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Mr Paul Gelder

567 Wilmslow Road, Manchester, M20 3QH

Planning Statement

January 2022

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Job Number: 21.1678

Project: 567 Wilmslow Road, Manchester

Client: Mr Paul Gelder

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 on behalf of Mr Paul Gelder. The statement has been provided in support of a full planning application for a residential development at 567 Wilmslow Road, Manchester, M20 3QH.

1.2 The proposed development is for 'conversion and refurbishment of existing property comprising 6 bedsits / flats to 5 self-contained flats (use class C3) including rooflights and rear dormer, together with associated car parking, cycle storage and bin storage'.

1.3 The existing building is in need of investment both internally and externally currently providing tired and dated accommodation which does not meet current standards and expectations. The proposed scheme will involve upgrading the building internally together with appropriate repair / refurbishment to the building's external fabric. The existing rear dormer will be altered and rooflights provided, with new windows proposed. The scheme will provide high quality self-contained 1 bed flats which will be attractive to a wide range of future occupiers including young professionals, couples and key workers, helping to support a mixed and sustainable community. Importantly all flats will meet Nationally Described Space Standards which is not the case with the current accommodation.

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 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 application forms and the architectural drawings prepared by Pedersen Smith Architects, and the following supporting reports:

- Waste Management Strategy prepared by Paul Butler Associates.
- Daytime Bat Survey prepared by Rachel Hacking Ecology Limited.
- Construction Management Plan.

2. The Application Site and Surrounding Area

2.1 The subject site is located at 567 Wilmslow Road, Manchester, M20 3QH. The site is roughly rectangular in shape and approximately 0.06 hectares in size (see Figure 1 below). It is located in the Withington area and fronts Wilmslow Road which, together with Palatine Road, form main routes through Withington.

Figure 1: Aerial view of the subject site.

2.2 The site is occupied by a semi-detached property fronting Wilmslow Road with a rear car park area accessed via a driveway to the side of the property. The subject property is abutted to the north by the adjoining semi-detached property, with Rathen Road beyond. To the south the site is bounded by the 'Clifford House' apartment building, with houses on Rathen Road and Parkville Road located to the east.

2.3 The subject property comprises of 6 bedsits / flats across the first and second floors. Access to the accommodation is via an existing external staircase on the south side of the building. The ground floor comprises a vets and is unaffected by the application proposal.

2.4 The subject property is three storeys in height and constructed of red brick with a pitched tiled roof. Windows comprise a mix of double glazed UPVC and single glazed timber frames which are in relatively poor condition. To the south elevation of the building, the existing bins are stored below the external stairs. There is car parking at the rear of the property which provides for the existing first and second floor accommodation and ground floor vets.

2.5 The property is in need of investment internally and externally and represents an opportunity to improve the quality of accommodation and its contribution to the wider area.

Figure 2: Front elevation of the subject property.

Figure 3: Rear elevation of the subject property.

Figure 4: Rear car park.

2.6 The site is approximately 6km to the south of Manchester City Centre. It is well connected by both private and public transport whilst its location in Withington means that there are numerous services, amenities and leisure facilities within walking distance of the property. There are bus services on Wilmslow Road close to the site which cover a range of destinations including Stockport, Manchester City Centre and other destinations. Burnage Railway Station is located approximately 1Km away and provides services to Manchester City Centre, Crewe and Liverpool. West Didsbury Metrolink station is approximately 650m away and provides routes to Manchester City Centre, Manchester Airport, East Didsbury and Altrincham. Junction 5 of the M60 Motorway is located approximately 2.8Km from the site.

2.7 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 which relates to land at the least risk of flooding. The building 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

3.1 A planning history search of Manchester City Council's online planning map was undertaken in January 2022. The applications identified for the building are presented in the table below. This planning history is of limited relevance but is noted below for completeness.

Reference No.	Address (as per MCC's website)	Proposal	Decision and Date
021049	567 Wilmslow Road Withington Manchester M20 3QH	Change of use of 1st and 2nd floor living accommodation into 3 bedsitting rooms on the 1st floor and 2 flats on the 2nd floor	Approved Wednesday 04 April 1984

4. The Proposed Scheme

4.1 The proposed development is for the conversion of the existing property of 6 bedsits / flats to 5 self-contained flats (use class C3).

4.2 The existing building is in need of investment internally and externally. The proposed scheme will replace the existing bedsits / flats which currently provide tired and dated accommodation which does not meet current standards and expectations. 5 high quality self-contained 1-bedroom flats are proposed which will be attractive to a wide range of future occupiers including young professionals, couples and key workers which will help to support a mixed and sustainable community in Withington.

4.3 The flats will be accessed from the existing staircase access to the upper floors of the building located on the south elevation. The flats will be provided on the first and second floors of the building. In addition part of the roof will be converted and extended with a dormer to provide space for two flats at this level.

4.4 The flats will comprise well-designed living accommodation to reflect modern occupier expectations. Nationally Described Space Standards are met and exceeded for all of the flats. The spaces of the proposed dwellings are set out below:

- Apartment 1, First, 1 Bed – 38.9 sqm
- Apartment 2, First, 1 Bed – 38.5 sqm
- Apartment 3, First, 1 Bed – 37.2 sqm (duplex)
- Apartment 4, Second, 1 Bed – 39.7 sqm
- Apartment 5, Second, 1 Bed – 40.1 sqm (duplex)

4.5 The proposed external works include a rear dormer extension to serve Flats 3 and 5. The dormer will be faced with hanging tiles to match the existing roof. Three rooflights are proposed to the front roof pitch. To the south side elevation, the existing window adjacent to the access door will be bricked up to match the current brickwork. Poor quality timber framed windows will be replaced with new UPVC windows.

4.6 Car parking comprising four spaces for the flats is identified at the rear of the property. An allocated area for bin storage is also proposed for the flats which will be surrounded by a 1.8m high close boarded painted timber fencing. Waste collections will take place via Wilmslow Road and a management company will be responsible for moving bins to Wilmslow Road for collection and returning them afterwards. A secure and covered cycle shelter with space for six bikes will be provided within the car park area.

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 polices have been 'saved'. Extant polices contained within the UDP which are relevant to the proposed scheme include:

- DC1.1 'Residential Extensions' states that in determining planning applications for extensions to residential properties, the Council will have regard to:
  a. the general character of the property;
  b. the effect upon the amenity of neighbouring occupiers;
  c. the desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs;
  d. the overall appearance of the proposal in the street-scene;
  e. the effect of the loss of any on-site carparking.

- DC1.2 'Residential Extensions' states that extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria:

a. they are not excessively large or bulky (for example, resulting in structures which are not subservient to original houses or project out too far in front of the original buildings);

b. they do not create an undue loss of sunlight, daylight or privacy;

c. they are not out of character with the style of development in the area or the surrounding street scene by virtue of design, use of materials or constructional details;

d. they would not result in the loss of off-street car-parking, in a situation where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created.

- DC5.1 'Flat Conversions' states that in determining planning applications to convert property to flats, the Council will have regard to:

  a. the standard of accommodation for the intended occupiers of the premises;

  b. effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;

  c. adequacy of car parking, off-street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;

  d. general effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established feature of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;

  e. adequate private outdoor amenity space;

  f. the desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);

  g. the satisfactory provision of refuse storage and collection facilities.

- DC5.2 'Flat Conversions' states that there will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, subject to other relevant policies of the Plan. They will be particularly welcome where large, old, difficult to re-use properties are

involved, and where proposed schemes provide investment enabling the retention and improvement of housing stock.

- 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 building is located in Withington and currently comprises 6 bedsits / flats. The principle of residential use is therefore already established. The retention of the site in residential use supports the Council's housing targets and utilises a brownfield site to help to reduce pressure to develop on less sustainable greenfield and Green Belt land.

6.5 The existing accommodation is in tired condition and requires investment. The proposal will replace the existing accommodation with 5 self-contained one bedroom flats (use class C3) which will be attractive to a wide range of future occupiers including young professionals couples and key workers, helping to support a mixed and sustainable community in Withington. 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 excellent access to public transport including Metrolink services from West Didsbury Metrolink Station, rail services at Burnage Railway Station, and nearby bus services. The creation of secure cycle parking will encourage residents to undertake increased active travel and reduce reliance on car travel.

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 higher quality accommodation that will be attractive to a wide range of future occupiers including young professionals, couples, and key workers. All dwellings will meet nationally described space standards.
- Improving the appearance of the building through appropriate repair / refurbishment.
- Providing dedicated bin storage and secure cycle storage provision.

- 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 development of brownfield land which will help reduce the pressure to build on green space and Green Belt land. 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 The above points are considered in more detail within the remainder of this section and demonstrate that the scheme wholly accords with national and local planning policy guidance.

6.10 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 property 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 improved self-contained flats 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

6.11 The proposed scheme will provide 5no. 1 bed flats. There is currently no adopted Development Plan policy in relation to housing mix within Manchester. It is however noted that Manchester's Validation Checklist (adopted September 2018) states:

> *'Apartment Mix - The Council at present would only look to 33% of any residential development to be one- bedroom units, with the rest being two bedrooms or larger units, in order to achieve a more sustainable and stable population within the City Centre.*
>
> *You are therefore required to justify the apartment mix if your proposal includes a greater % of one bed apartments.'*

6.12 The above text from the Validation Checklist confirms that the above housing mix only relates to the City Centre and therefore does not include Withington. Notwithstanding this it is considered that the proposed mix is appropriate within this context and represents an efficient use of the site whilst contributing to the wider mix of housing sizes in the locality where there are many larger family houses. In addition the site currently comprises bedsits / flats and the proposed scheme involves improving the quality of the existing accommodation. On this basis provision of 1 bed flats on the site is acceptable.

Design Considerations

6.13 The existing building is not nationally or locally listed, nor is it located within a conservation area. The subject building is a Victorian semi-detached property which has undergone a previous change of use on the 1st and 2nd floor into bedsits / 2 flats, with the ground floor converted to a vets. The building is now in a tired condition and would benefit from investment internally and externally, enabling a higher quality development to be presented.

6.14 The proposed scheme is predominantly a conversion of existing residential accommodation. The main external change relates to the conversion of the roof space involving the provision

of a dormer on the rear of the building with a proposed set back dormer window into the mezzanine bedroom of Flat 5. This dormer will comprise hanging tiles to match the existing roof. Windows will help to break up the appearance of the dormer and reflect the position of existing windows of the main building. It is recognised that dormers are a feature of other properties in the locality which can be seen on the aerial view below.

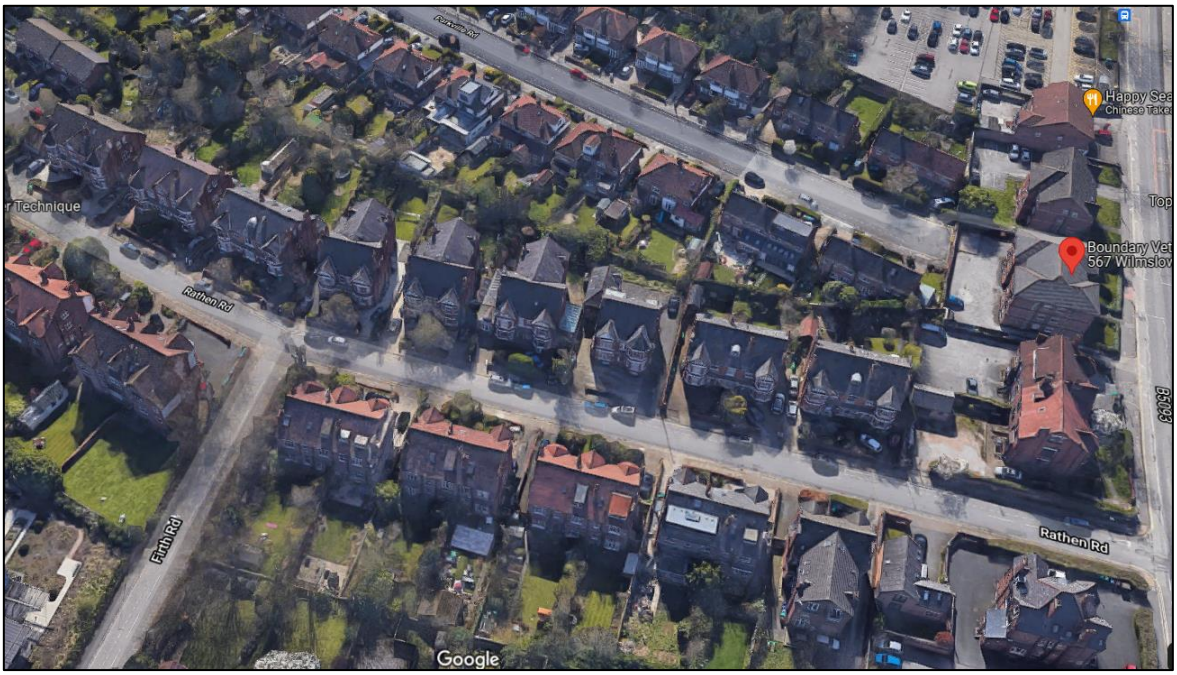

Figure 5: Aerial view which shows dormers are a common feature of other properties in the area.

6.15 Three rooflights are proposed to the front roof pitch which will not significantly change the appearance of the building. To the south side elevation, the existing window adjacent to the access door will be bricked up to match the current brickwork.

6.16 The rear car park area will accommodate a bin store enclosed with timber fencing and a secure cycle store. The location within the rear car park is appropriate and avoids visual impact on the streetscene.

6.17 Overall the proposed works will enhance the building involving fabric repairs and maintenance as required. The scheme will deliver a general uplift in the appearance and quality of the building and 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 DC1.1 and 1.2; the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Guidance document.

Potential Impact on Amenity

6.18 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

6.19 The application building is located in a mixed-use area of residential, commercial and retail dwellings on Wilmslow Road. To the front elevation, new rooflights will be provided on the facing roof slope, looking onto Wilmslow Road. No overlooking issues will be created with the subject property being located opposite Oak Road.

6.20 At the rear elevation, the new proposed dormer and set back dormer window into the mezzanine bedroom will not be associated with any significant overlooking impact. A dormer already exists in this location and whilst there will be additional windows at the roof level, the nearest property to the rear is housing on Rathen Street approximately 19m away. This is a generous distance and ensures there will be no loss of privacy, particularly when taking account of the existing dormer and residential use of the building. The scale of the dormer is in proportion to the building and sits below the ridge and will not be associated with any increase in shadowing.

6.21 In general terms the proposed scheme will enhance the appearance of the building through its refurbishment, repair and general maintenance. As such it will provide an uplift in the general visual amenity of the area and may also act as a catalyst for refurbishment of other nearby properties which are also in need of investment.

Proposed Dwellings

6.22 Future residents 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 the flats to be well proportioned.

6.23 All of the flats meet the minimum requirements as stated in the National Described Space Standards and provide a much better quality of accommodation than is currently provided within the tired and dated building.

6.24 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 uses. On this basis the scheme accords with policy DM 1; Saved UDP policies DC 1.1, DC1.2, DC5.1, DC5.2, DC26; the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Guidance document.

Sustainable Development: Economic, Social and Environmental Benefits

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

Economic Benefits

6.26 The proposed development will bring a number of economic benefits during and post construction. The shortage of housing can act as a barrier to people accessing job opportunities, thus preventing the City from achieving its economic potential. The proposed accommodation will help meet the needs of local people and those moving to the City and 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 Withington will benefit from footfall and spending in the local community.

Social Benefits

6.27 The site is located within Withington and has access to the amenities it has to offer, as well as being nearby to two nursery day care centres, a primary school, a dental surgery and a hospital, which will provide for the needs of future occupants of the scheme. The proposed development will deliver high quality housing and contribute to the creation of a sustainable community.

Environmental Benefits

6.28 The proposed scheme will have significant environmental benefits since it involves the redevelopment of a vacant brownfield site, thereby reducing development pressure on greenfield sites. The scheme will involve the installation of an energy efficient heating system and appliances, whilst glazing specifications will improve the thermal efficiency of the building.

6.29 On the basis of the sustainability benefits that the scheme will provide the application is in accordance with 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

6.30 The site is located in a sustainable and accessible location with access to commercial businesses, amenities and services within Withington. The site also benefits from excellent public transport links, including frequent bus services, close proximity to West Didsbury Metrolink Station and Burnage Railway Station, whilst car club bays are also accessible (at the junction of Wilmslow Road and Copson Street). Secure cycle storage (6 spaces) is also

proposed to encourage travel by bike. Additionally, the proposed development will provide four car parking spaces for the flats should any residents need it, although access to a car is not considered essential due to the site's location.

6.31 The scheme will accommodate a dedicated and enclosed bin store for the flats. A Waste Management Strategy has been submitted identifying the waste provision which will accommodate bins for refuse and segregated recyclable waste. A management company will be responsible for moving bins to Wilmslow Road for collection and returning them afterwards.

6.32 In terms of assessing car parking provision and highways matters paragraph 111 of the NPPF is relevant which advises *'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'.* This is a high policy test and it is not considered that the development would be associated with severe adverse highway impacts which would warrant a refusal.

6.33 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

6.34 The proposed development will include the provision of security rated doors and windows in addition to alarms, access controls, lighting and CCTV. These measures can be secured by the Council through a planning condition. The scheme will also provide improved surveillance to the 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

6.35 The application proposal involves conversion of the building's roofspace and the provision of a dormer. As the building may in theory provide a habitat for bats the application is supported by a daytime bat survey prepared by Rachel Hacking Ecology Limited. Following an inspection of the building it is confirmed that the building has limited features for crevice-dwelling bat species with the roof in a good condition. Furthermore, no evidence of bats was found during the external or internal inspections. The lack of suitable potential roosting features means that it is considered highly unlikely that the development will have any adverse impact on any bats or bat roosts.

6.36 On the basis of the above the proposed scheme will not have any adverse 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

6.37 The site is located in flood risk zone 1 on the Environment Agency Flood Map (the lowest level of risk). The proposed development will not increase the footprint of built development on the site and will therefore not increase the likelihood of flooding of nearby land. On this basis the application therefore complies with section 14 of the NPPF and Core Strategy Policy EN 14.

7. Conclusion

7.1 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.

7.2 The proposed scheme will deliver a range of significant positive planning and regeneration benefits as discussed within this report, including:

- Providing new high quality 1-bedroom flats which will be attractive to a wide range of future occupiers including young professionals, couples and key workers.
- Providing higher quality accommodation that will be attractive to a wide range of future occupiers including young professionals, couples, and key workers. All dwellings will meet nationally described space standards.
- Improving the appearance of the building through appropriate repair / refurbishment.
- Providing dedicated bin storage and secure cycle storage provision.
- 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 development of brownfield land which will help reduce the pressure to build on green space and Green Belt land. 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.

7.3 On this basis Paul Butler Associates are pleased to provide this Planning Statement in support of the planning application and look forward to working with Manchester City Council in progressing the application through to determination.