



Planning Statement and Statement of Community Involvement

Proposed Residential Development at the Land off Pitsford Road, Monsall,
Manchester

Bellway Homes Limited (Manchester)

June 2024

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- Appendix I Submission Schedule
- Appendix II Site Location Plan
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Document Details

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For and on behalf of AshtonHale Limited

1. Introduction

1.1 This Planning Statement has been prepared by AshtonHale Ltd ('AshtonHale') on behalf of Bellway Homes Limited (Manchester) ('the Applicant') in support of a full planning application submitted to Manchester City Council ('MCC') for the proposed residential development at Pitsford Road, Monsall, Manchester ('the Site').

1.2 The full description of development as stated on the application form is:

Full planning application for a residential development with associated landscaping, infrastructure and ancillary works.

1.3 This application is accompanied by a comprehensive suite of supporting technical reports. These supporting documents are listed at **Appendix I**. This Planning Statement should be read alongside the supporting plans and technical documents.

1.4 The purpose of this Planning Statement is to provide a detailed description of both the application site and development proposals, assessing the proposed development against all relevant policies of the Development Plan and other material considerations.

1.5 The following chapters of this Planning Statement are structured as follows:

- **Chapter 2: The Site and Surroundings-** this chapter provides a description of the application site and the local context.
- **Chapter 3: Pre-Application Consultation-** this chapter summarises the pre-application engagement undertaken by the Applicant.
- **Chapter 4: The Proposed Development-** this chapter provides a description of what planning permission is being sought for.
- **Chapter 5: Planning Policy Context-** provides a summary of relevant planning policy and other material considerations.
- **Chapter 6: Assessment of the Principle of Development-** discusses the proposed uses and compliance with relevant planning policy through considerations of the key issues posed by the Development Plan and other material considerations.

- **Chapter 7: Affordable Housing Statement-** details the provision of affordable housing within the proposed scheme.
- **Chapter 8: Assessment of Design and Technical Considerations-** sets out a summary of technical work undertaken to support the planning application and compliance with relevant policies.
- **Chapter 9: Planning Balance-** this chapter draws together the multiple factors to be put into the planning balance to consider whether the scheme represents a sustainable form of development.
- **Chapter 10: Conclusion-** this chapter provides a summary of each of the above chapters and reaches the firm conclusion that the scheme is appropriate for full planning permission to be granted.

2. The Site and Surroundings

- 2.1 This chapter provides a description of the site and its surroundings. For further detail (and to avoid repetition), please also refer to the submitted Design and Access Statement ('DAS'), prepared by Astle Planning and Design ('APD') and the Transport Statement prepared by Eddisons.

Site Description

- 2.2 The Site is located on land south of Pitsford Road, within the administrative area of Manchester City Council. The extent of the Site is shown within the Site Location Plan enclosed at **Appendix II**, and at Figure 2.1 below.



Figure 2.1: Site Location

- 2.3 The application boundary extends to a total of approximately 2.9ha and is bound by Pitsford Road to the north, Wilsons Park Business Centre to the east, active railway tracks to the south and Queens Road (A6010) to the west.

- 2.4 Residential development is situated to the north of the proposed development site primarily comprised of two storey semi-detached or terraced housing. Sanderson Court, a 13-storey residential block of flats is located c. 0.1 km to the north of the site, adjacent to St Augustine's Primary School.
- 2.5 The site comprises an elongated parcel of vacant brownfield land with no development present within the site boundaries. The site is currently fenced with a large screen/ retaining wall to Queens Road. Thick vegetation and trees cover the site's area.
- 2.6 The former use of the site is understood to have been part of former brewery sidings, as confirmed by the archaeology report prepared by Heritage Archaeology, submitted with this application. The railway lines present on the site were removed around the 1980s. Following this, the area remained wooded.
- 2.7 The site has been artificially raised and levelled to facilitate the construction of the historical railway sidings at the subject site, creating an embankment and steep slope on the north, west and eastern sides.
- 2.8 The remaining railway lines at the south of the Site are comprised of the Miles Platting, Oldham Road and Brewery Junctions of the Manchester Rail Network which serve Manchester Victoria station.

Environmental Considerations

- 2.9 In accordance with the Environmental Agency's Flooding Map, the site is located within Flood Zone 1 which is defined as having a less than 1 in 1000 annual probability of flooding, which indicates a low probability of flooding and is therefore suitable to accommodate a residential-led development from a flood risk perspective.
- 2.10 In relation to heritage, the site is not situated within a Conservation Area and there are no statutory listed buildings within the curtilage of the site.
- 2.11 There are no Tree Protection Orders (TPOs) present on site.

Surroundings and Local Context

- 2.12 The site is located 2.8km northeast of Manchester City Centre, within the neighbourhood of Monsall. The application site is bound by Queens Road (A6010) to the west which forms part of the Manchester Intermediate Ring Road, strategically connecting the site to areas such as the city centre, Salford, Bury and Cheetham Hill.
- 2.13 The site is located c. 100m from bus stops along Queens Road, and c. 140m from bus stops located on Pitsford Road, connecting the site to Salford, Piccadilly Gardens, North Manchester General Hospital, Ashton-under-Lyne interchange, Pendleton, Higher Blackley, Whalley Range, Belle Vue, Cheetham Hill, Alkrington and Higher Crumpsall. The Monsall Metrolink stop (450m north of the site) connects the site to the city centre, notably to Manchester Victoria Train Station, towards Oldham and Rochdale Town Centres, as well as south towards East Didsbury and Trafford Bar.
- 2.14 In the wider context, the site lies within a largely residential area with dwellings primarily comprised of two-storey semi-detached houses. Higher density residential development can be found to the east of the site along Emmett Street. To the south and east there is industrial development.
- 2.15 Two large areas of open recreational space are in proximity to the Site- Village Park (100m) and Collyhurst Park (300m).
- 2.16 The site lies in proximity to a number of convenience stores on Oldham Road, including a Londis store (6 minute walk, 0.5km). Larger supermarket shops such as Lidl (1.9km) and Asda (2km) can additionally be found further along Oldham Road,
- 2.17 Numerous schools are within an accessible distance to the site including, Collyhurst Nursery School (0.9km), St Augustine's Primary School (0.4km), Saviour Primary School (1.km), St Malachy's Primary School (1.1km), and Abraham Moss Community School (2.6km). Localised health and retail facilities are also present within vicinity to the site.

Planning History

Site History

- 2.18 From a review of Manchester City Council's Public Access System, the site is not subject to any planning applications submitted within the past five years.
- 2.19 Historically, applications have been submitted on the site for industrial and storage uses, with one former application being submitted and approved for residential dwellings in 1995¹. No development has since come forward on the site for either industrial or residential use.
- 2.20 The site has however, been identified within Manchester's 2023 Strategic Housing Land Availability Assessment (Site ref. Harp_Cap_007). The SHLAA suggests that the site is suitable for the delivery of family housing to meet local needs, with the capacity to deliver approximately 86 residential dwellings.

Surrounding Sites

- 2.21 A planning application (LPA Ref. 135789/FO/2022) was submitted adjoining the site on Queens Road for the erection of 8 dwellinghouses. This application was approved by Manchester City Council in January 2023.
- 2.22 Further north of the site, an additional planning application was submitted to MCC (LPA Ref. 135795/FO/2022) by the same applicant for an additional 7 dwellings. This application was approved by the Council in July 2023.
- 2.23 In June 2021, a City Council Development application (LPA Ref. 129393/VO/2021), forming part of the Victoria North development area, was approved by the Council for the erection of 168 dwellinghouses, and two apartment buildings to form 76 residential developments.

Summary

¹ LPA Ref. 047474/OO/NORTH2/95

2.24 This chapter has described the site's location, the surrounding context and the planning history. The application site comprises a brownfield regeneration opportunity on a prominent site identified as having capacity to deliver a scheme of residential development. The site is in a highly accessible and sustainable location within close proximity to a range of shops and services. The site is also extremely well connected to public transport links, allowing for reduced reliance on private motor vehicles.

3. Pre-Application Consultation

- 3.1 This Chapter sets out the pre-application consultation undertaken with the local community prior to the submission of this application. This Chapter should be read alongside the Design and Access Statement prepared by APD.

Planning Policy Guidance to Community Consultation

- 3.2 The following documents provide an overview of local and national planning policy that promotes community involvement in the preparation of planning applications:

- Statement of Community Involvement, Manchester City Council (adopted in June 2018);
- The National Planning Policy Framework ('NPPF') (adopted in December 2023); and
- The Localism Act (adopted in November 2011).

Statement of Community Involvement (2018)

- 3.3 Manchester City Council adopted a Statement of Community Involvement ('SCI') in June 2018. The statement sets out how the Council will consult and involve people in the preparation of local plans and in the planning application process. Section nine of the Council's SCI sets out the Council's approach to community involvement in planning applications.
- 3.4 At the pre-application stage the Council advise that development proposals will benefit from engagement with the local community early in the process and encourages applicants to undertake community involvement exercises using a variety of techniques. Specifically, the Council state that developers will be encouraged to carry out pre-application consultation with interested parties and community bodies to enable issues to be addressed early within the planning process.

National Planning Policy Framework (2023)

- 3.5 The NPPF contains the Government's most up-to-date planning guidance and sets out the Government's planning policies for England.
- 3.6 Paragraph 39 of the document states how *"early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties"* therefore leading to *"better coordination between public and private resources and improved outcomes for the community"*.

The Localism Act (2011)

- 3.7 In November 2011 the Localism Act received Royal Assent. This is the Government's method of devolving greater powers to Councils and neighbourhoods to give local communities more control over planning decisions.
- 3.8 Chapter 4, Paragraph 122 of the Localism Act introduces a requirement for developers to consult local communities on a wider range of developments before submitting planning applications. Developers must consider any responses received before proposals are finalised and show how they have been taken into account when submitting applications. The intention is that this will facilitate meaningful consultation and feedback whilst the proposals are in draft.

Consultation with Manchester City Council

- 3.9 The Applicant entered into pre-application discussions with Manchester City Council in September 2023. MCC have been supportive of residential development on the Site in principle. Over the course of the past 9 months, the design of the scheme has evolved significantly having taken into account the feedback from Officers and understanding their aspirations for the area and through engagement with the Highways team.

Consultation with the Local Community

- 3.10 The Applicant has undertaken consultation with the local community in order to improve the efficiency of the planning application and to seek a greater understanding of the site and its context. The Applicant understands the importance of effective communication and is committed to meaningful ongoing discussions with the community as the plans for the Site progress.

Publicity

Leaflets

- 3.11 Leaflets were distributed by hand on 24th May to 1,556 surrounding residential and business addresses which neighbour the Site, prior to the hosting of a public exhibition event. The distribution area (shown at Figure 2.1) ensured that those most likely to be interested in and affected by the proposals could have their say i.e. those who live and work closest to the site. The leaflet (provided at **Appendix III**) provided an overview of the proposals and details of the public exhibition and website.



Figure 2.1: Leaflet distribution area

Website

- 3.12 A dedicated website at 'ashtonhale.co.uk/consultation', was launched on Friday 24th May 2024 and closed on 9th June 2024. The website provided an overview of the proposals and initial designs of the scheme. The website included an online form where people could have their say on the scheme. Information that was presented on the webpage, and the consultation form can be found at **Appendix III**.
- 3.13 One response was received via the online website over the consultation period. The response noted that they were 'undecided' in their view of the project. The comments received within the response focused on a concern for the existing wildlife on the site, the retention of trees and overlooking issues. It is considered these issues are fully addressed in the application documents.

Public Exhibition

- 3.14 A public exhibition was held at the Turkey Lane and Monsall Neighbourhood Centre on Tuesday 4th June 2024 from 4pm-7pm. The public consultation event enabled members of the public to better understand the development proposals and ask questions to the project team. The project design team were also able to present their outline ideas and consider any views that were presented to them.
- 3.15 At the event, physical copies of the consultation form were available for members of the public to complete, along with the webpage link and a contact email address should more information be required.
- 3.16 Eight members of the public attended the public consultation event. Of the eight attendees, three physical consultation forms were completed. One of the formal responses noted that they were 'supportive' of the proposed development, whereas the other two responses noted that they were 'partially supportive' of the proposed development.
- 3.17 Comments received included concern for the potential impacts to traffic congestion at Queens Road, the loss of trees and habitats for wildlife, noise

pollution and affordability. Support, however, was given to the improvement of the currently neglected site which is currently subject to fly-tipping.

- 3.18 In response to the above comments, the design proposals have been developed in consideration with the feedback and supported by a suite of technical documents detailing how these issues will be mitigated. Further information on these issues can be found within the enclosed Transport Assessment, Arboricultural Impact Assessment, BNG Assessment, Ecology Appraisal, Environmental Standards Statement, Noise Impact Assessment and the Viability Assessment.
- 3.19 These reports confirm that the impacts of the proposed development are negligible and that any impacts upon the surrounding environment can be appropriately mitigated.

Summary

- 3.20 The Applicant has carried out a comprehensive programme of pre-application consultation in keeping with a development of this scale and nature. The views expressed through these consultations have been reviewed and considered within the development proposals. The consultation has been undertaken in accordance with MCC's Statement of Community Involvement, as well as being in line with the principles of the localism act and the NPPF.

4. The Proposed Development

4.1 This Chapter of the Planning Statement provides a summary of the proposed development. A Design and Access Statement, prepared by APD, has been submitted in support of this application which expands upon the discussion contained below.

Description of Development

4.2 Detailed planning consent is sought for the following development:

Full planning application for a residential development with associated landscaping, infrastructure and ancillary works.

4.3 In accordance with the ‘Town and Country Planning (Development Management Procedure) (England) (Amendments) Order 2013 – Guidance Note for Design and Access Statement’, the following subsections detail the proposed site layout, scale and appearance, and the proposed landscaping for the proposals. The application proposals and design approach are fully described in the Design and Access statement produced by APD, enclosed within this submission which should be read in conjunction with this Planning Statement.

Use and Amount

4.4 The proposed development seeks the delivery of 88 no. residential units (Use Class C3), with associated infrastructure, ancillary features, and landscaping. The 88 no. dwellings will be comprised of both detached and semi-detached dwellings with a mix of 2, 3 and 4 bedrooms. The accommodation schedule for the residential units is set out below:

House Type	Bed No.	Unit No.
Cartwright	4	14

Scrivener	4	3
Mason	3	19
Lymner	3	21
Tenterer	3	1
Tailor (Manc V)	3	18
Salter	2	12
Total		88 Units

- 4.5 The residential units, in terms of their mix and size, fully accord with the standards contained within the Manchester Residential Quality Guidance and the Nationally Described Space Standards.

Layout

- 4.6 The proposed development consists of 88 no. residential housing across the Pitsford Road site. The new development responds well to the existing built form of the area and is set back from Pitsford Road in order to reduce overlooking on neighbouring properties, and to limit implications of imposing due to the site's increased levels.
- 4.7 The layout has been developed to ensure that that all areas of proposed green space are overlooked by building frontages to create active and lively streetscapes.
- 4.8 All access requirements will be taken from a proposed access junction off Queens Road (A6010) located at the eastern boundary of the site. The main access road will connect each of the dwellings through the use of adjoining residential and service road routes. The internal layout will be designed to facilitate service

vehicles and allow them to enter the site, turn and exit. All streets within the development will be interconnected to promote walking and cycling permeability.

Scale and Massing

- 4.9 The application proposes the provision of 88no. dwellings comprised of both 2 and 2.5 storeys. The larger proposed 2.5 storey dwellings will be located to the south of the application site in order to reduce impact on neighbouring residential properties and avoid risk of onlooking.
- 4.10 The built form of the proposals has been developed to mirror existing development in the area whereby a range of medium and high-density housing is present.



Figure 4.1: Building Scale

Appearance

- 4.11 The design of the proposed dwellings has undergone extensive discussions in order to develop the designs that are appropriate to the surrounding setting of development. Studies of neighbouring residential units have influenced the final elevation designs to create a complementary palette. The choice of materials and

details of texture, colour and decoration seeks to reinforce architectural expression of the buildings whilst maintaining links to the surrounding neighbourhood.

- 4.12 It is proposed that the dwellings shall be constructed with brick facades and tiled roofs, with various UPVC detailed fittings. Further design and appearance details have been presented within various layout plans and product specification sheets.



Figure 4.2: Extract of Cartwright home-type elevation



Figure 4.3: *Extract of Scrivener home-type elevation*

- 4.13 Proposed elevations of two of the house types are shown within Figures 4.2 and 4.3. Additional detailed elevations of the proposed house types have been submitted alongside this Planning Statement.

Access

- 4.14 All access will be taken from the A6010 Queens Drive. Each of the proposed streets will be interconnected to promote walking and cycling permeability throughout the site.
- 4.15 Proposed parking on the plot is either located up front or to the side of the dwellings. Remote parking is directly positioned adjacent to plots. In this instance footpaths are provided to connect to the front or back door making the parking still very accessible to the parking spaces will be made available across the development.

Landscaping

- 4.16 The proposed scheme incorporates a variety of landscaping choices to maximise the experience of the Site's residents and residents of neighbouring properties. Each of the 88 no. dwellings shall have associated private gardens. Along the periphery and across the site, ornamental tree and shrub planting is proposed, with the additional inclusion of native tree planting. Furthermore, wildflower meadows are proposed in various locations across the site. The detail of the proposed landscaping is shown on the submitted Landscape Plans.

Summary

- 4.17 In summary, this chapter of the Planning Statement has described the use and amount, layout and scale, appearance and means of access to the development. The proposed development will result in high quality residential accommodation being delivered which meets the provisions contained within the Manchester Residential Quality Design Guide.
- 4.18 The design of the proposal has been shaped through collaborative pre-application discussions to ensure that the existing residents and occupants of the sought development will experience good levels of amenity and high-quality design.
- 4.19 The proposals have been carefully and considerately designed to respond to the surrounding context of Pitsford Road. The proposed use of the site will also introduce activity and natural surveillance into the locality. It is therefore recognised that the proposal will enable a number of benefits to be realised.

5. The Planning Policy Context

- 5.1 This chapter outlines and assesses the proposals against the Development Plan and all other relevant material considerations, which the decision taker should have regard to.

The Development Plan

- 5.2 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990, applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.3 The Development Plan for the site currently comprises the following documents:
- Places for Everyone (adopted March 2024);
 - Manchester's Core Strategy 2012-2027 (adopted July 2012); and
 - The 'saved' policies of the Manchester Unitary Development Plan (adopted July 1995).
- 5.4 There are no saved policies of relevance to the determination of the application within the Greater Manchester Joint Waste Plan or the Minerals Plan. As such, no further consideration has been given to these documents within this Planning Statement.
- 5.5 Key policies within the Development Plan are considered below. Other planning policy documents relevant to the proposal which could be deemed "material considerations" will also be taken into account in this Planning Statement, including any relevant Supplementary Planning Documents ('SPDs') and guidance ('SPGs').

Places for Everyone

- 5.6 The Places for Everyone ('PfE') plan is a Joint Development Plan for 9 of Greater Manchester's Planning Authorities, including Manchester City Council. The Plan was formally adopted by Manchester City Council on 20th March 2024.
- 5.7 The Plan seeks to deliver sustainable, inclusive growth through a number of Strategic Objectives, of most relevance to this application are Strategic Objectives 1, 2 and 5:
- **Objective 1: Meet our housing need-** The Plan aims to increase net additional dwellings, increase the number of affordable homes, and provide a diverse mix of housing.
 - **Objective 2: Create neighbourhoods of choice-** The Plan will focus the delivery of new homes within 800m of public transport hubs and ensure that there is no increase in the number of homes and premises at a high risk of flooding.
 - **Objective 5: Reduce inequalities and improve prosperity-** The Plan seeks to prioritise development in well-connected locations.
- 5.8 **Policy JP-S1- Sustainable Development:** states that development should seek to maximise its economic, social, and environmental benefits, with effort in place to minimise any adverse impacts.
- 5.9 **Policy JP-H1- Scale, Distribution and Phasing of New Housing Development:** this policy identifies the need for a minimum of 175,185 additional dwellings to be delivered over the Plan period. New homes shall be of good quality design, adaptable and accessible to necessary infrastructure.
- 5.10 **Policy JP-H2- Affordability of New Housing:** there shall be a significant increase in the supply of affordable housing, which will be encouraged to be delivered as part of new developments.

- 5.11 **Policy JP-H3- Type, Size and Design of New Housing:** Development shall incorporate a range of dwelling types and sizes that reflect local plan policies and local evidence.
- 5.12 **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.
- 5.13 **Policy JP-G8- A Net Enhancement of Biodiversity and Geodiversity:** A net enhancement of biodiversity resources will be sought within new development. Development proposals shall be informed by the findings and recommendations of the appropriate biodiversity/ecological assessments.

Manchester Core Strategy

- 5.14 The Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.
- 5.15 Using Manchester City Council's Local Development Framework Area Map Browser, the proposed development site is identified within the following policy framework areas (**Figure 5.1**):
- East Manchester Sub Area: Central Park
 - Regional Centre (EC3)
 - Inner Areas (SP1)
 - North Manchester (EC4, H3).

5.16 Key policies within the Core Strategy that are particularly relevant to the determination of this planning application are summarised below.

5.17 **CS Policy SP1 (Spatial Principles)** provides the key spatial principles that will guide the strategic development of Manchester to 2027. Emphasis is placed on the creation of neighbourhoods of choice, providing high quality and diverse housing to meet local needs.

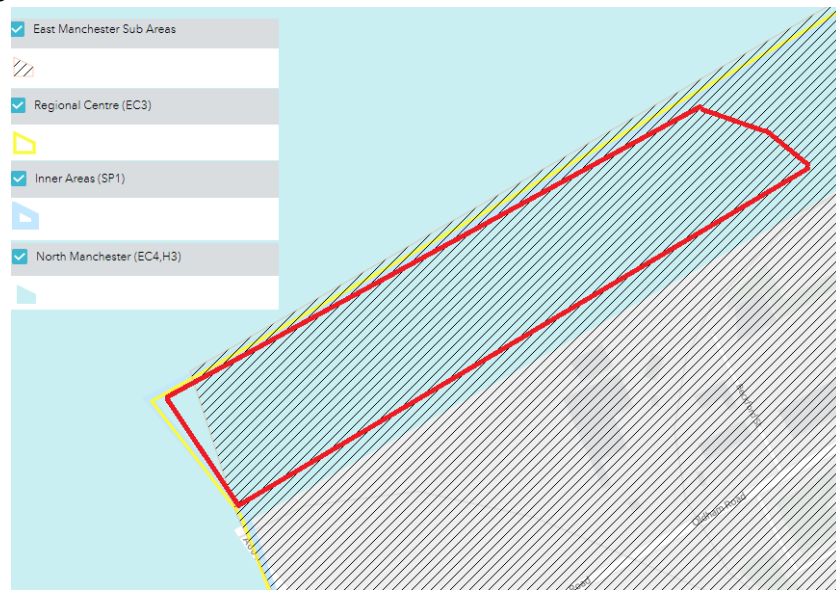


Figure 5.1: The site's Planning Policy Designations

5.18 **CS Policy EC3 (The Regional Centre)** notes that housing proposals within the Regional Centre will be appropriate, with consideration given to complimenting the development of mixed-use employment areas. The Regional Centre will generally be the location where higher density residential development is appropriate.

5.19 **CS Policy EC4 (North Manchester)** the Council will promote development which has regard to key transport infrastructure and enables the connection of major employment opportunities to residential neighbourhoods.

5.20 **CS Policy H3 (North Manchester)** notes that North Manchester, over the lifetime of the Core Strategy, will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be

- permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre.
- 5.21 **CS Policy H1 (Overall Housing Provision)** states that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027, equating to an average of 3,333 units per year. The north of Manchester is identified as key location to deliver new housing development with the area expected to deliver approximately 11,840 net dwellings within the Core Strategy period.
- 5.22 **CS Policy H2 (Strategic Housing Location)** identifies the north Manchester as a key location for new residential development throughout the plan period. Developers should seek to diversify the housing offer by providing medium density (40-50 dwellings per hectare) family housing, including affordable housing.
- 5.23 **CS Policy H 8 (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% as a starting point for calculating affordable housing provision. The proportion of affordable housing units will reflect the type and size of the development as a whole. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target or where material considerations indicate that intermediate or social rented housing would be inappropriate in accordance with the stated circumstances.
- 5.24 **CS Policy CC10 (A Place for Everyone)** states the city centre will develop as a location which appeals to a wide range of residents and visitors.
- 5.25 **CS Policy EN 1 (Design Principles and Strategic Character Areas)** states that 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.

- 5.26 **CS Policy PA 1 (Developer Contributions)** highlights that, 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 specific factors, such as affordable housing, with priority assessed on a site-by-site basis.
- 5.27 **CS Policy DM 1 (Development Management)** states that all development should have regard to the stated specific issues, including appropriate siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas in terms of design, scale and appearance of the proposed development; community safety and crime prevention; and refuse storage and collection.
- 5.28 **Policy EN9 (Green Infrastructure)** states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises the Council also encourages developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

Other Relevant Core Strategy Policies

- 5.29 The following additional Core Strategy policies are relevant to this application:
- Policy CC5 - Transport
 - Policy T1 - Sustainable Transport
 - Policy T2 - Accessible areas of opportunity and need
 - Policy EN4- Reducing CO2 Emissions
 - Policy EN6 - Target Framework for CO2 reductions from low or zero carbon energy supplies
 - Policy EN8 - Adaptation to Climate Change
 - Policy EN15 - Biodiversity and Geological Conservation

- Policy EN16 – Air Quality
- Policy EN19 – Waste

Saved Unitary Development Plan Policies

- 5.30 Policy DC7.1 (New Housing Development) states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable.

Other Material Considerations

- 5.31 There are a series of other planning policy guidance documents at local and national level that are relevant to the determination of this application which include:
- The National Planning Policy Framework;
 - Supplementary Planning Documents; and
 - Planning Practice Guidance

The National Planning Policy Framework

- 5.32 The updated National Planning Policy Framework (“NPPF”) was published in December 2023 and contains the Government’s most up-to-date planning guidance. The NPPF sets out the Government’s planning policies for England and how these are expected to be applied. The NPPF is a significant material consideration in the determination of this application. The overall emphasis of the NPPF is to reiterate the Government’s key objectives of facilitating economic growth and securing sustainable development.

The Presumption in Favour of Sustainable Development

- 5.33 Central to the NPPF is the presumption in favour of sustainable development and the need for the planning system to support economic growth.

5.34 Paragraph 8 of the Framework states that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

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

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

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

5.35 Paragraph 11 of the Framework sets out the presumption in favour of sustainable development. Decisions shall be made in accordance with up-to-date development plans.

5.36 For the avoidance of doubt and as discussed later in this Statement, we consider that the proposals are in accordance with the Development Plan.

Delivering a sufficient supply of homes

5.37 Paragraph 60 of the NPPF states that to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount

and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

- 5.38 Paragraph 77 of the NPPF requires that Local Planning Authorities have a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their local housing need.

Making Effective Use of Land

- 5.39 Paragraphs 123 sets out that decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 5.40 Paragraph 124 states that planning decisions should support the development of under-utilised land where this would help meet identified needs for housing where land supply is constrained, and available sites could be used more effectively.

Achieving Well Designed Places

- 5.41 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. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 5.42 Paragraph 139 sets out that in determining applications, 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.

Supplementary Planning Documents

Guide to Development in Manchester SPD and Planning Guidance (2007)

- 5.43 Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, such as high-quality developments that are safe, secure and accessible to all. The document summarises the main development principles in Manchester and encourages developers and investors to apply these consistently.

The Manchester Strategy

- 5.44 The Manchester Strategy sets out a long-term vision for the city following a period of consultation in 2015. The vision includes the objective to 'be a beacon for sustainable design' in order to be a thriving and sustainable city. The planning process is identified as being a facilitator in delivering these objectives. The proposed development of the Site will clearly align with the overarching programmes being promoted by the Manchester Strategy and has being designed alongside the principles contained within this strategy.

Green and Blue Infrastructure

- 5.45 The Manchester Green and Blue Infrastructure Strategy and Action Plan aims to build on investment to date and create a high quality, well maintained green and blue spaces which are integral part of neighbourhoods. The objectives of the Strategy include using appropriate infrastructure to create successful neighbourhoods and support the city's growth.

Planning Practice Guidance

- 5.46 Further guidance on the process for determining higher density development is provided in the Planning Practice Guidance. Paragraph 004 (Reference ID: 66-004-20190722) states: "when planning for a range of considerations should be taken into account in establishing appropriate densities on a site or in a particular area. Tools which can assist include accessibility measures, characterisation and design studies, environmental and infrastructure assessments and assessments of market or site viability."

Strategic Housing Land Availability Assessment

- 5.47 Manchester City Council annually prepare a Strategic Housing Land Availability Assessment ('SHLAA') in order to review land that is considered suitable for residential development, and to detail land that the Council expects to deliver housing on across a 15 year period following the SHLAA's publication. The SHLAA forms part of the evidence base for Manchester's Local Plan and also accompanying frameworks and strategies.
- 5.48 The 2023 SHLAA list of sites recognises the land at Pitsford Road as a capacity location to deliver approximately 86 residential dwellings.

Summary

- 5.49 This chapter has identified national and local planning policy considerations to be taken into account when determining this application. The following chapter assesses the proposals against the policies set out above.

6. Assessment of the Principle of Development

- 6.1 This Chapter of the Statement summarises the finding of the individual technical assessments which accompany the detailed planning submission and demonstrates that the proposal fully accords with both national and local planning policy criteria.

The Need for Residential Development

- 6.2 Core Strategy Policies H1 and H2 state that a wide choice of housing will be provided to meet the requirements of existing and future Manchester households. The focus will be on providing new housing through the effective and efficient use of land within the east and north of Manchester City Centre. Emphasis is placed on the creation of housing within strategic locations to create sustainable neighbourhoods with complementary facilities and services.
- 6.3 The Core Strategy states that approximately 60,000 new dwelling will be provided in Manchester between 2009 and 2027, with an average of 3,333 units per year. North Manchester is expected to accommodate around 20% of new residential (Core Strategy Policy H3). This policy stresses a need for the provision of family housing and other high-quality development along high frequency transport routes. The proposed development is in line with this approach.
- 6.4 Further to the strategic objectives of the Core Strategy, it is important to assess the principle of residential development at Pitsford Road in accordance with national policy.
- 6.5 The NPPF requires all Local Planning Authorities to identify and maintain a five-year housing land supply. The NPPF states that where Council's fail to meet this requirement the presumption in favour of sustainable development for the determination of residential applications must be made. Whilst Manchester City

Council currently claim sufficient supply for 6.12 years², national planning guidance is clear that LPAs should plan beyond 5 years³.

Development of an Underutilised Site

- 6.6 The redevelopment of the Pitsford Road site will enable the regeneration of an underutilised and vacant plot of land within a highly sustainable and desirable location within Manchester. It's recognised within Manchester's Core Strategy that Manchester seeks to create neighbourhoods of choice, providing high quality and diverse housing to meet identified need. In accordance with Paragraph 123 of the NPPF, planning decisions should promote effective land use in meeting the need for homes.
- 6.7 The site itself was identified within Manchester City Council's 2023 Strategic Housing Land Availability Assessment (Site ref. Harp_Cap_007). The site was noted as a capacity site with the potential to site 86 no. units on the land. The purpose of the SHLAA is to look at land that's considered suitable for residential development and identifies land where the Council expects the delivery of housing over the next 15 or more years.
- 6.8 It is clear from the Planning History of the Site that there has been a number of attempts to bring development forward on this Site, and this application provides an opportunity to ensure it is finally realised.

Summary

- 6.9 It has been demonstrated that the principle of residential development is wholly acceptable when considered against the Development Plan and the NPPF. The following Chapter considers the proposed development against the other technical policies within the Development Plan.

² Last 5HLS updated 2023

³ Paragraph: 019 Reference ID: 68-019-20190722

7. Affordable Housing Statement

- 7.1 The NPPG sets out that Local Planning Authorities should seek to ensure that policies surrounding developer contributions do not impact on a scheme's deliverability. The NPPG states:

"Viability assessment should not compromise sustainable development but should be used to ensure that policies are realistic, and that the total cumulative cost of all relevant policies will not undermine deliverability of the plan."

- 7.2 Core Strategy Policy H8 requires that on all residential developments of 0.3 hectares and above, or where 15 or more units are proposed, a contribution should be made to the city-wide target for 20% of new housing provision to be affordable. The policy states that there may be exemptions where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing; or where material considerations indicate that intermediate or social rented housing would be inappropriate.
- 7.3 A detailed Viability Assessment has been submitted in support of the development which considers the financial viability of the proposals; taking into account development costs and challenges associated with the site, and the anticipated value of the proposed development on completion. The Applicant is committed to the delivery of this residential scheme that will have significant regenerative impacts to the site and to its wider area. These factors will need to be considered as part of the viability assessment and the ability for the proposals to contribute to other public benefits, which would include affordable housing. The Viability Assessment, prepared by Northern Land Agency, was completed in accordance with the relevant guidance, and concludes that the proposed scheme cannot sustain any planning contributions in the form of affordable housing.
- 7.4 Notwithstanding the above, the proposed scheme seeks to help financially unlock the strategic development site, and the provision of a variety of unit sizes and price points, will assist in diversifying the housing market and would deliver regeneration benefits by developing an under used site.

8. Assessment of Design and Technical Considerations

- 8.1 This Chapter of the Statement summarises the findings of the individual technical assessments which accompany the detailed planning submission and demonstrates that the development proposal fully accords with both national and local planning policy criteria.

Residential Design, Amenity and Quality

- 8.2 The proposed development seeks to deliver a high-quality, attractive and safe environment for current and future residents. The scheme provides continuity of street frontages and the enclosure of space by development that clearly defines private and public areas using attractive and distinctive landscaping. The hierarchy of streets proposed for the development will assist in leading pedestrians, cyclists and drivers around the site in a logical manner. The streetscape hierarchy underpins the sense of place and different street characters which will be created through the materials and landscape strategy. The development mix meets the requirements and needs of the local areas, which is an inclusive mix of up to 2.5 storey residential dwellings. The development proposes open market dwellings consisting of 2, 3 and 4 bed dwellings in the form of detached and semi-detached housing, providing a street scene of contemporary and sympathetic architectural styles.
- 8.3 In accordance with Core Strategy Policy DM1, the proposed development must also have regard to effects on amenity of new residents and those surrounding the site, including privacy, light, noise, vibration, odours, litter, vermin, birds, road safety and traffic generation.
- 8.4 The site is located within an established residential area, with residential uses located along Pitsford Road and within the wider area. The site currently lies vacant and is comprised of low-quality shrub land and trees.

- 8.5 Several technical reports on noise, air quality and the ecology of the site have been prepared to ensure the proposed residential development uses are not compromised.
- 8.6 The noise assessment concludes that acceptable internal noise levels are achievable for residents for the proposed accommodation through the incorporation of appropriate glazing and ventilation systems. The assessment concluded that MCC's acoustic requirements for residential development have been met. The air quality assessment concludes that air quality factors are not considered a constraint to planning consent for the proposals.

Highways and Transport

- 8.7 A Transport Statement and Travel Plan have been prepared by Eddisons to advise on the transport and highways baseline and impacts of the proposed development.
- 8.8 The site is situated within a highly accessible area within north-west Manchester, with a number of complementary uses and amenities within walking and cycling distance. The site is well located to take advantage of the existing public transport facilities, including the Metrolink and bus. These public transport facilities, in addition to walking and cycling opportunities, would provide viable alternatives to travel by private car, and reduce car dependency whilst encouraging sustainable travel modes.
- 8.9 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is considered that the proposals for residential development will not have a detrimental impact on the characteristics and nature of the surrounding highway network or give rise to any road safety issues.
- 8.10 The trips generation forecasts an increase of 18 two-way trips to/from the north of the proposal site access, and 27 two-way trip travels to/from the south during the AM peak travel times. Similarly, during the PM peak, 18 two-way trips travel to/from the north and 26 two-way trips travel to/from the south.

- 8.11 Parking spaces are proposed for the residential development which are provided within the curtilage of the Proposed Development.
- 8.12 The transport assessments undertaken and submitted in support of this proposed scheme meet the requirements of local and national policy, specifically Core Strategy Policies CC5 and T1, and Chapter 9 of the NPPF.

Ecology

- 8.13 Rachel Hacking Ecology have undertaken an Ecological Appraisal (ref: November 2023) at the site detailing the ecological features and assesses the potential impacts of the development on the ecological interests. It is noted that the development site holds a 'moderate' level of ecological interest. The woodland present on site is described as having poor structure and lack of botanical diversity, with no indication of maturity in the woodland. The report details a variety of recommendations including that off-set contribution will be required, impacts on nesting birds shall be avoided and that, bat boxes should be installed on new buildings or retained trees. An Aerial Tree Assessment was also undertaken at the site.
- 8.14 A Biodiversity Net Gain Assessment was additionally prepared by Rachel Hacking Ecology. The baseline habitat value of the site is 11.34 units. The woodland on site is included in the Priority Habitat Inventory however, the survey appears to show that the woodland does not satisfy the requirements of this designation. The proposed created habit on site is set at 7.12 habitat units, showing a net loss of -4.22 units.
- 8.15 To mitigate for the loss of existing woodland, mitigation planting on site in available open space areas has been maximised. The landscaping proposals create 7.12 biodiversity units on site which is positive and will be subject to long term management to ensure the benefits are realised on site.
- 8.16 The compensation for the loss of woodland habitat cannot be achieved through onsite mitigation if the scheme were to be viable. Therefore, an off-site solution

to the delivery of biodiversity net gain is required. The Applicant is in discussions with MCC on this point.

- 8.17 In addition, an Invasive Weed Management Plan has been developed by Nightingale Environmental Ltd to identify invasive and problematic weed species on the site. Across the site, eleven areas of Japanese Knotweed were identified. The document details how this invasive species will be managed and controlled.
- 8.18 The design proposals within this development have been demonstrated how the benefits of the proposed development are considered to outweigh the loss of green infrastructure, and how the developer will mitigate this loss in terms of quantity, quality, function and future management in accordance with Core Strategy Policies EN9 and EN15.

Arboriculture

- 8.19 Ascerta were instructed to carry out a survey of the trees at the proposed development site to assess the potential impact of the development. Due to the required remediation of the land, the proposed development necessitates the removal of all of the existing trees and shrubs within the site boundary. The report notes that appropriate compensation can be provided on the site through the loss of vegetation by way of new and replacement planting.
- 8.20 Details of the landscaping proposals can be found within the Landscape Layout, prepared by TPM Landscape.
- 8.21 Policy EN9 of the Core Strategy requires development to protect and enhance the green infrastructure network across Manchester. As part of this development, the proposals seek to incorporate high-quality planting that complements the new dwellings and creates an interconnected and multifunctional landscape proposal.

Flood Risk

- 8.22 A Flood Risk Assessment has been prepared by Charles Townsend Engineering for the proposed residential development at the site. The site is located within

Flood Zone 1 and therefore considered to be at low risk from fluvial flooding. Overall, the surface water flooding from the site is considered to be low across the majority of the site, and a medium risk towards the northern and western boundary. Providing groundwater and surface water flooding mitigation at the site is imposed, the risk from flooding would therefore be considered low post development.

- 8.23 The Flood Risk Assessment has been prepared and submitted in line with local and national planning policies, specifically Policy EN8 and EN14 of the MCC Core Strategy and Chapter 14 of the NPPF.

Green and Blue Infrastructure

- 8.24 The Manchester Green and Blue Infrastructure Strategy and Action Plan aims to build on investment to date and create well maintained green and blue spaces which are integral parts of neighbourhoods.
- 8.25 The Strategy identifies a number of actions, including embedding green infrastructure as part of residential development. The Strategy recommends that developers should consider how green and open space can work best to achieve this and form an integrated part of the overall scheme.
- 8.26 As detailed within the supporting reports and plans, the scheme has implemented a variety of greening techniques across the site including the re-planting of native species and ornamental trees, the incorporation of wildflower meadows along the periphery of the site, and the use of SUDs.
- 8.27 The proposed development therefore accords with Core Strategy Policy EN9.

Noise

- 8.28 An Environmental Noise Study has been prepared by Red Acoustics, to provide an assessment of the impact of environmental noise on the proposed development site. These surveys of noise impacts have been carried out in order to determine the recommended noise mitigation strategy to achieve indoor and garden noise levels in line with relevant guidance.

- 8.29 MCC's acoustic requirements for the proposed development have been established, and acoustic specifications for glazing/ ventilation elements have been provided in order to achieve the requirements of the Local Authority. The assessment has also included for commercial noise impact due to the adjacent waste and aggregates processing business and an assessment in line with the guidance in BS4142:2014+A1:2019.
- 8.30 The assessment undertaken and submitted in support of this proposed scheme meets the requirement of local and national planning policy, specifically Policy DM1 and Policy C10 of the Core Strategy, and Paragraph 191 of the NPPF.

Air Quality

- 8.31 An Air Quality Assessment has been prepared by Redmore Environmental to determine the baseline conditions, consider site suitability for the proposed end-use and assess potential impacts as a result of the scheme. There is the potential for the exposure of future residents to any existing air quality issues at the site. Dispersion modelling was therefore undertaken in order to predict concentrations across the proposed development site as a result of emissions from the highway network.
- 8.32 Results were subsequently verified using local monitoring data. The modelling assessment indicated that the predicted pollutions levels were not predicted to be significant to any sensitive location in the vicinity of the site.
- 8.33 The assessment undertaken and submitted in support of this proposed scheme meets the requirements of local and national planning policy, specifically Policy DM1, EN16 of the MCC Core Strategy and Paragraph 192 of the NPPF.

Crime and Safety

- 8.34 A Crime Impact Statement ('CIS') has been produced and enclosed within this application in order to reduce the opportunities for crime and the fear of crime. The layout of the proposed scheme is considered to be acceptable.

8.35 The CIS has provided an assessment of crime impacts of the proposed development and is therefore considered compliant with Policy DM1 of the Core Strategy and Paragraph 135 of the NPPF.

Sustainability

8.36 A Sustainability Statement, prepared by JSP Sustainability Ltd, has been conducted in relation to the site and the proposed development. The statement sets out the proposed energy efficiency, renewable energy, water efficiency, materials, and waste management to be adopted by Bellway Homes to deliver sustainable development. To summarise, the proposed scheme will operate within a sustainable manner by incorporating the following practices:

- A Sustainable Procurement Policy will be enforced to ensure the sustainable sourcing of timber and other materials
- The construction specification of the site will achieve A+ - C ratings when assessed against the Building Research Establishments Green Guide
- Eco sanitary ware and flow restriction devices will be installed in every property
- A site waste management plan will operate at the development and recycling facilities will be provided at each home
- The construction and services specification proposed at Pitsford Road achieves robust energy efficiency standards capable of complying with the revised Fabric Energy Efficiency standard
- PV panels will be installed on the roof slope of every house.

8.37 In conclusion the strategy addresses a number of sustainability issues and when assessed against the definition included within the NPPF, the proposal can be described as sustainable. The NPPF includes a presumption in favour of sustainable development, delivering high quality housing and meeting the challenges of climate change. Furthermore, Core Strategy Policy EC1 requires development proposals to have regard for climate change resilience and demonstrate how CO2 emissions will be minimised.

Built Heritage

- 8.38 The Historic Environment Assessment, authored by Heritage Archaeology, confirms that there are no designated heritage assets within or adjacent to the proposed development, with low potential for archaeology pre-dating the post medieval period. The heritage value of the site is considered negligible.
- 8.39 Paragraph 208 of the NPPF states that where a development proposal will lead to 'less than substantial harm' to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Summary

- 8.40 It has been clearly demonstrated that the proposals fully accord with the relevant policies of the Development Plan, including on technical matter, and as such should be approved without delay in accordance with Paragraph 11 of the NPPF.

9. Planning Balance

- 9.1 Section 38(6) of the Planning and Compulsory Planning Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise. As demonstrated in this Statement, the application proposals accord with the relevant policies of the Development Plan when read as a whole and should therefore be approved without delay in accordance with the NPPF.
- 9.2 Notwithstanding the above, if the Council does identify conflict with any policies of the Development Plan, the potential harm is clearly outweighed by the significant economic, social and environmental benefits, as set out below:

Economic Benefits

- The development will provide additional household spend created by the new residents of the development, in accordance with Policy H1 (Overall Housing Provision).
- The development will lead to important wider regeneration benefits for the development area through the catalyst effect the regeneration of this site will have on the wider area between the city centre and Monsall.
- Significant investment and jobs will be provided through the construction period with additional local training and opportunities, in accordance with Policy PA1 (Developer Contributions).
- The Proposed Development would attract new residents which will enhance the skills base available to employers in the local area and potentially benefit businesses productivity.

Social Benefits

- The proposals will deliver well designed housing of a range and type to meet local needs and make a positive contribution to the Council's housing in accordance with Policy EN1.
- The construction of the new homes would generate additional Council Tax revenue which could be spent on community infrastructure and facilities; and

- The proposals will enhance community cohesion and activities within the area and the creation of new public spaces, in accordance with Chapter 8 (Promoting healthy and safe communities) of the NPPF.
- The Applicant has committed to a Local Labour Agreement which includes key targets to source employment locally, thus providing opportunities for upskilling and various apprenticeship opportunities. The Local Labour Agreement can be found within **Appendix IV**.

Environmental Benefits

- Ensure efficient use of previously developed land by maximising its development potential whilst taking into account key site opportunities and constraints, in accordance with Chapter 11 (Making effective use of land) of the NPPF.
- The proposed redevelopment of the site seeks to revitalise a parcel of low value land within the community. Feedback received residents during the consultation process suggests the site is currently subject to regular fly tipping and antisocial behaviour. The development of the site proposes a positive regenerative future for the site and its surroundings.
- The proposal has been designed to ensure that the delivery of residential dwellings at the site can be achieved viably and sustainably whilst also reinforcing an exciting and innovative design in accordance with Policy EN8 (Adaptation to Climate Change); and
- Deliver a scheme which ensures efficient use of land by maximising its development whilst taking into account key site opportunities.

9.3 In summary, the proposed development represents a highly sustainable form of development which will deliver housing in north-east Manchester. The scheme proposals fully accord with the Development Plan and associated supporting planning guidance, and the substantial economic, social and environmental benefits of the scheme have been clearly set out in the planning application submission.

10. Conclusion

- 10.1 This Planning Statement has been prepared by AshtonHale on behalf of Bellway Homes Limited in support of a full planning application made to Manchester City Council for residential development at Pitsford Road, Monsall, Manchester. It has addressed all relevant planning policy considerations and in particular the case for residential development at the site.
- 10.2 The site is in a highly sustainable location within the north of Manchester and has excellent public transport connections with Manchester City Centre, and to the wider region reducing the reliance on private motor vehicles. It is in close proximity to a range of existing shops and services and has good accessibility for pedestrians and cyclists. In locational terms, the site provides an excellent opportunity for residential development.
- 10.3 The proposals have been designed with due regard to the technical assessments undertaken by the Applicant's project team.
- 10.4 The proposals have been sensitively designed to transform this brownfield site in need of regeneration to provide a vibrant residential led development which will support Manchester's diverse and growing population. The proposals represent a comprehensive and high-quality scheme undertaken in line with best practice guidance.
- 10.5 This report has identified a series of Development Plan Documents and other material considerations to be taken into account in the determination of this application. It has been clearly demonstrated that the principle of residential development in this location can be robustly justified in line with local and national policy.
- 10.6 Furthermore, the proposed development constitutes sustainable development in accordance with the NPPF when taken as a whole. The development will deliver significant positive economic, social and environmental benefits which should be afforded considerable weight in the determination of this planning application.

- 10.7 To summarise, the proposed development represents a high quality, sustainable form of development which will provide a mix of dwelling types and sizes within a highly accessible location.

Appendix I

Submission Schedule

Application Submission Schedule - Pitsford Road, Manchester

Document	Reference	Author
Plans		
Location Plan	LP01	Astle Planning & Design Ltd
Planning Layout	PL01-A	Astle Planning & Design Ltd
EV Charging Point Plan	WM01-B	Astle Planning & Design Ltd
Hard Surfacing Layout	HS01-B	Astle Planning & Design Ltd
Material Layout	ML01-B	Astle Planning & Design Ltd
Waste Management Layout	WM01-B	Astle Planning & Design Ltd
Boundary Treatment Plan	BT01-C	Astle Planning & Design Ltd
Tanterer- Proposes Plans and Elevation	24056 (FE) 100	Calderpeel Architects
Salter- Proposed Plans and Elevation	24056 (FE) 110	Calderpeel Architects
Mason- Proposed Plans and Elevation	24056 (FE) 120	Calderpeel Architects
Scrivener- Proposed Plans and Elevation	24056 (FE) 130	Calderpeel Architects
Lymner- Proposed Plans and Elevation	24056 (FE) 140	Calderpeel Architects

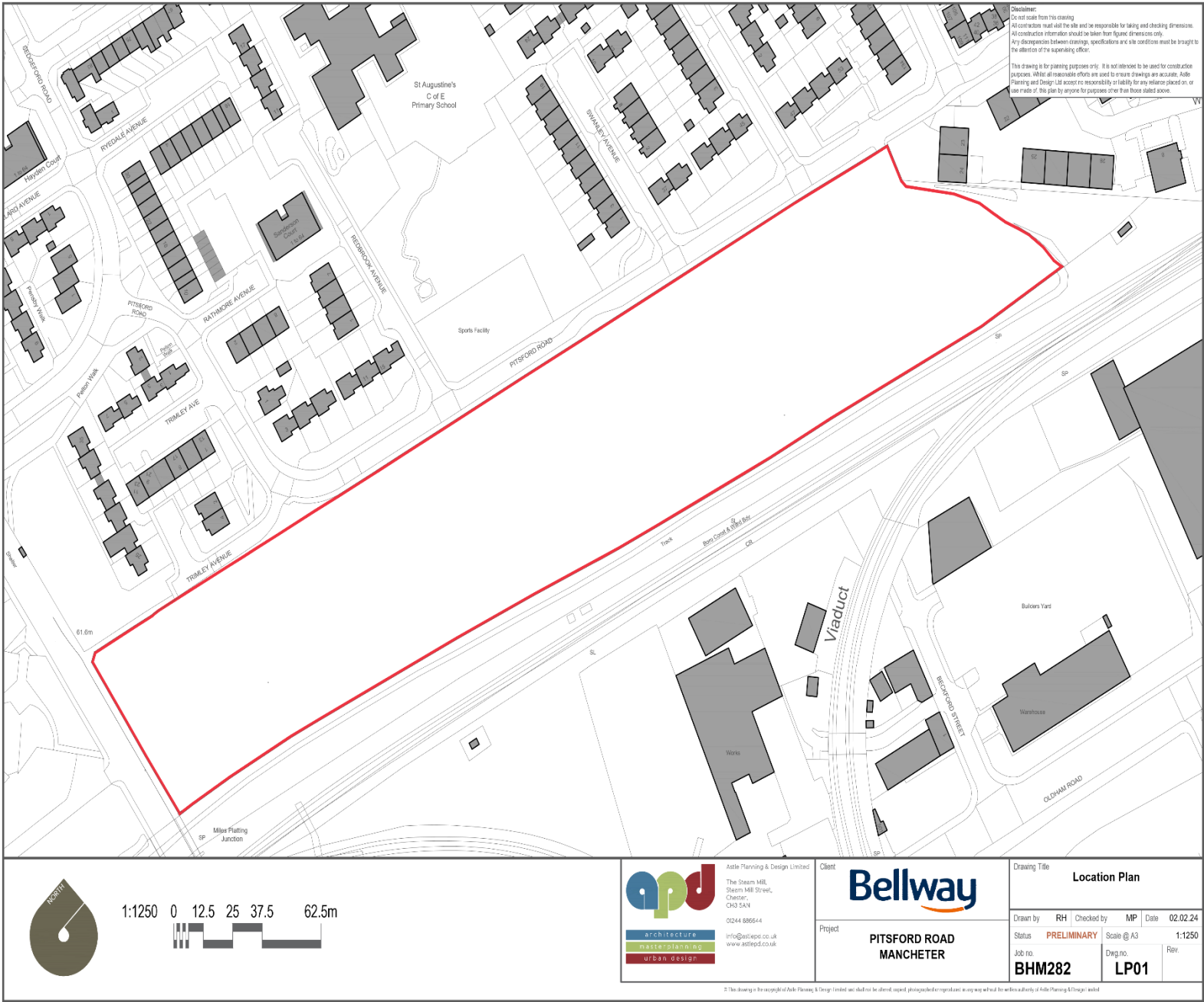
Lymner-Taylor- Proposed Plans and Elevation	24056 (FE) 150	Calderpeel Architects
Cartwright- Proposed Plans and Elevation	24056 (FE) 160	Calderpeel Architects
Street Scene B	24056(PL) 400	Calderpeel Architects
Site Sections	ADP/BHM282/SS02	Urban Design Group
Landscape Layout	4577 101D	TPM Landscape
Planting Plan (1 of 3)	4577 201A	TPM Landscape
Planting Plan (2 of 3)	4577 202A	TPM Landscape
Planting Plan (3 of 3)	4577 203A	TPM Landscape
Swept Path Analysis	4240-SP02	Eddisons
Preliminary Longitudinal Sections and Manhole Schedules	6710 01-01- E	Lees Roxburgh
Preliminary Drainage and Levels Layout	6710 01-01-H	Lees Roxburgh
Topographical Survey Sheet 1 Topographical Survey Sheet 2 Topographical Survey Sheet 3	BHM200/PITSFORDROAD- TOPO	Bellway (Manchester)
Documents and Reports		

Aerial Tree Assessment	March 2024	Rachel Hacking Ecology
Air Quality Assessment	03 June 2024	Redmore Environmental
Application Forms	June 2024	AshtonHale
Arboricultural Impact Assessment	November 2023	Ascerta
Biodiversity Net Gain Assessment and the Statutory Biodiversity Metric Calculation Tool	June 2024	Rachel Hacking Ecology
Broadband Connectivity Assessment	June 2024	GTech Surveys Limited
Crime Impact Statement	June 2024	
Construction and Environmental Management Plan	June 2024	Bellway
Design and Access Statement	June 2024	Astle Planning & Design Ltd
Drainage and Levels Strategy	June 2024	Lees Roxborough
Ecology Appraisal	June 2024	Rachel Hacking Ecology
Edgemere Tile Technical Sheet	August 2021	Marley Ltd.
Flood Risk Assessment	June 2024	Townsend Water Engineering Ltd.
Geoenvironmental Site Assessment	May 2024	E3P
Historic Environment Desk-Based Assessment	March 2024	Heritage Archaeology

Invasive Species Report	November 2023	Nightingale Environmental Ltd.
Local Labour Agreement	June 2024	AshtonHale
Noise Impact Assessment	06 June 2024	Red Acoustics
Planning Statement (inc. Statement of Community Involvement)	June 2024	AshtonHale
Sustainability Statement	June 2024	JSP Sustainability Ltd.
Remediation and Enabling Works Strategy	May 2024	E3P
Transport Statement	June 2024	Eddisons
Television and Radio Reception Impact Assessment	June 2024	GTech Surveys Limited
Viability Assessment	June 2024	Northern Land Agency
Trinity Brick Technical Sheet	09 September 2020	Wienerberger

Appendix II

Site Location Plan



Appendix III

Consultation Material



Feedback Form

Public Consultation

Thank you for taking the time to fill in this form. Your views are valued, and we would be grateful to know what you think of our draft proposals.

Your Views

- ☐ Supportive
- ☐ Partially Supportive
- ☐ Undecided
- ☐ Not Supportive

Please explain why you have ticked the above and provide any other comments or suggestions:

These details will be used solely in relation to this development. You do not need to provide your details if you don't want to.

Name: _____

Address: _____

Phone: _____

Email: _____

Are you a:

- ☐ Local Resident
- ☐ Councillor
- ☐ Organisation Representative: _____
- ☐ Other: _____

Please place your comments in the comment box provided, or alternatively, you can submit your views to: consultations@ashtonhale.co.uk

Public Consultation for New Residential Development

Land off Pitsford Road, Manchester



Have Your Say

Bellway would like to invite you to a public consultation event where you can have your say on the emerging proposals for a new residential development at Land off Pitsford Road.

An in-person consultation event is being held on 4th June from 4pm to 7pm at the TLM Centre:

Turkey Lane & Monsall Neighbourhood Centre, 1 Jocelyn St, Manchester M40 8PR

A number of representatives from the development team will be there to assist with any questions you may have.

Ways to Get in Touch

Online: There is also a dedicated consultation webpage where further details of the proposals can be found at:

ashtonhale.co.uk/consultation

Or **email us** directly at: consultations@ashtonhale.co.uk

Please provide your comments to us before our consultation ends on 9th June 2024



The Site and Proposed Development

The site is located in the predominantly residential area of Monsall approximately 3km east of Manchester City Centre. It is located between Pitsford Road to the north, and the railway line to the south, with Queen's Road bordering the site to west. It is currently raised land formed of the sidings from the creation of the railway and is underutilised.

The Land at Pitsford Road site has long been earmarked for residential development by Manchester City Council in their Strategic Housing Land Availability Assessment (SHLAA). The SHLAA suggests that the site should deliver 86 houses.

Bellway are proposing a high-quality and deliverable scheme, which through sustainable design, will finally realise the potential of this site.

Through the development of bespoke house types (see below indicative street scene) the design responds to the design context of the surrounding area and provides an attractive frontage to both Pitsford Road and the adjacent railway. This will ensure the

transformation of the site into a development which will marry well with the existing townscape.

Summary of Proposals

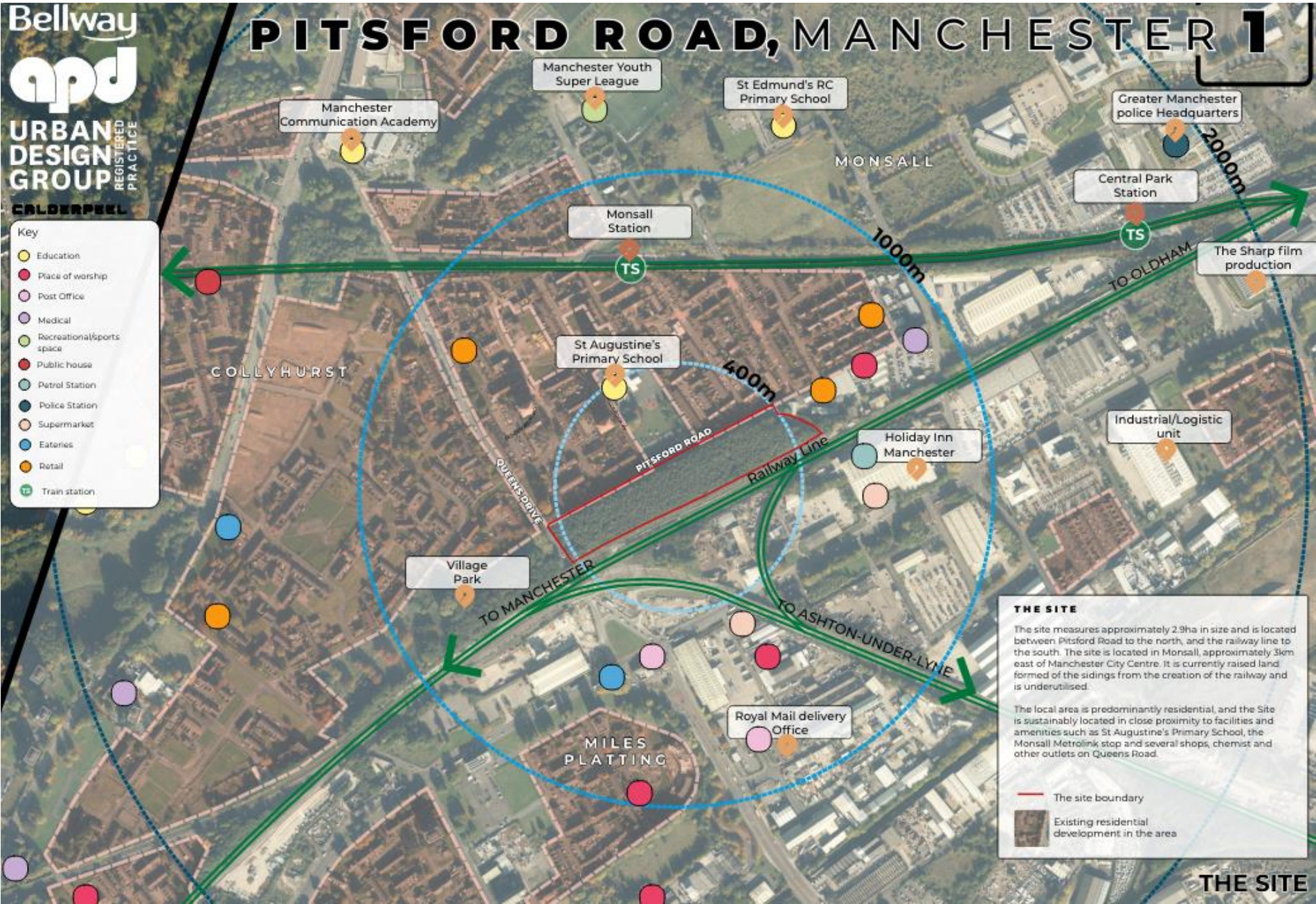
- Site deemed suitable for housing by Manchester City Council
- Regeneration of underutilised site in sustainable location
- 90 new dwellings, including 2, 3 and 4 bedroom properties
- Access from Queen's Road to minimise impact on residents
- High sustainability credentials: photovoltaic panels will be installed on the roof slopes of every house and all properties will benefit from the provision of Electric Vehicle Charging

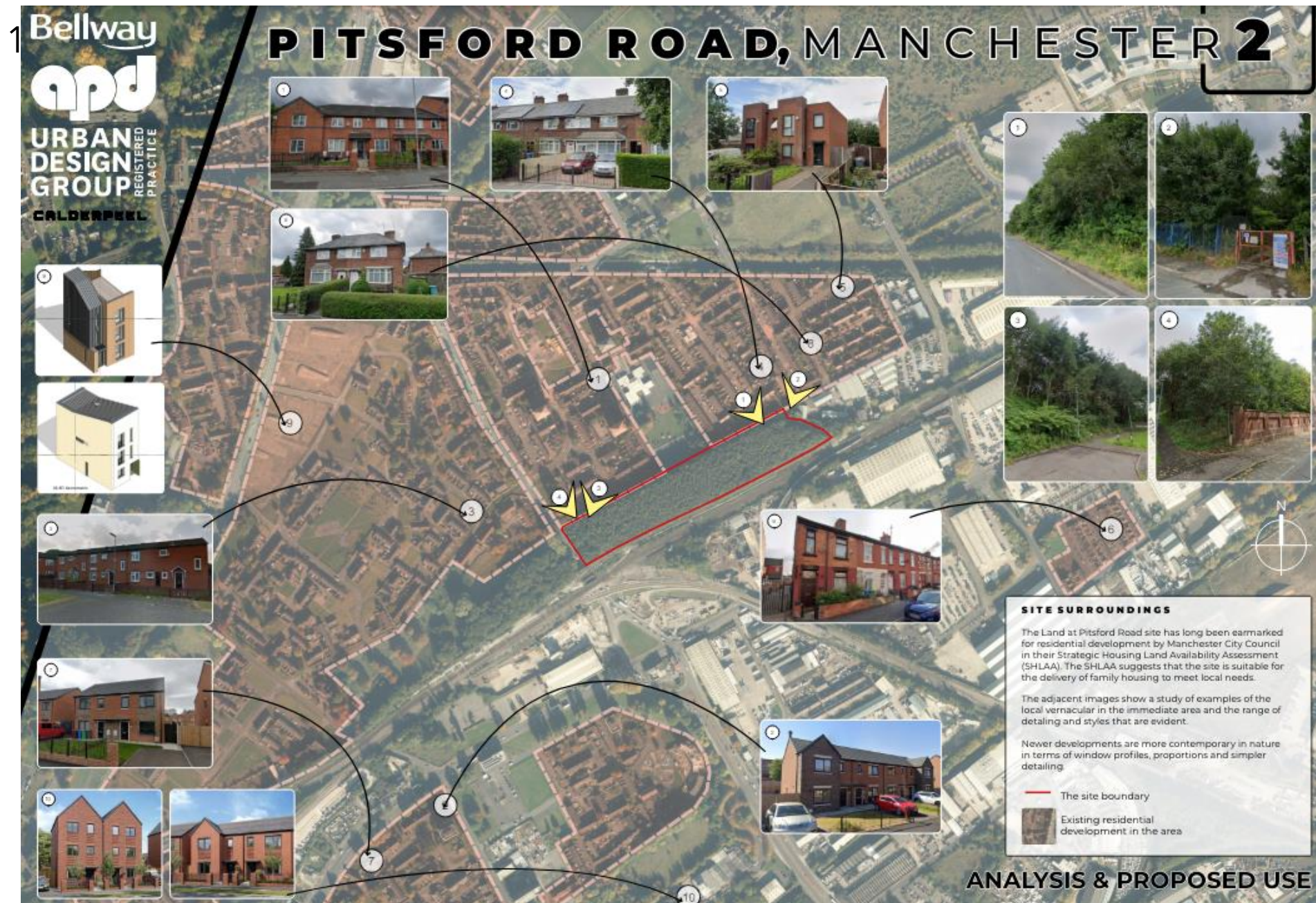
Timescales

It is envisaged that a planning application will be submitted for the residential development in Summer 2024 with the intention of a start on site in 2025.



Proposals for New Residential Development – Land off Pitsford Road, Manchester





DETAILED PROPOSALS

Appendix IV

Local Labour Agreement



Local Labour Agreement

Proposed Residential Development at Pitsford Road, Monsall, Manchester

This agreement summarises how Bellway and/or the scheme contractor (herewith referred to as “The Company”), will discharge planning conditions in relation to local labour attached to the above planning application. The Company will engage voluntarily with Manchester City Council’s Work and Skills Team to maximise the recruitment of local residents in construction and related jobs.

The Company will also consider links with schools, employment support organisations and community groups to offer careers information, skills development, work experience or other activities to be agreed.

Construction Phase

We will agree with the Work and Skills Team indicative targets against key performance indicators issued as part of this Agreement. We will endeavour to deliver and monitor these targets and we will provide regular updates as agreed with the Work and Skills Team.

End Use

As there are no proposed commercial uses, labour for the end use is not relevant.