August 2026

Planning Statement

Land off Darras Road, Manchester

Redevelopment for residential (Class C3)



Contents

		Page
1.	INTRODUCTION	3
2.	SITE & SURROUNDINGS	4
3.	PROPOSED DEVELOPMENT	7
4.	PLANNING POLICY	9
5.	PLANNING APPRAISAL	13
6.	CONCLUSION	20

1.0 INTRODUCTION

1.1 This Planning Statement has been prepared by Urban Future Planning Consultancy Ltd on behalf of the Applicant, to accompany a planning application seeking consent for the redevelopment of land off Darras Road, Manchester for residential (Use Class C3) in the form of four dwellings. This Statement should be read alongside the accompanying plans and other supporting information and documentation submitted alongside the application.

1.2 The application site comprises land situated on the corner of Darras Road and Levenshulme Road. It is the former location of a row of garages which were demolished in the 1990s. The land was largely closed off to the public since then. The site has suffered from fly-tipping in the past and is covered by self-seeded vegetation.

1.3 Given the chronic undersupply of homes, the Applicant seeks to put the vacant plot to effective use in the form of a redevelopment for residential. The Applicant seeks to work proactively with the LPA and has utilised the Council's pre-application advice service. The scheme has evolved since the pre-app submission and has ben reduced from five units to four. The scheme seeks to address the comments raised during the pre-app. This Statement will set out how the proposed scheme is compatible as well as set out the merits and acceptability of the proposed development.

1.4 The Applicant seeks to work proactively with the LPA to bring this proposal to fruition. This Statement describes the site and its surroundings before setting out the relevant local and national planning policy. An assessment of the material planning considerations will then be discussed before arriving at the conclusion that the scheme represents an acceptable development which puts the site to effective use, without resulting in adverse impacts to the character and appearance of the area, on amenity or on the local highway network. The Statement concludes that permission ought to be granted.

2.0 SITE & SURROUNDINGS

2.1 The application site comprises land situated on the corner of Darras Road and Levenshulme Road. It is the former location of a row of garages which were demolished in the 1990s. The land was largely closed off to the public since then. The site has suffered from fly-tipping in the past and is covered by self-seeded vegetation. The site backs on to the rears of properties 2-14 Unwin Avenue and 61-63 Darras Road. There is a railway line running in close proximity to the site. The site is located within the urban boundary with no particular designation on the currently adopted local plan proposals map.

2.2 There are some mature trees on/adjacent to the site. The surrounding locality is primarily made up of two storey buildings.



Figure 1. Application site



Figure 2. Application site

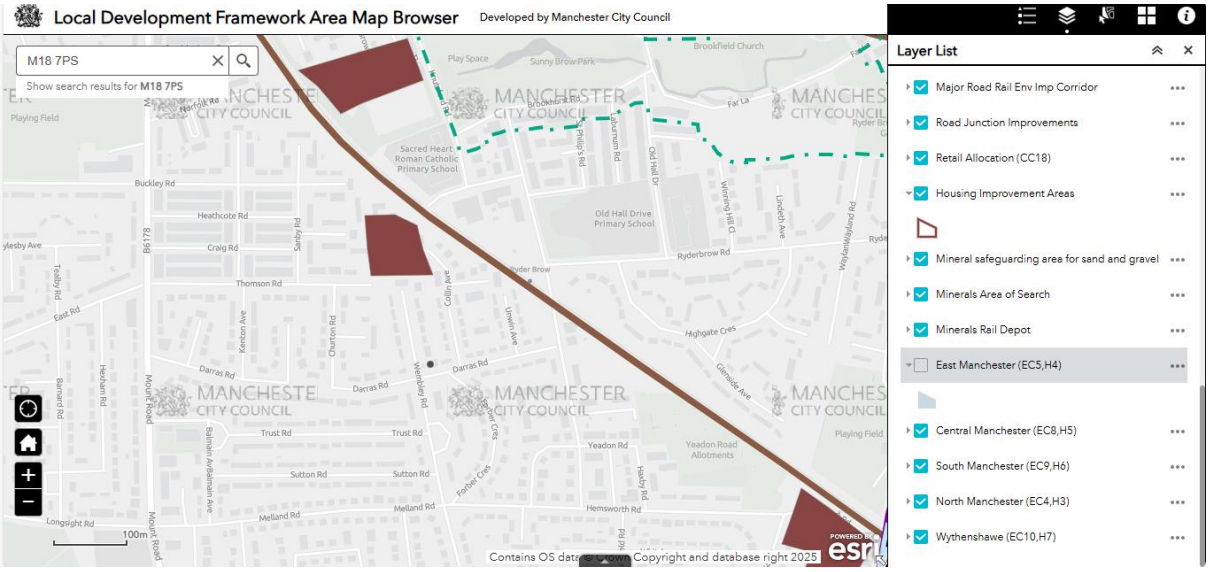


Figure 3. Proposals map extract

Planning History

2.3 Consent was granted in 2014 (Ref no. 106913/FO/2014/N2) for the change of use from vacant site to a community garden with associated play facilities, fencing and landscaping. The application was made by Affinity Sutton Housing Association.

3.0 PROPOSED DEVELOPMENT

3.1 Consent is sought for the redevelopment of land off Darras Road, Manchester for residential (Use Class C3) to include four dwellings (Use Class C3) with associated landscaping and off-street parking. The accompanying plans fully demonstrate the Applicant's intentions for the plot and should be referred to for further details.



Figure 4. Potential site layout for 4 dwelllings in the form of one pair of semi-detached units and two detached units with landscaping and some off-road parking provision.



Figure 5. The propsed dwellings are in traditional form; the design rationale seeks to create suburban residential which matches the existing built form

3.2 It is proposed that the refuse collection vehicle will reverse into the site to access the designated waste collection point, where waste will be collected from the approved storage area. Upon completion of the collection operation, the vehicle will exit in a forward gear. This arrangement has been designed to facilitate the safe and efficient operation of refuse collection activities while ensuring that vehicle movements are appropriately managed within the site and that sufficient space is available for the vehicle to manoeuvre safely.

3.3 The accompanying plans fully demonstrate the Applicant's intentions for the plot and should be referred to for further details.

4.0 RELEVANT PLANNING POLICY

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the development plan unless material considerations indicate otherwise.

4.2 The Development Plan for the purpose of this application comprises the Manchester Core Strategy (adopted 2012). The Places for Everyone Plan is a joint development plan document for nine Greater Manchester districts - Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. It took effect and became part of the statutory development plan for each of the nine districts on March 21, 2024.

4.3 The National Planning Policy Framework (NPPF) sets out the Government's planning agenda and should also be considered.

Manchester Core Strategy (adopted 2012)

4.4 Policy SP1 Spatial Principles sets out the key spatial principles which will guide the strategic development of the city. There will be an emphasis on the creation of neighbourhoods of choice, which meet local needs, in a distinct environment. Proposals should make a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income. Development should enhance and protect the built environment and re-use previously developed land wherever possible and improve access to jobs. Policy EC1 looks to ensure priorities for economic growth. The Council will support contributors to economic growth.

4.5 Policy DM1 Development Management is also relevant and states that proposals should have regard to a range of specific issues such as impacts upon neighbouring residential amenity, accessibility, highway safety, access and car parking provision.

4.6 Policy EN 1 Design Principles and Strategic Character Areas is also considered to be of relevance and states that development in Manchester must follow the seven principles of urban design and should have regard to the strategic character area in which the development is located.

4.8 Policy H1 - Proposals for new residential development should contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing population. Priority should be given to sites which are in close proximity to centres of high frequency public transport routes and to the re-use of previously developed sites in sustainable locations

4.9 Policy H8 - sets out the Council's affordable housing requirements and states that the requirement applies to residential developments where 15 or more units are proposed only.

Places for Everyone Plan (2024)

4.10 The Places for Everyone Plan is a joint development plan document for nine Greater Manchester districts - Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. It took effect and became part of the statutory development plan for each of the nine districts on March 21, 2024. The Plan replaces a number of policies in the Wigan Local Plan Core Strategy and changes the policies map by allocating four sites for development and making subsequent revisions to the Green Belt.

4.11 The PfE Plan1 forms the Part 1 Plan of the Development Plan for each of the nine PfE local authorities and is used to assess individual planning applications. Local plans need to be consistent with the PfE and neighbourhood plans need to be in general conformity with the plan's strategic policies. The PfE Plan provides an appropriate strategic policy framework for local plans to be produced in the nine PfE local authorities. The following policy is of relevance:

- **Policy JP-H1: Scale, Distribution and Phasing of New Housing Development** - A minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305.

Manchester Residential Quality Guidance

4.12 The Manchester Residential Quality Guidance document sets out guidance for design quality standards for residential development in the city. The document seeks to provide clear direction to all those involved in the development of, the construction of and the management of new homes in the city. The guidance seeks to promote development that will be designed with full regard to the principles of sustainability, including accessibility for all, energy efficiency and the contribution that the public realm can make to the 'greening' of the City. The guidance seeks to promote the development of neighbourhoods that make it easy for people to get around by means other than the car.

National Planning Policy Framework (NPPF)

4.13 The NPPF sets out the Government's planning policies. According to the NPPF, the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).

4.14 The NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Nationally Described Space Standards as set out within Technical Housing Standards

4.15 The nationally described space standards introduced a consistent standard across the Country relating to the internal size of housing proposals. The table overleaf sets out the minimum internal floor areas. In addition, the standards set out other relevant guidance such as minimum room widths and storage requirements.

Table 1 - Minimum gross internal floor areas and storage (m^2)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

5.0 PLANNING APPRAISAL

5.1 The purpose of this section of the Statement is to identify and assess the main planning considerations raised by the proposals in the context of relevant national and local planning policy and guidance. The key issues are;

- the principle of the development, having regard to the provisions of the adopted Development Plan and other local planning policy documents;
- the effect of development on residential amenity;
- the effect of development on the character and appearance; and
- the effect of development on the local highway network.

5.2 Each of these matters is considered below.

Principle of development

5.3 The site is located within the urban boundary with no particular designation on the currently adopted local plan proposals map. The site is located within a suburban residential setting and within a sustainable location and so in principle, new dwellings would be acceptable. Moreover, the UK is facing a severe housing shortage, with a significant gap between the number of homes needed and the number available. This shortage is contributing to rising house prices and rents, making it increasingly difficult for many to afford suitable housing. The problem is exacerbated by a number of factors, including insufficient new housebuilding, loss of social housing, and a complex planning system. The proposals would make a valuable contribution to the city's housing land supply, supportive of Policy H1 and the Places for Everyone Plan.

5.4 The principle of residential development is therefore acceptable, subject to all other policy considerations. The NPPF advises that proposals which accord with the development plan should be approved without delay. The NPPF instructs that permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole or its specific policies indicate development should be restricted. The scheme will clearly deliver beneficial sustainable development that should be granted planning permission and it will not

result in any adverse impacts that would significantly and demonstrably outweigh the benefits of its approval. This is confirmed in the following assessment of the detailed material considerations relevant to the proposal.

The effect of development on residential amenity

5.5 Future occupants of the development will benefit from a high quality, modern living arrangement with good levels of natural light and a satisfactory outlook. The proposed orientation of the dwellings has sought to take advantage of the unobstructed elevations, where the main living areas and bedrooms are to be situated, to enable good levels of natural light throughout the habitable areas of each unit.

5.6 The size of each unit would meet the relevant Nationally Described Space Standard as set out within Technical Housing Standard (see Section 4). Private amenity space could be provided for each unit whilst there are plentiful green open spaces / parks in the nearby vicinity which would be available to future occupants.

5.7 The site backs on to the rears of properties 2-14 Unwin Avenue and 61-63 Darras Road. At the pre-app, the Council expressed concern regarding the proximity of the proposed dwellings to existing dwellings; in response, the scheme has been scaled down from five units to four. It is now considered that suitable separation distances can be achieved between the site and existing properties, which would ensure the amenity of existing residential occupiers are not compromised by the development, such as from overlooking or privacy concerns. The separation distances post-redevelopment would mirror the general existing pattern of development within the area. Any minor harm to living conditions would be outweighed by the delivery of four additional dwellings within a sustainable location in times of chronic under supply. On this basis, the scheme would be compliant with Policy DM1 Development Management.

The effect of development on the local highway network

5.8 The application site is located within a sustainable and readily accessible location close to public transport links, schools and local services. A number of community and employment uses are within walking distance of the site. At the pre-app, the Council expressed preference for parking to be in curtilage, and the scheme has been modified to reflect this. The proposed scheme provides ample off-road parking and manoeuvring space within the site whilst also promoting sustainable modes of travel such as bicycle, walking and bus. Moreover, there would be space on site for the adequate storage of bins.

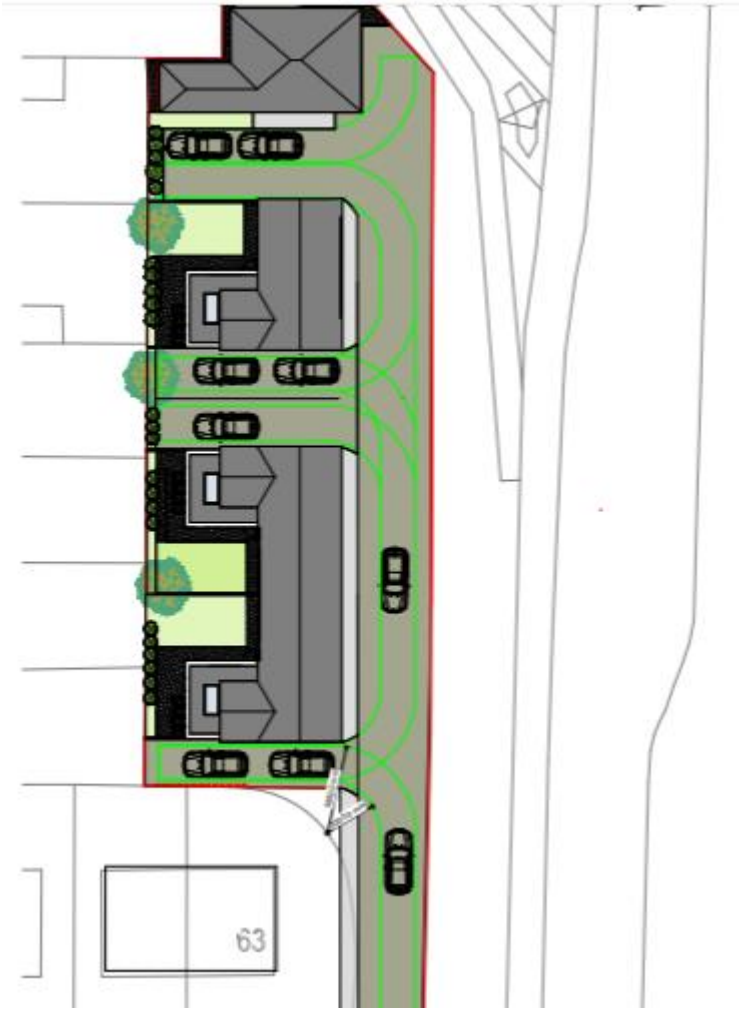


Figure 6. Proposed site layout plan showing vehicle tracking which demonstrates adequate site internal manourving and safe access/egress.



Figure 7. The presence of traffic bollards at the junction with Levenshulme Road means that the site's access / egress is not characterised by much traffic flow, which will ensure the safe access / egress to and from the site

5.9 The NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The impact on the local highway network of just a net additional four dwellings would be negligible. In this respect, the proposals would be compliant with Policy T2 which states that new developments should be easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

The effect of development on character and appearance

5.10 As previously set out, the application site comprises the former location of a row of garages which were demolished in the 1990s. The land was largely closed off to the public since then. The site has suffered from fly-tipping in the past and is covered by self-seeded vegetation. In its current form, the site does not make a positive contribution to the public realm.

5.11 The proposed development offers an opportunity for notable urban regeneration which would benefit the street scene and put a brownfield site to effective use. It is envisaged that a future scheme would be of matching materials to the local setting and be constructed in a good quality manner. The proposed design rationale adopts a traditional suburban approach which is considered suitable for the locality. The site is not located within a Conservation Area nor is it in proximity to any listed building.



Figure 8. The proposed design rationale adopts a traditional suburban approach which is considered suitable for the locality

5.12 It is considered that a future scheme would be compliant with Policy EN 1 Design Principles and Strategic Character Areas.

Sustainability

5.13 The proposed layout of the units has been designed to maximise a north-south orientation to allow for passive design, good daylighting and cross ventilation. All dwellings meet the Nationally Described Space Standards to ensure sufficient internal space for occupiers. The construction specification of each unit will include high levels of insulation to the ground floor, external walls and roof spaces. Internally, the accommodation has been laid out to maximise the internal space and light afforded, with primary habitable rooms benefitting from a southern orientation. Each of the principal living rooms will have sufficient glazing to allow natural light to penetrate the rooms, reducing the need for artificial lighting. Overheating risk will be addressed through high quality glazing and an appropriate ventilation strategy. An efficient gas condensing boiler will be installed in each property. The heating designs of each house type will include dual zone controls with delayed start thermostats, where possible.

6.0 CONCLUSION

6.1 This Statement has justified the merits and acceptability of the proposed potential redevelopment of land off Darras Road, Manchester for residential (Use Class C3) in the form of four dwellings. It has clearly been demonstrated that the use would be acceptable in principle and would not result in negative highways implications or amenity impacts for the reasons set out within this Statement.

6.2 The Applicant clearly seeks to work proactively with the LPA and is eager to bring forward a scheme which puts the vacant site to effective use.

6.3 The NPPF states that local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. It goes on to state that local planning authorities should look for solutions rather than problems, and decision takers at every level should seek to approve applications for sustainable development where possible.

6.4 Should the LPA require further information; it is requested that contact is made with the Applicant's Agent.