



Paul Butler Associates

Planning, Development & Heritage Consultants

Hayesleech Developments Ltd

Land adjacent to 174 Manley Road,
Manchester, M16 8NE

Planning Statement

March 2022

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1. Introduction

- 1.1 This Planning Statement has been prepared by Paul Butler Associates on behalf of Hayesleech Developments Ltd. The statement has been provided in support of a full planning application for the erection of a detached dwelling (use class C3) at land adjacent to 174 Manley Road, Manchester, M16 8NE.
- 1.2 The new infill dwelling will have three bedrooms and comprise well-designed living accommodation to reflect modern occupier expectations. It will be attractive to a wide range of future occupiers including young professionals, couples, families and key workers which will help to support a mixed and sustainable community in Whalley Range. The new dwelling will meet the Nationally Described Space Standards.
- 1.3 To provide a clear understanding of the application proposal this statement includes:
- A description of the application site and surrounding area;
 - A review of 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.
- 1.4 The statement should be read in conjunction with the completed application forms, and the Design and Access Statement and architectural drawings prepared by Guy Taylor Associates.

2. The Application Site and Surrounding Area

- 2.1 The application site comprises land adjacent to 174 Manley Road, Whalley Range, Manchester, M16 8NE (see figure 1 below). The site is located on the north side of Manley Road and is bounded to the east and west by 1930's semi-detached houses and their curtilage. Similar properties are located opposite whilst Victorian terraced houses are located to the north with an alleyway separating these from the rear boundary of the site.



Figure 1: Aerial view of the application site.

- 2.2 Manley Road is a quiet residential street and is characterised by a range of housing types including grand Victorian villas, 1930s semis, as well as more recent infill development. The site itself currently forms part of the curtilage of 174 Manley Road. It is set on the north side of Manley Road, is rectangular in shape and approximately 0.02 hectares in size. The site comprises cleared land and is enclosed with timber fencing.



Figure 2: View of the site from Manley Road.

- 2.3 As noted above Manley Road is characterised by a diversity in the age and style of houses present. This includes traditional and more recent infill housing. Examples of such infill housing are present adjacent to 166 Manley Road where a detached two storey house with accommodation in the roof has been constructed following planning permission in 2011; and adjacent to 182 Manley Road where a two storey, four bedroom house has been constructed following planning permission in 2012.
- 2.4 The site is approximately 3km to the south of Manchester City Centre. The surrounding area has good public transport links through bus services on Manchester Road which travel to Manchester City Centre northbound and Chorlton southbound, and serve much of the surrounding conurbation. Firwood Metrolink stop is approximately 20 minutes' walk away and provides links to East Didsbury, Manchester City Centre, Rochdale and other locations.

2.5 In terms of planning policy designations, the site is located within South Manchester. No other site specific planning policy designations apply. The site is located in Flood Zone 1 on the Environment Agency Flood Map (the lowest level of risk). The site is not located within an Air Quality Management Area. The site is not located within a conservation area, nor are there any listed buildings within proximity which might be impacted upon by the proposed development.

3. Planning History and Pre-application Correspondence

Planning History

- 3.1 A planning history search of Manchester City Council's online planning map was undertaken in February 2022. There were no relevant applications identified for the subject site.
- 3.2 Research of the surrounding planning history was also undertaken. The following applications were identified as relevant to the application proposal. These developments have been constructed as shown by figures 3 and 4 below. They are discussed in the context of the application proposal within section 6 of this Statement.
- 3.3 **Application Number and Description:** 099603/FO/2012/S1 'Erection of 2 storey, four bedroom detached dwelling house (Class C3) with associated landscaping'
Location: Land Adjacent To 182 Manley Road Whalley Range Manchester M16 8NE
Decision and Date: Approved 24 Aug 2012



Figure 3: New dwelling constructed adjacent to 182 Manley Road.

Application Number and Description: 095144/FO/2010/S1 'Erection of a detached two storey house with accommodation in roof'

Location: Land At The Side Of 166 Manley Road Whalley Range Manchester M16 8NE

Decision and Date: Approved 03 Jun 2011



Figure 4: New dwelling constructed adjacent to 166 Manley Road.

Pre-application Correspondence

- 3.4 Prior to the submission of the application pre-application correspondence has been undertaken between Guy Taylor Associates and Dave Morris. The correspondence confirmed that the principle of the development of the site for residential use is acceptable. Other matters raised during the pre-application stage have been addressed through the detailed design of the proposals and are discussed later within this Statement.

4. The Proposed Scheme

4.1 The proposed development is for the erection of a detached dwelling (use class C3). The new dwelling will be attractive to a wide range of future occupiers including young professionals, couples, families and key workers which will help to support a mixed and sustainable community in Whalley Range.

4.2 The new infill dwelling will comprise well-designed living accommodation to reflect modern occupier expectations and fit in with the existing character of the streetscape. The dwelling will be constructed from red brick with a dark tiled roof, allowing it to complement existing development in the area. It will be two storeys with accommodation in the roof and will provide three bedrooms plus a study. The ridge height and eaves will be comparable with adjacent properties. The property will have space for two car parking spaces at the front accessed from Manley Road, with a private garden area located to the rear. Boundary treatments will comprise timber fencing. There will be space at the rear of the property to allow for cycle storage, and a timber bin store will be provided at the front.

4.3 Internally the dwelling will provide the following accommodation:

- Open plan kitchen and dining room
- Cloakroom
- Living room
- Hall
- WC

The proposed first floor plan:

- 2 bedrooms
- Study
- Family bathroom

The proposed attic plan:

- Master bedroom with ensuite

5. Planning Policy Context

5.1 Planning policy guidance of relevance to the proposed scheme, and which provides the context for its assessment, is set out within the following:

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

National Planning Policy Framework

5.2 The revised National Planning Policy Framework (NPPF) was published in July 2018 (and revised July 2021), and sets out the government's planning policies and how these are expected to be applied. It replaces the Framework published in March 2012, however a presumption in favour of sustainable development continues to be at the heart of the NPPF which ensures that development is pursued in a positive way.

5.3 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.

5.4 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

- 5.5 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.

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.

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 then a 20% buffer should be applied.

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.

Paragraph 69 highlights that small to medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. Sub-paragraph c) emphasises the importance of windfall sites and states local authorities should support their development through giving great weight to the benefits of using suitable sites within existing settlements for homes.

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.

Promoting healthy 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.

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.

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.

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.

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:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) 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;
- d) the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

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.

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.

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.

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.

The Development Plan for Manchester

5.6 The Development Plan for Manchester comprises the following documents:

- The Core Strategy Development Plan Document (July 2012); and

- Saved policies of the Unitary Development Plan for Manchester (July 1995).

The Core Strategy Development Plan Document (July 2012)

5.7 The Core Strategy, adopted in July 2012, is the key Development Plan Document against which proposals should be judged. 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 SO5 '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 a key spatial principal which will guide the strategic development of Manchester will be the emphasis on the creation of neighbourhoods of choice. Development should enhance or create character; make a positive contribution to the health, safety and wellbeing of residents; consider the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income; protect and enhance the built and natural environment; minimise emissions, ensure the efficient use of natural resource and reuse previously developed land wherever possible; and improve access to jobs and services by being located to reduce the need to travel and provide good access to sustainable transport provision.

- Policy H 1 'Overall Housing Provision' sets out that approximately 60,000 new dwellings will be provided for in Manchester over the period 2009 to 2027. New residential will need to take account of the need to: provide house types to meet a diverse and growing population; support growth on previously developed sites in sustainable locations; contribute to the Council's design principles in terms of character, amenity space and parking provision; address deficiencies in, physical, social or green infrastructure, prioritise sites in close proximity to centres of high frequency public transport routes; consider environmental constraints; and be designed to give privacy to both its residents and neighbours.
- Policy H 6 'South Manchester' states that the sub area of South Manchester will accommodate 5% of new residential development over the lifetime of the Core Strategy. Outside of district centres, priorities will be for housing which meets identified shortfalls.
- Policy T 2 'Accessible areas of opportunity and need' states that new development will be actively managed to ensure that new development is easily accessible to the City's main economic drivers and is easily accessible by walking, cycling and public transport.
- Policy EN 4 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development' states that all development must follow the principle of the energy hierarchy.
- Policy EN 8 'Adaption to Climate Change' states that new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of buildings and associated external spaces. Regard should be had to: minimisation of flood risk by appropriate siting, drainage and treatment of surface areas to ensure rain water permeability; reduction of urban heat island effect through the use of green infrastructure, green roofs and tree cover; controlling over-heating of buildings through passive design; providing linked and diverse green space to enhance natural habitats which will assist species adaptation.
- Policy EN 14 'Flood Risk' states that all new development should minimise surface water run-off through sustainable drainage systems and use of Green Infrastructure.

- Policy EN 15 'Biodiversity and Geological Conservation' states that developers will be expected to enhance, restore or create new biodiversity, either on site or adjacent.
- 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 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; refuse storage and collection; and effects relating to archaeological or built heritage.

Saved Policies of the Unitary Development Plan for Manchester (July 1995)

5.8 The Unitary Development Plan (UDP) was superseded by the Core Strategy in 2012. However, a number of UDP policies have been 'saved'. Extant policies contained within the UDP which are relevant to the proposed scheme include:

- DC7.1 'New Housing Development' seeks to ensure new housing is accessible at ground floor level for disabled people where this is practical.
- DC26.1 'Development and Noise' states the Council will consider the implications of new development proposals which are likely to be generators of noise, and the effect of new development being exposed to existing noise sources which are effectively outside planning control.

Other Relevant Policy

5.9 Manchester City Council have also adopted a number of supplementary planning documents and other guidance which although not forming part of the Development Plan are material considerations in the determination of the planning application. These documents are noted below:

South Manchester Regeneration Framework (2008)

- 5.10 South Manchester is identified as an area with a rich and diverse group of neighbourhoods, with a wide range of issues and needs. Some areas are already successful, so the South Manchester Regeneration Framework (SRF) is needed to help continue and build on this success. Other areas, in contrast, have particular issues that the SRF will help to tackle, such as poor housing and high levels of deprivation and worklessness. The opportunity for the SRF is to build on and improve its assets – the distinctive, successful neighbourhoods and centres, the high quality parks and the strong heritage and character of South Manchester – and use these as a model to drive forward the future of the area. These qualities should be applied across South Manchester to raise the quality of the built environment and expand the number of successful neighbourhoods. The SRF identifies a key issue for the area as providing a wider choice of housing to attract and retain residents. The SRF states that future housing developments need to focus on providing high-quality accommodation for key workers. It identifies that high-quality sustainable new housing developments should meet the housing needs of the existing and future population of South Manchester.

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

- 5.11 This document aims to support and enhance the on-going development of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development that would be acceptable.

Providing for Housing Choice Supplementary Planning Document and Planning Guidance (2008)

- 5.12 This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision. The document confirms that the trigger for affordable housing being sought is developments of 15 or more dwellings or on sites of 0.3 hectares or more.

The Greater Manchester Strategy (2017) ('Our People, Our Place')

- 5.13 This document was produced by the Greater Manchester Combined Authority (GMCA) and replaces the former 'Stronger Together: Greater Manchester Strategy' published in 2009. It sets out a very clear vision for the City-Region, stating that Manchester will be: *'A place where all children are given the best start in life and young people grow up inspired to exceed expectations. A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand you'll get it. A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent. A place where people live healthy lives and older people are valued. A place at the forefront of action on climate change with clean air and a flourishing natural environment. A place where all voices are heard and where, working together, we can shape our future.'*

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

- 5.14 The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed City outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

Manchester Residential Quality Guidance (2016)

- 5.15 The Manchester Residential Quality Guidance was published in 2016 and seeks to outline the considerations, qualities and opportunities that will help to deliver high quality residential development across Manchester. The document is a material consideration in the determination of planning applications.

Design for Access 2 (2003)

- 5.16 This is the Council's best practice guidance on inclusive design standards. It sets out the City's aspirations for inclusive development and is intended for use by architects, planners, engineers, landscape architects and other designers. The document acknowledges that when dealing with the constraints imposed by existing buildings it may not always be possible to meet the access standards set out within the document.

6. Planning Appraisal

- 6.1 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.
- 6.2 The statutory development plan therefore relating to the application site consists of the Manchester Core Strategy and the saved policies of the UDP. Material considerations relating to the application site include the National Planning Policy Framework, Planning Practice Guidance and Supplementary Planning Documents / Guidance.
- 6.3 Having regard to the relevant planning policy guidance in the previous section, the key material considerations against which the proposed scheme should be considered, and which are discussed in this section, include:
- Principle of Development;
 - Housing Mix;
 - Design Considerations;
 - Potential Impact on Amenity;
 - Sustainable Development: Economic, Social and Environmental Benefits;
 - Highways, Accessibility, Parking and Servicing;
 - Crime and Security Matters;
 - Flood Risk; and
 - Ecology

Principle of Development

- 6.4 The application site is located in Whalley Range and it is currently residential curtilage associated with 174 Manley Road. The proposal is for the development of a 3 bedroom dwelling which will support the Council's housing targets for development of new homes in South Manchester and more widely. As confirmed in the planning history section of this

statement, similar forms of infill development adjacent to both 166 and 182 Manley Road have previously been approved against the current adopted development plan policies and represent important material considerations for the assessment of the proposed scheme.

- 6.5 The proposal will create a new dwelling (use class C3) that will be attractive to a wide range of future occupiers including young professionals, couples, families and key workers, helping to support a mixed and sustainable community in Whalley Range. This supports the Council's aim of creating a sustainable neighbourhood of choice, consistent with the Core Strategy and the Providing for Housing Choice Supplementary Planning Document.
- 6.6 Core Strategy Spatial Objective SO5 relates to improvements to the connectivity of the city, through sustainable and accessible transport networks. Policy T2 also describes new development being easily accessible by walking, cycling and public transport. The site has a highly accessible and sustainable location and there is good access to public transport including Metrolink services from Firswood Metrolink stop and nearby bus services. It is also within walking distance to local services, parks and recreational facilities.
- 6.7 In summary, the principle of the proposed residential development complies with Core Strategy objective SO5, Policies H 1 and T 2; the 'Providing for Housing Choice' SPD; and the 'South Manchester SRF'.
- 6.8 The scheme will be associated with a series of positive planning and regeneration benefits including:
- Providing high quality accommodation that will be attractive to a wide range of future occupiers including young professionals, couples, families and key workers.
 - Providing a of high quality design which reflects the local context in a contemporary manner.
 - A scheme which will minimise opportunities to commit crime and reduce the fear of crime by providing passive surveillance to surrounding streets. The development will also incorporate appropriate security fixtures and fittings to minimise the likelihood of crime.

- The provision of a development with high sustainability credentials that will deliver a range of economic, social and environmental benefits.
- The site is in close proximity to high quality public transport connections enabling future residents to travel sustainably, minimising use of the car.
- The scheme will represent investment and regeneration and may also act as a catalyst for future investment in the area.

6.9 It is important to highlight that the proposed scheme is also deliverable on the site for the following reasons:

- **It is Available** – The applicant owns the site and is in a position to deliver the scheme once permission is secured.
- **It is Suitable** – The suitability of the site for residential development and creation of a new dwelling is confirmed throughout this report.
- **It is Achievable** – There are no policy restrictions or development constraints that would impact on the scheme's deliverability. Should planning permission be granted, the applicant is keen to commence works on site immediately.
- **It is Viable** – The scheme is viable and deliverable in the short-term.

Housing Mix

6.10 The proposed scheme will provide a new detached 3 bedroom dwellinghouse. There is currently no adopted Development Plan policy in relation to housing mix within Manchester. It is considered that the proposed dwellinghouse is an appropriate mix within this context and represents an efficient use of the site whilst contributing to the wider mix of housing where there are various sizes of family housing. On this basis, the provision on a 3 bedroom detached dwellinghouse on this site is acceptable.

Design Considerations

- 6.11 The site is not located within a conservation area, nor are there any listed buildings in proximity of the site which could potentially be affected by the development proposal in terms of setting.
- 6.12 As noted previously, Manley Road has a varied streetscene and character in terms of styles and scale of properties. The subject site will accommodate a new build detached 3 bedroom dwelling and similar development exists on Manley Road. Land adjacent to 166 Manley Road has been developed with a two storey detached house with accommodation in the roof. Similarly on land adjacent to 182 Manley Road, a two storey four bedroom detached dwelling house has been built. These infill dwellings form part of the varied streetscene character of Manley Road and were constructed on land similar to the application site.
- 6.13 The proposed new dwelling will have a comparable eaves and ridge height to adjacent properties ensuring the streetscene is respected. It will also sit on a similar front and rear building line to other properties on Manley Road. Distances of 1.2m and 1.4m will be provided to the dwellings on either side ensuring there is sufficient spacing / separation and the development does not create a cramped appearance. The house has been designed to match and compliment the properties nearby. The house will be constructed of red brick with a red tiled roof to match the other houses on the street. It will have a brick constructed bay in keeping with the other houses on the street which are all constructed with bays. It will have a reveal around the front door which again references the immediate properties next to it. The windows will be a pale grey colour and they will match in colour to the windows that will be fitted to the existing house at 174 Manley Road which is owned and will be renovated by the applicant, so the houses will read well together. The windows will also match the majority of houses on the street which also have pale windows.
- 6.14 To the rear the roof will be asymmetrical with a dormer feature enabling efficient use of the roof space for a master suite. The dormer is appropriately scaled and will not be a dominant feature on the rear elevation. Dormers can be found on other properties in the surrounding

area confirming their appropriateness. The dormer will be constructed using red tile in keeping with the other dormers on the street. The dormer proposal is comparable to the dwelling constructed adjacent to 166 Manley Road.

- 6.15 Overall, the proposed works will be in character with the existing streetscape. The new dwellinghouse will be high quality in its appearance and this quality may act as a catalyst for investment in other properties in the area. On this basis it is concluded that the proposal is consistent with provisions of the NPPF; objective SO3 of the Core Strategy and DM 1 of the Core Strategy; Saved UDP Policies 7.1; the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Guidance document.

Potential Impact on Amenity

- 6.16 With regards to the scheme's potential impact on residential amenity, two issues require consideration: whether the proposed scheme will maintain a satisfactory level of amenity for neighbouring uses; and, whether the design will ensure that future occupants of the scheme are able to enjoy a satisfactory level of amenity.

Neighbouring Uses

- 6.17 The application site is surrounded by residential dwellings to the north, east and west, and to the south on the opposite side of Manley Road.
- 6.18 As noted previously the proposed dwelling will respect the existing front and rear building line of properties on Manley Road. This ensures that a comfortable relationship is achieved with the adjacent properties and there will be no overbearing impacts. Neither of the adjacent properties have habitable windows on their gable elevations facing towards the site meaning the amenity of residents will not be adversely affected. The proposal involves the development of part of the existing curtilage of 174 Manley Road. Following the development the existing dwelling at 174 will continue to have a good sized garden which is consistent with the garden sizes of other properties on Manley Road.

- 6.19 A distance of c.22m is achieved across Manley Road which reflects the existing character. To the north is Granville Avenue, with the proposed dwelling aligning with the highway. This ensures that there is limited scope for overlooking / privacy impacts to the north. The separation of the rear of the dwelling from adjacent properties means there will be no material overshadowing impacts, especially given the offset relationship and the fact that the terrace properties on Granville Street are orientated with their windows east – west and not towards the proposed development. These relationships can be seen from figure 5 below.



Figure 5: Aerial view of the application site showing relationships with surrounding properties.

- 6.20 In general terms the proposed scheme will fit in with the existing character of the streetscape, adding value to the area through high quality design and providing an uplift to the general visual amenity of the area. It may also act as a catalyst for refurbishment of other nearby properties which may be in need of investment.

Proposed Dwelling

- 6.21 Future residents of the dwelling will be provided with a good level of amenity in terms of outlook and privacy. The proposed scheme will be a good standard of design in terms of living accommodation, sound proofing, natural lighting and ventilation, with each room in the dwellinghouse being a good size. All of the rooms for the dwellinghouse will meet the minimum requirements as stated in the National Described Space Standards. Externally the rear garden will be of a sufficient size and will reflect the garden sizes of other properties on Manley Road.
- 6.22 For the reasons discussed above, the proposed scheme will ensure a sufficient level of amenity is achieved for future residents of the scheme whilst safeguarding the amenity of nearby residents. On this basis the scheme accords with policy DM 1; saved UDP policies DC7.1, DC26; the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Guidance document.

Sustainable Development: Economic, Social and Environmental Benefits

- 6.23 The proposal will have high sustainable credentials as a result of the economic, social and environmental benefits that it will bring.

Economic Benefits

- 6.24 The proposed development will bring several economic benefits during and post construction. The shortage of housing can act as a barrier to people accessing job opportunities, thus preventing Manchester from achieving its economic potential. The proposed dwellinghouse will help meet the needs of local people and those moving to Manchester, thereby contributing to the economy. Ministerial statements refer to the pressing need of ensuring that the planning system does everything it can to help sustain economic growth, urging planning authorities to make every effort to identify and meet the housing needs of their areas. Together with creating job opportunities during and after the construction phase, the proposed accommodation will maintain Council tax revenue, whilst

existing and future retailers/businesses nearby in Whalley Range will benefit from footfall and spending in the local community.

Social Benefits

- 6.25 The site is located in Whalley Range and has access to the amenities it has to offer, as well as being nearby schools, community and health facilities, providing for the needs of future occupants of the dwelling. The proposed development will deliver high quality housing and contribute to the creation of a sustainable community.

Environmental Benefits

- 6.26 The proposed scheme will have environmental benefits that include building a sustainable dwelling that will have high energy efficiency and adopt a fabric first approach. This will include low-energy lighting, sustainable use of materials, the installation of an energy efficient heating system and appliances, whilst glazing specifications will provide good thermal efficiency for the property. An electric vehicle charging point will also be provided, and soft landscaping will provide an ecological benefit.
- 6.27 On the basis of the sustainability benefits that the scheme will provide, the application is in accordance with the provision of the NPPF, Core Strategy Objectives SO1 and SO6; Core Strategy Policies SP 1, EN 4, EN 8 and DM 1; the Guide to Development in Manchester SPD and the Manchester Residential Quality Guidance document.

Highways, Accessibility, Parking and servicing

- 6.28 The site is located in a sustainable and accessible location with access to commercial businesses, amenities and services within Whalley Range and the surroundings. The site also benefits from good public transport links, including frequent bus services, a close proximity to Firwood Metrolink stop. The proposed development will provide two car parking spaces for the dwellinghouse should the residents need it. The proposed level of car parking associated with the development is not considered to have any material impact on

highway safety. Bins for the dwelling will be stored within a dedicated timber store at the front of the property. Waste collections will be kerbside from Manley Road.

- 6.29 It has been demonstrated that the scheme accords with the transport requirements of the NPPF and Core Strategy Policy T 2 and Spatial Objective SO5.

Crime and Security Matters

- 6.30 The proposed development will include the provision of security rated doors and windows whilst the construction of the dwelling will provide increased surveillance at the front and rear of the site, improving security and safety. In summary the development is in accordance with Core Strategy Policy DM 1 and provisions of Sections 8 and 12 of the NPPF.

Ecology

- 6.31 The application proposals involve the development of a new dwellinghouse on land at the side of 174 Manley Road. The site is currently a piece of neglected wasteland/scrubland of no/little ecological value and the proposed scheme will not have an adverse ecology impact. New soft landscaping will be provided to the site and should constitute a net gain in biodiversity on the site. In overview the development will have a beneficial ecology impact and will comply with provisions of the NPPF (section 15) and Core Strategy Objective 6 and Policies EN 8 and EN 15.

Flood Risk

- 6.32 The site is located in flood zone 1 on the Environment Agency Flood Map (the lowest level of risk). The proposed development will therefore not increase the likelihood of a flooding event to occur and permeable surfacing will be provided where possible. In terms of drainage, given the size of the development compliance with building regulations will ensure sufficient mitigation within the scheme. On this basis the application therefore complies with section 14 of the NPPF and Core Strategy Policy EN 14.

7. Conclusion

- 7.1 This Planning Statement has been prepared by Paul Butler Associates on behalf of Hayesleech Developments Ltd in support of a full planning application for the 'erection of a detached dwelling (use class C3)' on land adjacent to 174 Manley Road.
- 7.2 The proposal accords with national and local planning policy guidance, conforming with Core Strategy policies, saved policies of the UDP and relevant supplementary planning documents/guidance.
- 7.3 The proposed scheme will deliver a range of significant positive planning and regeneration benefits as discussed within this report, including:
- Providing a new high quality 3 bedroom dwellinghouse which will be attractive to a wide range of future occupiers including young professionals, couples, families and key workers.
 - The new house will reflect the scale and design of surrounding properties. The development will contain sufficient space to neighbouring properties to ensure no undue loss of amenity in terms of overlooking or overshadowing.
 - The proposed development will minimise opportunities to commit crime and reduce the fear of crime by providing passive surveillance to surrounding streets.
 - The provision of a development with highly sustainability credentials that will deliver a range of economic, social, environmental benefits.
 - The scheme will represent investment and regeneration and may also act as a catalyst for future investment in the area.
 - The site is in close proximity to high quality public transport connections enabling future residents to travel sustainably, minimising use of the car.
- 7.4 As evidenced in this statement, the site has been shown to be suitable and sustainable location for residential development with no known adverse impact arising from the development that would significantly and demonstrably outweigh its benefits. Indeed it is

our view that no material planning considerations exist that would justify a refusal of planning permission. Consequently the proposals are considered to constitute sustainable development as defined by the guidance in paragraph 8 of the NPPF and the presumption in favour of sustainable development should apply in the determination of the application.