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Planning, Development & Heritage Consultants

Primeland Properties Ltd

816 Stockport Road, Levenshulme

Planning Statement

02 August 2024

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Job Number: 24.1984

Project: 816 Stockport Road, Levenshulme

Client: Primeland Properties Ltd

File Name: Planning Statement

Document Preparation/Checking Record:

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Document Revision Record:

Issue No.	Date	Details of Revisions

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1. Introduction

1.1 This Planning Statement has been prepared by Paul Butler Associates Ltd on behalf of Primeland Properties Ltd. The statement has been provided in support of a full planning application relating to the redevelopment of the site at 816 Stockport Road, Levenshulme, Manchester, M19 3AW.

1.2 The description of development proposed is: *'Demolition of the existing buildings and construction of a mixed-use development comprising 4no commercial units at ground floor level and 16no apartments, together with associated cycle parking, refuse storage and landscaping'*

1.3 This planning statement will provide an overview of the application site and the development proposals, set out the relevant local and national planning policy, and provide an assessment against this policy.

1.4 To provide a clear understanding of the application proposal this statement includes:

- A description of the application site and surrounding area;
- A review of the site's relevant planning history;
- A description of the proposed scheme;
- A review of national and local planning policies of relevance to the scheme;
- An appraisal of the scheme against relevant planning policies and an assessment of the scheme in relation to its immediate and surrounding context; and,
- A conclusion.

1.5 The statement should be read in conjunction with the completed forms, the architectural drawings prepared by Ollier Smurthwaite Architects and the following supporting information:

- Bat Scoping Report (prepared by United Environmental Services Ltd).
- Crime Impact Statement (prepared by Greater Manchester Police).
- Environmental Standards Statement (prepared by Watt Consulting Ltd).
- Noise Assessment (prepared by AEC Ltd).
- Phase 1 Land Contamination (prepared by Groundtech Consulting Ltd).
- Drainage Strategy (prepared by Brennan Consult).
- Highways Technical Note (prepared by Axis).
- Waste Management Strategy (prepared by Axis).

2. The Site and Surrounding Area

The Application Site

2.1 The application site relates to 816 Stockport Road, Levenshulme, M19 3AW. The broadly square site is approximately 0.04 hectares in size and the existing site comprises a tarmacked surfaced yard on the eastern area and single storey units on the western area. The site is bounded by Stockport Road (A6) to the east, empty commercial units to the south, residential gardens to the west and Midway Street to the north.



Figure 2.1: Aerial view of the site with site boundary identified with red edge

2.2 The warehouse units in the western area are single storey and are constructed from corrugated metal sheeting, the eastern facing wall of these units contains roller shutters. A mechanical works/garage occupies the southern most units. A concrete slab is present at

the surface. The north western most units are utilised for storage of carpets. The hard surfacing on the western area of the site comprises degraded tarmac with potholes throughout. The poor quality of the buildings and structures on site means the site presently detracts from the character and appearance of the streetscene of which it forms part.

2.3 Primary access to the site is achieved off the A6 Stockport Road. Further access is also achieved from Midway Street however this is informal and does not provide a dropped kerb.

2.4 The application site is not located in a conservation area and does not contain any listed buildings or buildings of heritage value. The front of the site is located within the Levenshulme District Centre. The site levels are generally flat, and the site is located within flood zone 1. There are no trees subject of a TPO within the site or close to the site.

2.5 Photos of the application site are included below.

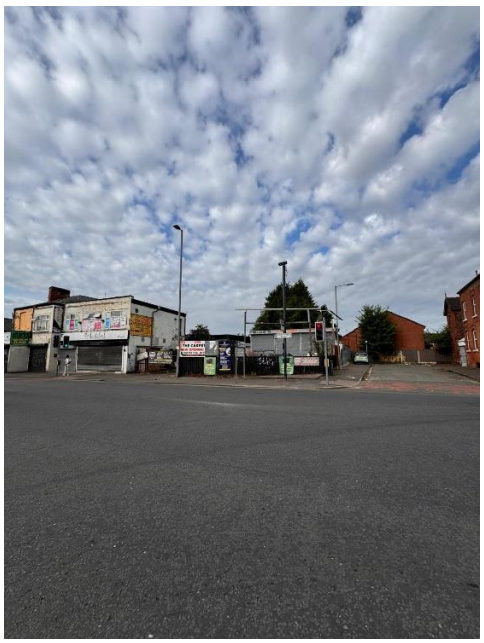


Figure 2.2: Wider street scene view of application site



Figure 2.3: Front elevation of application site

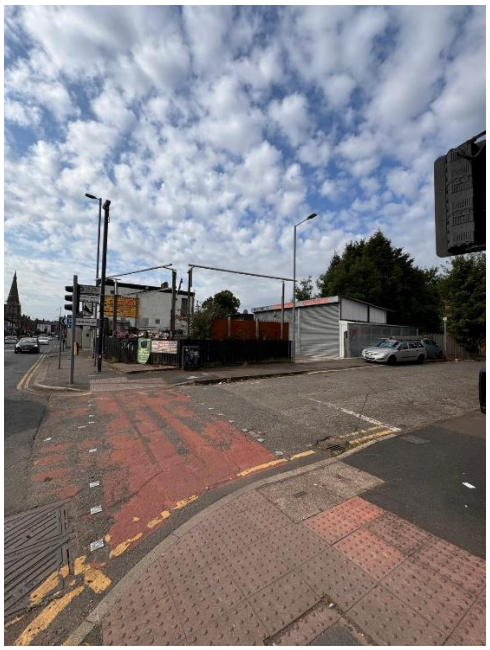


Figure 2.4: View of Midway Street



Figure 2.5: View of application site and the single storey warehouse units

The Surrounding Area

2.6 The surrounding area is characterised by a range of commercial and retail shops at ground floor level many with residential accommodation above. Buildings are generally two – three storeys in height, constructed from red brick or painted brick, with uPVC casement windows and sloped tiled roofs.

2.7 The area of Levenshulme is situated approximately 4km south of Manchester City Centre, bordering Fallowfield, Longsight, Gorton, Burnage, Heaton Chapel and Reddish. It is predominantly a residential area with several commercial businesses, retail shops and public houses. The application site is in a sustainable location with a good amount of services and amenities in close proximity. Asda supermarket is a short walk away, along with several takeaways, shops, a church, community centre and primary school. Crowcroft Park is a short walking distance from the site.

2.8 The site is located off of Stockport Road, a major arterial route into the city that possesses strong public transport links. There are numerous bus routes that lead to destinations such as

Manchester City Centre, Gorton, Stockport and The Trafford Centre. Levenshulme railway station is also a short distance away at 0.6km from the application site.

Planning History

2.9 A review of Manchester City Council's Planning Application database has been undertaken to understand the planning history of the application site. The planning history identified is set out below:

Reference	Description	Date / Decision
F09720	Use of part of former coal yard for the storage and repair of motor vehicles; also for sale of motor vehicles and motor vehicle spare parts.	04.04.1979 / Refused

2.10 The above application is of no significance to the proposed development.

3. The Proposed Scheme

Overview of the Proposal

3.1 The applicant seeks full planning permission for the redevelopment of the site with a residential-led mixed use development. The description of development is for the *'Demolition of the existing buildings and construction of a mixed-use development comprising 4no commercial units at ground floor level and 16no apartments, together with associated cycle parking, refuse storage landscaping'*

3.2 The proposed building footprint sits right up to the pavement boundary, fitting with the pattern along Stockport Road. The height of the proposed building matches that of the height of the gable at 812 Stockport Road (on the other side of Midway Street). This establishes a precedent along Stockport Road. The commercial units will front the Stockport Road elevation, comprising four separate units. These are likely to be occupied by Class E floorspace such as shops and offices. Access to the units is provided directly from Stockport Road.

3.3 The residential accommodation will provide 16 dwellings, comprising 8no 1 bedroom and 8no two bedrooms apartments. Access to the apartments will be from Midway Street through a central hallway area and a central lift shaft will provide level access to all dwellings.

3.4 The building will be constructed of red brick, double aluminium framed glazed windows and contemporary glazed shopfronts at ground floor level. The roof will be pitched with gable windows, and dormers set into the roof slope. . A hipped roof is present at the rear of the building to reduce the massing. A private residential garden is provided to the rear of the site, separating it from the busier Stockport Road. Cycle storage for 16 bicycles and bin storage is also provided in this area.

3.5 The proposals are described in full in the submitted Design and Access Statement and drawings prepared by Ollier Smurthwaite Architects.

Pre-application Discussions

3.6 A pre-application enquiry was issued to the local planning authority on the 08 February 2024 and initial comments were received by the case officer on the 09 February 2024. Based on these comments further iterations of the proposed design were issued to the planning officer on the 27 February 2024 and 20 March 2024. Final comments were received from the case officer on the 11 April 2024 and the applicant responded confirming that an application will be progressed accordingly.

4. Planning Policy Context

4.1 Planning law requires that applications for development should be carried out in accordance with development plan policies unless material considerations indicate otherwise. Having regard to the proposed application, the planning policy context against which a scheme should be considered is set out within the following documents:

- The National Planning Policy Framework (NPPF); and,
- The Development Plan for Manchester

National Planning Policy Framework

4.2 The updated National Planning Policy Framework (NPPF) was most recently 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.

4.3 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.

4.4 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

4.5 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.

4.6 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.

4.7 Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirement set out in adopted strategic policies or against their local housing need where strategic policies are more than five years old. The five year supply should include an appropriate buffer. Where the local authority chooses to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan the buffer should be 10% to account for any fluctuations in the market during that year. In the event that there has been significant under delivery when measured against the Housing Delivery Test (November 2018 onwards) then a 20% buffer should be applied.

4.8 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 of deliverable housing sites or the Housing Delivery Test indicates that the delivery of housing was substantially below the housing requirement over the previous three years.

4.9 Building a strong and competitive economy (Chapter 6) - emphasises that the government is committed to ensuring that the planning system should help to support economic growth. It recognises that a poor environment and a lack of housing can act as a potential barrier to investment.

4.10 Ensuring the vitality of town centres (Chapter 7) - Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Part (f) advises that planning policies should recognise that residential development often plays an important role in ensuring the vitality of centres and encourages residential development on appropriate sites.

4.11 Promoting healthy and safe communities (Chapter 8) - the planning system should aim to achieve 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.

4.12 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.

4.13 Paragraph 111 advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highways safety, or the residual cumulative impacts on the road network would be severe.

4.14 Making effective use of land (Chapter 11) – the NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land. Paragraph 120 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for new homes and other identified needs. Further, sub-section (d) of this paragraph explains that planning should also promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

4.15 Paragraph 123 states that local planning authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs.

4.16 The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 124 sets out that the planning system should support development that makes efficient use of land, taking into account the following:

- the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- local market conditions and viability;
- the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and
- the importance of securing well-designed, attractive and healthy places.

4.17 Achieving well-designed places (Chapter 12) - this chapter sets out at paragraph 130 that planning policies and decisions should aim to ensure that developments:

- 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.
- Are visually attractive as a result of good architecture and appropriate landscaping.
- Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation.
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks.
- Create places that are safe, inclusive and accessible and which promote health and well-being.

4.18 Meeting the challenge of climate change, flooding and coastal change (Chapter 14) - this chapter emphasises the importance of securing reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change; and, in terms of flooding, development should be made safe without increasing flood risk elsewhere.

4.19 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.

4.20 Decision making – guidance in paragraph 38 states that local planning authorities should approach decisions in a positive and creative way, making use of the full range of planning

tools available, including brownfield registers and permission in principle, and work proactively with applicants. Decision makers at all levels should seek to approve applications for sustainable development where possible.

4.21 The proposed development scheme has been designed in accordance with the policies and provisions of the NPPF.

Planning Practice Guidance

4.22 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 redevelopment of the Application Site.

The Development Plan for Manchester

4.23 The Development Plan for Manchester comprises policies of the Manchester Core Strategy Development Plan Document (July 2012), Saved Policies of the Unitary Development Plan (UDP) for the City of Manchester (adopted 1995), and Places for Everyone Joint Development Plan (adopted 2024). These documents are discussed in further detail below.

Manchester Core Strategy Development Plan Document (July 2012)

4.24 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.

4.25 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.

4.26 The accompanying Core Strategy Interactive Proposals Map shows site specific planning policy designations. The front part of the site is located within the Levenshulme District Centre. Relevant policies are outlined below:

- Policy C 2 District Centres: states that development will support thriving district centres, providing a good range of accessible key services. Housing will also be considered an appropriate use within District Centres, providing it supports the vitality and viability of the centre.
- Policy C 6 South Manchester District Centres: states that approximately 8,000 square metres of convenience and 4,500 square metres of comparison retail floorspace will be promoted up to 2027. Levenshulme is an appropriate location for additional convenience development to address the high level of leakage currently evident.

4.27 Further 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; minimise emissions and reuse previously developed land wherever possible; and, improve access to jobs and services.

- EC 1 'Employment and Economic Growth in Manchester' the policy outlines the key locations for major employment growth which include the Regional Centre, Manchester City Centre and the City Centre fringe.

- Policy H 1 'Overall Housing Provision' the policy sets out that New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

- Policy H5 'Central Manchester' 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' 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 C1 'Centre Hierarchy' states that development of town centre uses (as defined in national planning policy) will be prioritised in the centres identified in this policy, taking account of the different roles of the City Centre, District Centres and Local Centres.

- 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 3 'Heritage' states that new developments must preserve or enhance the character and setting of areas and buildings of acknowledged importance.

- Policy EN 4 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development' states that wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.

- 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 14 'Flood Risk' states that development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding; and, that new development should minimise surface water run-off.

- 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, and minimise surface water run-off and ground water contamination.

- 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 Code Level 4.

4.28 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)

4.29 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' The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play.

- 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.

Places for Everyone Joint Development Plan Document 2024

4.30 The Places for Everyone Joint Development Plan Document took effect and became part of the statutory development plan for each of the nine PfE authorities on March 21st 2024. The following policies are relevant to the determination of a planning application:

- Policy JP-S1 Sustainable Development: To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.

- Policy JP-S2 Carbon and Energy: The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including:

  (1) Promoting the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy, heating and cooling;
  (2) Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured;
  (3) Taking a positive approach to renewable and low carbon energy schemes, particularly schemes that are led by, or meet the needs of local communities;
  (4) Increasing the range of nature-based solutions including carbon sequestration through the restoration of peat-based habitats, woodland management, tree planting and natural flood management techniques;
  (5) An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable aim to be net zero carbon and meet the heat and energy standards.

- Policy JP-S3 Heat and Energy Networks: The provision of decentralised energy infrastructure is critical to the delivery of our objectives for low carbon growth, carbon reductions and an increase in local energy generation.

- Policy JP-H1: Scale, Distribution and Phasing of New Housing Development: A minimum of 60,061 net additional dwellings will be delivered in Manchester over the period of 2022-2039. The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets.

- Policy JP-H2: Affordability of New Housing:
    - Substantial improvements will be sought in the ability of people to access housing at a price they can afford, including through: Significantly increasing the supply of new housing, in accordance with Policy JP-H1 'Scale, Distribution and Phasing of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases.
    - Maximising the delivery of additional affordable homes, including through local plans setting targets for the provision of affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability.
    - Support provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities).
    - Working with Government to maximise the amount of public funding being directed towards the provision of new affordable housing.
    - Increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low income households.

- Policy JP-H3 Type, Size and Design of New Housing: Development across the plan area should seek to incorporate a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods. Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence.

- 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.

Other Local Planning Guidance

4.31 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).
- Manchester Residential Quality Guidance (2016).
- The Manchester Green and Blue Infrastructure Strategy (G&BIS) (2015).
- Design for Access 2 (2003).

5. Planning Appraisal

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 (adopted 2012),the saved policies of the UDP and the Places for Everyone Joint Development Plan. Material considerations relating to the application site 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 above planning policy guidance, the main planning 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, Servicing and Parking
- Noise
- Crime and Security
- Ecology
- Ground Contamination
- Drainage Strategy

The Principle of Development

5.4 NPPF paragraph 119 sets out: *"Planning policies and 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".*

5.5 The existing site comprises an area of hardstanding and single storey commercial units which don't provide any aesthetic value to the site or surrounding area. The site is underutilised, and the proposed scheme would allow a high quality residential led development to be built, significantly improving the environment and making effective use of the land.

5.6 Furthermore, the NPPF supports development on brownfield land as stated by paragraph 120 (c) which explains: *"Planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs".* Local plan policy SP 1 (Spatial Principles) also supports the use of suitable previously developed land.

5.7 The application site is located within an area comprising a mix of uses including residential, retail and commercial. It is therefore within a sustainable location in close proximity to a range of local services, amenities and facilities. Part of the site is located within the Levenshulme District Centre with the remainder outside of this designation. The site also has good transport links, with Stockport Road forming part of an established bus route. Considering the accessible nature of the site and its designation as partially within a local centre, the site is underused in its current form.

Commercial Development

5.8 The application proposes 4no. commercial units to be occupied by Class E uses. The specific shops / services has not yet been determined however they will either comply with the main town centre uses as per the NPPF glossary or be of a similar nature of use to the surrounding uses within the Levenshulme District Centre.

5.9 The development plan's core strategy Policy C 6 (South Manchester's District Centres) sets out that there is *'capacity for both further convenience and comparison retailing floorspace. In total, approximately 8,000 square metres of convenience and 4,500 square metres of comparison retail floorspace will be promoted up to 2027'.* The policy states that enhanced provision will be promoted in Levenshulme and that this is an appropriate location for additional convenience development to address the high level of leakage currently evident.

5.10 Furthermore, the development plan's core strategy Policy C 8 'Local Centres' sets out that *'the provision of new small scale retail facilities will be encouraged where they would provide for local every day needs and would not be harmful to the vitality and diversity of nearby centres. Careful consideration will be given to the impacts of new commercial development on residential amenity, which is particularly an issue for food and drink uses'.*

5.11 For the purpose of the above policies, the development of the site for ground floor main town centre uses is acceptable both in the context of the NPPF (paragraph 87) and core strategy policies C 6 and C 8.

Residential Development

5.12 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. Policy JP-H1 of the PfE JDP states that a minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305.

5.13 The site is previously developed land within a sustainable location and partly within a district centre. The re-development of the site for housing would therefore support the Council's aim for 90% of new development to be on brownfield land. Policies H5 and H6 advocate higher density schemes within the existing district centres only, the proposed development

would therefore comply with these policies and the principle of residential development should be accepted on site.

Density

5.14 PfE policy JP-H4 states that new housing 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. If the location of a site falls within more than one location, then the highest density that applies should be used. The site partly falls within a local designated centre and partly outside therefore in this instance, a minimum density of 70 dwellings per hectare should be applied. The site is 0.04 hectares in size and will create 16 new apartments therefore equalling a density of 400 dwellings per hectare. The proposed scheme therefore complies with the above policy.

Apartment Mix and Size

Policy H1 of the Core Strategy states that the type, size and tenure of the housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability. Additionally, PfE JDP policy JP-H3 'Type, Size and Design of New Housing' states that *'Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance an relevant local evidence'*. The site provides 8 x 1 bedroom apartments and 8 x 2 bedroom apartments which is considered an appropriate mix and therefore in accordance with the above policy guidance.

Additionally, MCC's Validation Checklist and the MRQC require that any new development should adhere to the adopted space standards which are based on the Nationally Described Space Standards. The standards are included in the annex to the MRQC. Furthermore, the scheme is accessible for all and has considered the requirements specific to Manchester City Council. The proposed development therefore complies with these

requirements and further information on the above is shown in the Design and Access Statement.

Summary

5.15 The proposed development would be in an accessible location close to existing services, amenities and high quality public transport facilities, reducing the need to travel by private car. New residential development at the site would support the need for increased housing whilst supporting sustainable development that can assist in mitigating climate change. The proposed commercial floorspace would ensure that the site continues to contribute to the viability and vitality of Levenshulme District Centre, whilst offering design improvements through more high-quality built form which also represents a more efficient use of land with residential use provided above. The commercial element of the scheme will offer economic benefits by providing additional accommodation for local businesses to operate.

5.16 The proposals will in part constitute the redevelopment of previously developed land with much needed housing as well as commercial floorspace, thereby representing an efficient use of land and relieving pressure to build on more valuable and potentially less sustainable greenfield locations. The development plan for Manchester supports the development of new housing in sustainable locations, therefore the proposed scheme is in accordance with Core Strategy policies SP 1, H 1, C 6 and C 8, and PfE JDP policies JP-H1, JP-H3, and JP-H4, and relevant SPD guidance and NPPF policy.

Design

5.17 The existing development on site is not considered to have any special architectural merit, indeed the flat roof design of the single storey commercial units is considered to be incongruous with its surroundings and does not represent good design.

5.18 The proposed development is considered to improve the condition and appearance of the site. The approach to the design of the new building has been to consider the distinctive

local character of the area, built form and accessibility of the site. The proposed built form will continue to front onto Stockport Road and Midway Street, providing an active frontage to the streetscene. Within the surrounding environment, there is a mix of materials prevalent but primarily the materials are red/multi brick, slate and concrete roof tiles.

5.19 The proposed materials palette seeks to reflect the surrounding context comprising red brick with recessed brick panels, doubled glazed aluminium framed windows, gables on the façade and a pitched roof with gable windows and a flat roof on top. The proposed materials take reference from existing buildings within the context of the site, including the brick piers, and the double windows which take reference regarding size, proportions, spacing and design. The gables on the façade are inspired by buildings on Stockport Road.

5.20 The proposed height, scale and massing has been designed to strike a balance between making the most efficient use of the site and ensuring the new building does not appear overly dominant within the streetscene. The design of the roof compliments / replicates the roof design of the building on the other side of Midway Street. The hipped roof at the rear compliments the surrounding shorter buildings. The building height matches that of the buildings gable on the other side of midway Street, helping to create a presence along Stockport Road.

5.21 An environmental standards statement by Watt Consulting confirms that that the design comprises a holistic low energy concept, involving very low limiting values and thus will lead to high-energy performance targets and being defined as a low carbon development.

5.22 Overall, the proposed development is considered an appropriate design solution for the site and to result in a positive impact upon the Stockport Road / Midway Street streetscene. The proposals are therefore compliant with Core Strategy Policies EN 1, PfE JDP JP-H3, JP-S1, JP-S2, JP-S3 and relevant SPD guidance and NPPF policy.

Residential Amenity

5.23 The design of the scheme has been based on the 'Technical housing standards – nationally described space standard' (NDSS) document. All of the proposed apartments are in excess of the minimum space standard. It is noted in accordance with the NDSS, dwellings with furnished layouts are not required to demonstrate compliance with the standards. The proposed dwellings have been shown with furnished layouts, incorporating all furniture that is likely to be required by a typical household occupying the dwelling.

5.24 Core Strategy policy DM1 advises that all development should have regard to impact on amenity, including privacy, light, noise, and adequacy of internal accommodation and external amenity space, amongst other things. Adequate separation from habitable room windows will be provided to neighbouring properties. The majority of the separation distances proposed are comparable to the existing street pattern therefore we do not consider that the application presents any issues of such significance as to warrant a refusal of planning permission.

5.25 The proposed residential accommodation will be compatible with the commercial units proposed at ground floor level, and it is envisaged that should ventilation and extraction equipment be required for the commercial units, then an appropriate extraction and odour abatement scheme can be provided by way of a planning condition.

5.26 Due to the constrained nature of the site and its layout, it is challenging to provide any substantial area of residential amenity space within the site. However, a resident garden is provided at the bottom left corner of the site which will allow residents to sit out and enjoy outdoor space. Additionally, further green space is available in the surrounding area with Crowcroft Park a 9 minute walk away and Nutsford Vale Park an 11 minute walk away.

5.27 The proposed scheme therefore accords with Core Strategy policy DM 1 and relevant provisions of the NPPF.

Highways, Accessibility, Servicing and Parking

5.28 The site is located within a highly sustainable and accessible location partly in the district centre of Levenshulme, with excellent access to shops, services, amenities and employment opportunities. The site also benefits from excellent public transport links.

5.29 A Highways Technical Note has been prepared by Axis which provides transport advice for the proposed development. The report has found that the number of accidents within the vicinity of the site is low and not considered to present a material concern in the context of the proposed development.

5.30 The development is car free with no dedicated parking provided on site. It is acknowledged that there will be some parking demand with respect to the retail units, and there are a number of short stay on-street parking bays along the A6 Stockport Road, alongside other parking areas where short-stay shoppers can park for a multi-purpose linked trip. 16 cycle spaces are provided with the development which equates to 100% cycle parking provision.

5.31 Axis undertook a parking survey and the results demonstrated that any small parking demand can safely and satisfactorily be accommodated on-street, within only a very short walking distance of the site. Further initiatives could be implemented through a Travel Plan in order to reduce car ownership and this could be secured by a planning condition attached to any future planning permission conditioned. Axis also undertook a trip generation forecast associated with the proposed development. Given the car free nature of the proposed development, it is not anticipated that it would generate material levels of vehicular movement, other than those associated with servicing vehicles.

5.32 The proposed development comprises a refuse storage area located to the west of the site, which is circa 8m^2 in size, and will therefore provide more than sufficient storage room for waste containers. Two separate bin stores will be provided for the proposed residential and retail uses respectively. Dependent on the terms of the contractual waste agreement, bin containers will either be transported to the collection point by the site's management company, or the appointed contractor will be employed to transport the bin containers accordingly.

5.33 In the latter instance, the site's management team would be responsible for ensuring that the internal bin stores are open and accessible on collection days. Once bins have been emptied, containers would be carried back to the internal bin storage area. Again, depending on the contractual waste agreement, this will either be undertaken by employees and residents or the appointed contractor and site management.

5.34 It is proposed that refuse collection vehicles (RCVs) will service the site directly from Midway Street. Specifically, it is considered that RCVs will access Midway Street in a forward gear from the A6 Stockport Road, service the site, and then reverse out of Midway Street within the controlled area of its junction with the A6 Stockport Road and Matthews Lane.

5.35 Overall, highways and waste management accords with both local and national policy and it is concluded that there would be no reason to withhold planning permission from a transport perspective or waste management perspective.

Noise

5.36 A Noise Impact Assessment has been prepared by AEC and is submitted in support of this application. The report confirms that the main noise source affecting the site is road traffic on Stockport Road. The report assesses and outlines the standard mitigation measures that are necessary in terms of alternative means of ventilation and provides glazing and ventilation specifications for the scheme. Measures are also likely to be required to the floor and wall structures between ground floor and first floor and this will be confirmed during the detailed design of the development. AEC concludes that subject to compliance with the proposals stated in their report, that noise should not be a determining factor in the planning application and the development is capable of proceeding.

Crime and Security

5.37 The application proposal will bring an active use to a currently underutilised site. A Crime Impact Statement has been prepared by Greater Manchester Police. This report highlights

a number of positive aspects of the proposals which will make a positive contribution to the prevention of crime and fear of crime. The report also makes various recommendations to enhance the security credentials of the development, these will be considered as the design progresses.

Ecology

5.38 A Bat Scoping Survey Report has been prepared by Unted Environmental Services (UES) Ltd to establish the suitability of the buildings onsite to support roosting bats, based on site-specific survey and habitat assessment. The buildings were searched externally and internally (where accessible) for bat presence and features associated with bat activity. The habitats on site and in the surrounding area are considered to offer poor quality foraging and commuting opportunities for bats as the majority of the area comprises urban habitats, with small residential gardens and areas of grassland providing the only source of invertebrates on which bats may forage. Furthermore, connectivity between suitable habitats is relatively poor due to the presence of well-lit busy roads.

5.39 The quality of roosting habitat within the buildings is negligible, with limited potential roosting features (PRFs) identified. All PRFs identified were fully inspected and either found to be superficial or unsuitable and no evidence of roosting bats was recorded. Overall, the buildings are considered to have negligible potential to support roosting bats, and no evidence was found to suggest present or historic use by bats. As such, no further survey or mitigation work is required for the development to proceed, with regards to bats.

Ground Contamination

5.40 A Phase 1 Land Assessment has been prepared by Groundtech Consulting in support of the application. The risk from ground gas is considered to be Moderate to Low based on backfilled ponds in the vicinity of the site, the site is not in an area requiring radon protection measures. Due to the site being used as a garage, a Moderate risk from vapours has been

identified that requires further investigation. Impermeable Clay is anticipated beneath the site and the risk to Controlled Waters is considered to be Low.

5.41 In terms of ground engineering, Shallow foundations are likely to be suitable for the proposed development. If the proposed loads are too great or deep Made Ground is encountered, pile foundations may be required. Due to the proposed development potentially connecting to the existing building to the south, movement joints may be required and the risk from vibration assessed.

5.42 The site is classified as being an area of moderate UXO risk according to the Zetica UXO risk maps and a preliminary UXO Risk Assessment has been carried out. It was determined that UXO mitigation measures are provided for the intrusive works. It is recommended a Detailed UXO Risk Assessment should be undertaken. Due to the presence of Glacial Till comprising impermeable Clay anticipated beneath the site, it is unlikely SuDS drainage will be feasible at the site.

5.43 Overall, additional work may be required however this could be achieved through planning conditions for the proposed development.

Drainage Strategy

5.44 A Drainage Strategy Report has been undertaken by Brennan Consult to identify any drainage related issues associated with the proposed development and any likely constraints that could be imposed. At this point in time, Brennan Consult have been in contact with United Utilities via a predevelopment drainage enquiry for the development site. Their considered response is currently awaiting. However, it would be anticipated that UU would require evidence that the SuDS Hierarchy has been assessed. Should it be proven that infiltration is not feasible then UU would expect connection to be made to the culverted watercourse at a peak rate to be agreed with the Lead Local Flood Authority.

5.45 A SuDS assessment has been undertaken and it is proposed that the SuDS philosophy for the development site should include increased permeable areas; site control in the form of a geocellular attenuation tank and flow control to retain the peak storm events; and surface water treatment using the 'Management Train' approach to remove and isolate contamination at all SuDS facilities prior to conveyance to the local surface water culvert.

5.46 Additionally, the proposed private drainage layout for the new development site will be designed in accordance with BS EN 752: 2008, Building Regulations part H and latest guidance. This is to provide no flooding up to the 30-year storm return period criterion. Overall, the drainage of the scheme accords with the relevant local and national policy guidance.

6. Conclusion

6.1 This Planning Statement has been prepared by Paul Butler Associates on behalf of Primeland Properties Ltd in support of a full application for the redevelopment of the site which is currently occupied by an area of hardstanding surface and single storey commercial units.

6.2 The description of development proposed is: *'Demolition of the existing buildings and construction of a mixed-use development comprising 4no commercial units at ground floor level and 16no apartments, together with associated cycle parking, refuse storage landscaping'*

6.3 This Planning Statement has assessed the proposed development against the planning policy context and concluded that the proposals accord with the provisions of local and national planning policy guidance.

6.4 As evidenced in this statement the site has been shown to be a suitable and sustainable location for new development with no known adverse impacts arising from the development that would significantly and demonstrably outweigh its benefits.

6.5 The proposals are considered to constitute sustainable development as defined by the NPPF and the presumption in favour of sustainable development should apply in the determination of this application.

6.6 Paul Butler Associates are pleased to submit this planning application on behalf of Primeland Properties Ltd and look forward to working with Manchester City Council in progressing the application through to a positive determination.