strategy

This section provides initial details in respect of how the construction phase will be managed. At the planning submission stage of the process, in advance of a contractor being appointed it is not feasible to provide a construction management plan. A construction management plan is usually produced by the main contractor as they will have their own 'in house' procedures and regulations in place to manage the construction phase. The appointment of a contractor typically takes place once full planning permission has been approved, and therefore this matter is usually the subject of a pre commencement planning condition in the Manchester City Council administrative area.

Views Ltd are keen to manage the construction process as effectively as possible and this may include the site manager liaising with residents individually so they have a 'point of contact' should they need it. As mentioned above the construction management plan is usually the subject of a planning condition and will include information with respect to the items listed below:

- Details for consulting the local community prior to construction works commencing on site.
- Defined access and egress routes for demolition and construction traffic, including staff, delivery and construction vehicles, including HGVs.
- Details of dust suppression measures and measures to control dust and mud on the surrounding public highway network.
- Methodology for the undertaking of demolition and on site processes such as crushing of materials etc.
- Extracted materials to be segregated into skips within the site for removal to licensed waste sites. Any asbestos would be removed by a licensed contractor.
- Specified working hours for the site including hours for the delivery of materials.
- Identified vehicular access points into the site for all construction traffic, staff vehicles and heavy goods vehicles.
- Identified measures for the management of on-site construction vehicles and plant machinery in order to reduce emissions.
- Measures for securing the site, including on site security and lighting.

Views Ltd will work with the Council through the post planning stages in order to formalise the management of the construction phase.

Appendix 2: Local Labour Strategy

Local Labour Strategy

Views Ltd and the appointed contractor will ensure that the project adds value to the local economy by maximising employment and training opportunities for residents of Levenshulme and the surrounding neighbourhoods.

It is recommended that a Local Labour Agreement is the subject of a **planning condition** as most contractors have their own 'in-house' staff such as Learning & Development Officers and Engagement Officers who support apprentices, work placements and trainees and engage with local stakeholders to identify opportunities for collaborative working.

With other applications the Work and Skills Team at Manchester City Council have confirmed that for most applications that a Local Labour Agreement would not be required for validation, but that their recommendation would be for a suitably worded planning condition to be applied to any grant of planning permission.

The application is in agreement to such a condition being applied and is committed to working with the Work and Skills Team to ensure that employment opportunities resulting from this development are made available to Manchester residents.

Appendix 3: Statement of Community Involvement

Longsight Public Consultation – Approach & Results

Introduction

The public consultation for the proposed development took place using an online facility and also with an in-person exhibition at Longsight Cricket Club.

On-line consultation facility

A website was created to facility an-line consultation process. The website included information about the proposed development. Visitors to the site could also download a pdf document with information about the proposals. The website included a section where the public could reply to a series of questions and also leave additional comments about the development.

The on-line consultation was publicised by posting leaflets to houses in the local area. the map below shows the streets where leaflets were posted.

Invites were posted into houses on 5th July and the consultation website was live from 5th July to 31st July. A copy of the invites for the online consultation were also emailed to the three local councillors.

In person consultation

Following representations from local councillors the consultation process was extended to include an in-person event on site.

Invites were sent out to local homes on the 19th July and the event took place on the 24th July in a function room at Longsight Cricket & Social Club. The event ran from 4pm to 8pm. A copy of the invites for the in-person consultation were also emailed to the three local councillors.

The event included information panels about the proposed new homes and was staffed by the representative from the developer, their architect and representatives from Longsight Cricket & Social Club. Visitors could view the exhibition information ask questions and fill in feedback forms.

On-line Consultation – Feedback Provided

22 separate individuals left feedback using the on-line consultation platform.

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

- Very useful 3
- Useful 5
- Quite useful 7
- Not useful 7

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

- Yes 5
- No 17

The majority of responders said they came from the postcode area M12 5. One response said they came from an M14 postcode. Two responses said they came from an M19 postcode.

General conclusions from on-line consultation

- The majority of people who raised concerns about the proposed new homes raised issues about existing traffic congestion through the local streets and limited on street car-parking for existing houses, many of which don’t have driveways.

In-Person Consultation – Feedback Provided

There were approximately 30 visitors to the event and 13 separate feedback forms were completed at the event. All the visitors described themselves as local residents.

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

- Very useful 7
- Useful 3
- Quite useful 1
- Not useful 1
- Not answered 1

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

- Yes 7
- No 5
- Not answered 1

General conclusions from in-person consultation

- Overall a positive response from many of the visitors to the exhibition who liked the character of the proposed houses.
- People who enjoyed the view over the bowling green were concerned about the loss of their view and possible impact on daylight.
- Traffic congestion on local streets was raised by a number of people. They felt drivers were using local streets as a rat run to avoid queuing in traffic on Stockport Road.
- A number of people highlighted that nuisance parking takes place at present along East Rd with some drivers having little regard for other road users.
- Planting along the west boundary would be welcomed by some local residents, to provide screening between the back of existing houses and the proposed houses.

How feedback has shaped the proposals

Following the feedback we commissioned a daylight / sunlight report to assess the impact of the proposed houses on existing adjoining homes. A copy of the report has been included with the planning application.

Our architect and landscape architect have worked to increase tree planting along the west boundary in response to feedback from residents who’s houses sit along the west boundary.