

Land to the rear of 309 Dickenson Road, Longsight, Manchester

Planning Statement

on behalf of: Abbeyway Commercial Ltd

July 2021

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1 Introduction

Purpose of the Planning Statement

- 1.1 This Planning Statement has been prepared by Q+A Planning Ltd ('Q+A') on behalf of Abbeyway Commercial Ltd to support a full planning application for the development of the site to provide two, 5 bed dwellings on vacant land to the rear of 309 Dickenson Road, Longsight, M14 0NR together with car parking and ancillary facilities to serve the proposed development and for use by the occupants of 309 Dickenson Road .
- 1.2 The purpose of this statement is to provide details of the application proposals, describe the site and surroundings, review the planning policy framework, identify key benefits of the application and draw conclusions as to the site's suitability for the proposed development.
- 1.3 Detailed research and investigations have been carried out by a professional team of consultants on behalf of the application. Various documents have been submitted in support of the planning application in accordance with the relevant national and local validation requirements and are summarised in Table 1.1 below.

Table 1.1 Document Schedule

Document	Author
Application Form and Certificates	Q+A Planning
Planning Statement	Q+A Planning
Waste Management Proforma	Q+A Planning
Transport Statement	Highways Advice Ltd
Drainage and SuDS Strategy	Marston and Grundy LLP
Desk-top Ground Investigation	Applied Geology

- 1.4 The following plans have also been prepared by Corstorphine + Wright to accompany the application:

Table 1.2 Application Drawing References

Plans	Drawing Reference
Existing Site Plan	19584-0302-Revision00
Existing Street Elevation - Birch Lane	19584-0310-Revision00
Existing Street Elevation - Honor Street	19584-0311-Revision00
Proposed Site Layout	19584-0209-Revision06
Proposed Floorplans Site Plan	19584-0304-Revision02
Proposed Elevations – Houses 1 & 2	19584-0305-Revision01
Proposed Street Elevation - Birch Lane	19584-0312-Revision01
Proposed Street Elevation - Honor Street	19584-0313-Revision01

Proposed Boundary Treatment	19584-0219-Revision00
Proposed Indicative Boundary Treatment Details	19584-0318-Revision01
Visual 01	19584-0314-Revision02
Visual 02	19584-0315-Revision02
Visual 03	19584-0316-Revision02
Visual 04	19584-0317-Revision02

Pre-Application Consultation

- 1.5 A pre-application submission was made to the Local Planning Authority in April 2020. The details submitted related to a different scheme to that currently proposed. The property 309 Dickenson Road was included within the site edged red and it was asserted that this was a sui generis, large HMO. In addition, 2 blocks of residential accommodation were proposed each containing 2 x 5 bed houses and 1 bed basement apartment and providing a total new build of 6 units on the rear land. One block was to front onto Birch Lane and one Honor Street.
- 1.6 The Council responded in May and June 2020 identifying a number of issues which needed to be addressed prior to the submission of a planning application including the following:
- the Council are of the view that the authorised use of 309 Dickenson Road is of a single dwelling and not a sui generis 9 bed HMO since there is no planning approval to indicate otherwise;
 - appropriate levels of amenity space and car parking should be provided to serve 309 Dickenson Road;
 - that the overall level of amenity space to serve the proposed units is inadequate and as a result could be considered as an overdevelopment of the site. The Council are of the view that fewer houses without basement accommodation should be provided with individual gardens. Further, that the amenity space standards set out within the Manchester Residential Quality Guidance are only a guide and it is relevant to consider the character of the surrounding area; and
 - that the proposed level of car parking on Birch Lane would dominate the street scene;
- 1.7 Overall, it was considered that whilst the principle of residential development was acceptable the scheme as submitted could not be supported.
- 1.8 We are grateful for the input of the Council's officers and as a result the scheme has been comprehensively re-designed. The details of the scheme are discussed later in the statement at section 3 but the principal changes are summarised below:
- 309 Dickenson Road is now excluded from the application and is to remain as a dwelling. Additional amenity space is to be provided to serve the property along with additional parking with improved access arrangements;

- 2 x 5 bed dwellings only are to be provided (4 units less than the previous scheme) with no basement accommodation;
- a quality development is proposed which is sympathetic to the scale, massing and design of that surrounding and which will improve the appearance of a currently neglected, vacant brownfield site;
- increased levels of private amenity space is to be provided to serve the two dwellings and with direct access from the dwelling;
- sufficient parking and bin storage is to be provided to serve the new dwellings and 309 Dickenson Road; and
- new covered, secure cycle parking is to be provided to serve the development and to be available for the occupants of 309 Dickenson Road.

Structure of the Planning Statement

1.9 The remainder of the Planning Statement is structured as follows:

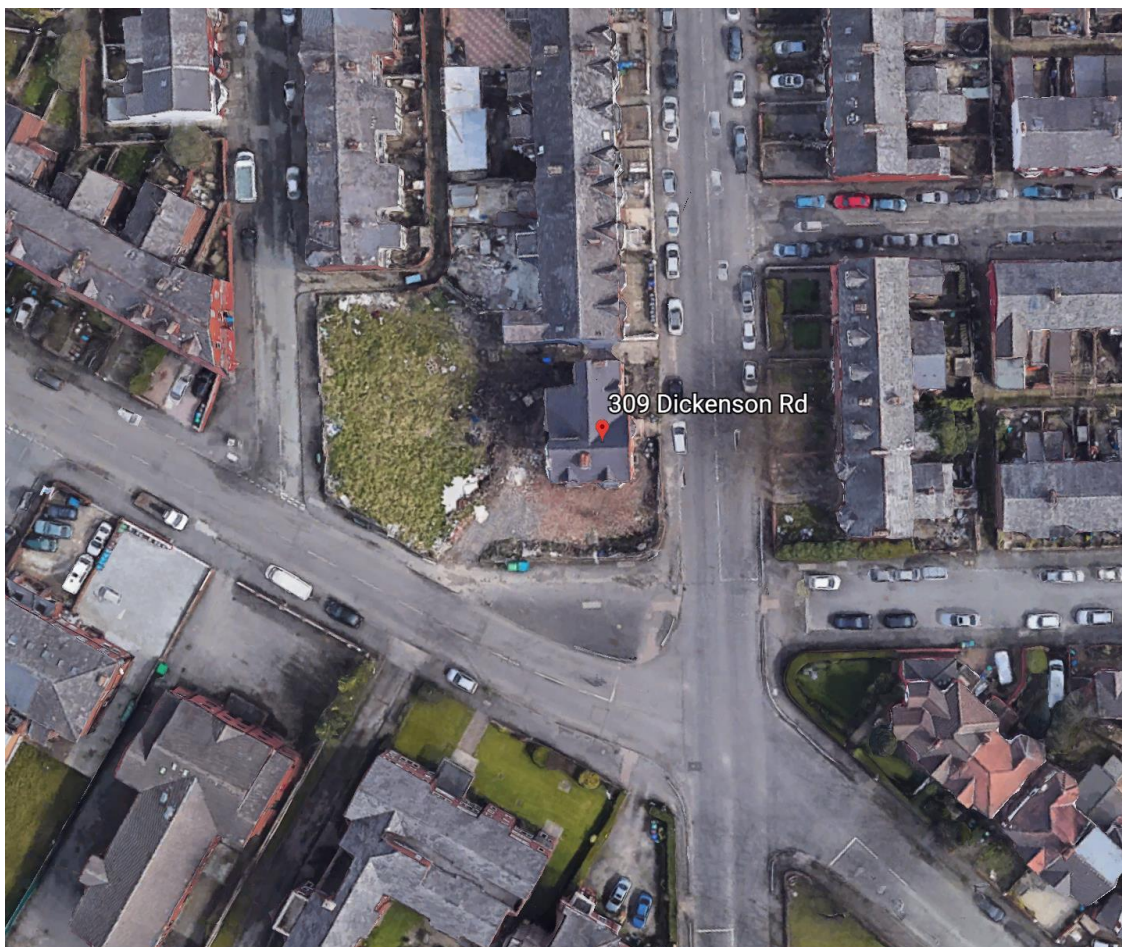
- Section 2 describes the location and characteristics of the application site and surrounding area, including planning history;
- Section 3 provides details of the proposed development, the general design principles and concepts which have been applied and describes the key benefits of the application scheme;
- Section 4 sets out the planning policy context, having regard to the National Planning Policy Framework (NPPF), the development plan and other material considerations;
- Section 5 assesses the compatibility of the scheme with the requirements of the NPPF and relevant development planning policy and demonstrates that the proposed development accords with those policies; and
- Section 6 provides our overall summary and conclusions.

2 Application Site and Planning History

Application Site and Surrounding Area

- 2.1 The site is located to the rear of 309 Dickenson Road, a substantial detached 3 storey, 9 bed house. The site measures some 0.1ha and is located in a prominent location at the junction of Dickenson Road and Birch Lane.

Figure 2.1 Aerial view of the application Site



- 2.2 The land is currently vacant and was part in the past occupied by a large dwelling abutting 309 Dickenson Road (evident by the blank gable on part of the rear elevation of the building) but this building was demolished some time ago. The land is now vacant and unused. It is partly enclosed by fencing, has been subject to fly tipping and has an unkempt appearance which detracts from the street scene.

Figure 2.2 Views of Application Site



- 2.3 The site abuts two houses along its eastern boundary. It is separated from 311 Dickenson Road by a driveway and by an alleyway to 2 Honor Street to the rear. The site abuts roads on its other boundaries.
- 2.4 There are currently two points of access into the site (each with dropped kerbs); one to the eastern side of 309 Dickenson Road, in between the properties and one off Birch Lane which served the previous house.
- 2.5 The site is located within a residential area comprising of 3 storey properties fronting the main roads; Dickenson Road and Birch Road and with smaller 2 storey dwellings on Honor Street. All have small, rear back yards / gardens and with a dense urban fabric. Properties on the opposite side of Birch Lane comprise large, flatted developments.

- 2.6 The site has a good access to a range of facilities and services. The district centre of Longsight lies some 200m to the east of the site and there are regular bus services on Dickenson Road (the A6010) and the nearby A6, Stockport Road and A34 Birchfields Road / Anson Road to Manchester City. There are two train stations both within 2km from the site; Levenshulme and Belle Vue.

Planning History

- 2.7 The site has limited planning history. However, a planning application for residential development was submitted in 2005 (ref 074247/FO/2004/N2). The scheme proposed two, 4 storey buildings each providing 7 apartments, fronting onto Birch Lane with car parking to the rear. The application was refused for two reasons; firstly, that the proposed disposition of the component buildings on the site related poorly to the surrounding properties, resulting in a development which was incongruous and detrimental to the urban form and visual amenity of the area and secondly, that the development would harm the character of the area as a result of its urban form, scale and massing, external appearance and the amount of hard surfacing around the building.
- 2.8 Following the refusal of planning permission further discussions took place to address the principle issue of refusal; that of design. Whilst not submitted as a formal application, it is apparent from details on file that the indicative revised scheme which was to be of 3 stories in height was a more sympathetic design. It proposed to re-create the street scene, contained detailing to the building which was reflective to that surrounding and included additional planting. Notes on file record indicate that it would have received the support of the design officer at that time.
- 2.9 Comments made in respect of the refused application and the subsequent indicative amendments have been used to inform the current design.

3 The Proposed Development

- 3.1 The application proposes the erection of two, 3 storey, detached dwellings located on vacant land to the rear of 309 Dickenson Road. Each of the properties will have 5 beds located on the first and second floors.

Figure 3.1 Proposed Site Plan



- 3.2 The existing access off Birch Lane is to be re-instated and will provide access to 5 parking spaces whilst a new access off Honor Street is to be created to provide an additional 6 car parking spaces including one accessible space. Thus, providing a total of 11 spaces to serve the 3 units.

- 3.3 As part of the development it is proposed that the existing vehicular access to 309 Dickenson Road be closed and retained only to provide pedestrian and cycle access.
- 3.4 Amenity space to serve the new dwellings would be available directly accessed from the dwellings. Unit 1 includes 86m² of private garden and unit 2 140m². Property 309 Dickenson Road would have a garden measuring 190m².
- 3.5 New landscaping is proposed throughout the site to enhance the street scene and create private amenity space.
- 3.6 In terms of boundary treatment, it is proposed that the original brick wall be re-instated to the boundary of 309 with a hedge planted behind. A fence will be erected behind this where it forms the garden to the property. The remainder of the boundaries will be a combination of brick wall and fencing to reflect previous boundary detailing. Further fencing is proposed within the site to provide security and privacy to the garden areas.
- 3.7 Appropriate levels of bin storage and a new covered, secure cycle store to accommodate 10 bikes is to be provided.
- 3.8 The buildings are to front onto Birch Lane and positioned in a staggered form to reflect the pattern of development. When viewed from Birch Lane, the buildings act as a transition in height being 1.82m lower than 309 Dickenson Road and 0.1m higher than 87 Birch Lane. The buildings are of design and use materials which reflect that nearby but include contemporary detailing to add interest to the appearance. As a result, the proposed dwellings complement the existing built form and enhance the street scene.

Figure 3.2 Street Elevations





- 3.9 The dwellings are to be constructed in brick with a slate effect roof tile. The windows and doors are to be in grey aluminium. Feature recessed patterned brickwork, stone heads and sills and timber cladding are to be included on the elevations to add interest.
- 3.10 Whilst the property 309 Dickenson Road is not included within the application site, it is within the applicant's ownership and therefore is edged blue on the location plan. It is proposed that should planning permission be granted for the proposed two dwellings, that 309 Dickenson Road will be used for C3(b) purposes; providing care to up to six people living together as one household. The use of the property for this purpose does not require planning permission and falls within the general use class C3.
- 3.11 It is proposed that care will be provided to a range of individuals across the spectrum of developmental impairments including those with autism and mental health impairments. Individuals will have 24 hour care enabling them to live within the local community to increase their independence and promote self-confidence in a safe, supportive environment.

4 Planning Policy Context

- 4.1 This section describes the relevant adopted local planning policies as well as national planning policy and other material considerations which the decision taker should have regard to.
- 4.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 require that planning applications must accord with the provisions of the adopted Development Plan unless material considerations indicate otherwise.
- 4.3 The National Planning Policy Framework (NPPF 2019) represents a material consideration. The NPPF advises that there is a presumption in favour of sustainable development and that development in accordance with the development plan should be granted without delay unless material considerations indicate otherwise (paragraph 11).
- 4.4 Manchester City Council's adopted development plan for the area comprises the Core Strategy 2012 – 2027 (adopted July 2012) and the remaining saved policies of the Unitary Development Plan (1995).

National Planning Policy

- 4.5 The NPPF (2019) is a key material consideration in all planning decisions and sets out the overarching policy priorities for the planning system against which local plans will be prepared and decisions made on planning applications.
- 4.6 Paragraph 7 of the NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 adds that achieving sustainable development means that the planning system has three overarching objectives; economic, social and environmental which are interdependent and need to be pursued in mutually supportive ways.
- 4.7 Further, paragraph 11 notes that at the heart of the Framework is a presumption in favour of sustainable development which for decision-taking means:
- approving development proposals that accord with an up-to-date development plan without delay; and
 - where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 4.8 In terms of decision-making, the document advises at paragraph 38 that local planning authorities should approach decisions on proposed development in a positive, creative way. They should work with applicants to secure developments that will improve the economic, social and environmental conditions of the area and in particular, approving applications for sustainable development where possible.
- 4.9 Paragraphs 39-46 encourage early engagement and pre-application discussions to improve the efficiency and effectiveness of the planning system and outcomes for the community.
- 4.10 The NPPF considers over a number of chapters how the Government's objectives will be achieved. Of particular relevance to the current proposal are chapters 5, 9, 11, 12, 14 and 15 which are discussed in more detail below.

Section 5 - Delivering a sufficient supply of homes

- 4.11 Paragraph 59 of the NPPF states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
- 4.12 The document notes at paragraph 68 that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities are encouraged to adopt various strategies including supporting the development of windfall sites through their policies and decisions and giving great weight to the benefits of using suitable sites within existing settlements for homes

Section 9 – Promoting sustainable transport

- 4.13 The NPPF emphasises that transport policies have an important role to play in facilitating sustainable development and in contributing to wider sustainability objectives.
- 4.14 When considering development proposals, paragraph 109 makes clear that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.

4.15 Within this context, paragraph 110 encourages applications for development applications should

- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas and secondly – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of good and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

4.16 With regard to parking standards the NPPF advises at paragraph 105 that policies for residential development should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Section 11 – Making effective use of land

4.17 Paragraph 117 confirms that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

4.18 Specifically, paragraph 118 of the NPPF makes clear that planning policies and decisions should amongst other things give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs and promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

4.19 Regarding the density of development. Paragraph 122 notes that policies and decisions should support development that makes efficient use of land taking into account the following factors:

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

Section 12 – Achieving well-designed places

4.20 Paragraph 124 advises that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

4.21 Paragraph 127 advises that planning policies and decisions should ensure that developments:

- 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, layout and appropriate and effective landscaping;
- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change;
- establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive 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; and
- create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

- 4.22 Paragraph 130 notes that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. Conversely, it notes that where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.

Section 14 – Meeting the challenge of climate change, flooding and coastal change

- 4.23 Section 14 outlines that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

Section 15 – Conserving and enhancing the natural environment

- 4.24 Section 15 of the NPPF seeks to ensure policies and decisions contribute to and enhance the natural and local environment by amongst other things, minimising impacts on and providing net gains for biodiversity.

Conclusion in relation to the NPPF

- 4.25 The NPPF places a firm emphasis on promoting and supporting the development of under-utilised land and buildings and makes clear that there is a presumption in favour of sustainable development. These factors weigh heavily in favour of approving the scheme which is considered to embody sustainable development.

Planning Practice Guidance

- 4.26 The Planning Practice Guidance (PPG) is an online planning guidance resource intended to make guidance more accessible and easier to keep up to date.

Design

- 4.27 The PPG stresses the importance of good design and states that planning should drive up standards across all forms of development. As a core planning principle, plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or spaces that work well for everyone.

The Development Plan

- 4.28 The Manchester Core Strategy was adopted in 2012 and covers the period 2012 to 2027. It sets a vision for the long-term future of the city, bringing together a number of strategic planning processes into one place. Key policies considered relevant to the application proposals are addressed in detail below.
- 4.29 The plan includes a number of spatial objectives. One such objective is **S03 - Housing** which seeks to provide for a significant increase in high quality housing provision at sustainable locations throughout the City to both address demographic needs and to support economic growth.
- 4.30 **Policy SP1 Spatial Principles** provides guidance on the key spatial principles which will guide the strategic development of Manchester. The policy states that the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The policy identifies regeneration areas across the city, including the Central Area where the application lies and states that all development should have regard to the character, issues, and strategy for each regeneration area.
- 4.31 The policy highlights the core development principles which should apply to all development within the city including the need to make a positive contribution to neighbourhoods of choice by:
- creating well designed places that enhance or create character;
 - making a positive contribution to the health, safety and wellbeing of residents;
 - considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income; and
 - protect and enhance the built and natural environment.
- 4.32 Finally, SP1 highlights amongst other things, the need for development to reuse previously developed land wherever possible, be appropriately located to reduce the need to travel and provide good access to sustainable transport provision.
- 4.33 **Policy H1 Overall Housing Provision** identifies the net housing requirement for the plan period and specifies the parts of the city where new housing will be prominent. The policy identifies appropriate densities and encourages high densities in both the city centre and across the region and also states that 90% of residential development will be on previously developed land. The policy highlights the need for design to give privacy to both its residents and neighbours.

- 4.34 **Policy H5 Central Manchester** states that Central Manchester will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.
- 4.35 **Policy H10 Housing for people with additional support needs** states that proposals for additional support needs will be supported providing it does not compromise 3 requirements:
- there is not a high concentration of similar uses in the area already;
 - where it will contribute to the vitality and viability of the neighbourhood.
 - where there would not be a disproportionate stress on local infrastructure such as health facilities.
- 4.36 In the explanation to the policy it is noted that the Council welcomes the development of appropriately designed accommodation which enables people with additional support needs to maintain an independent lifestyle, and supports the work of housing associations and other agencies in this respect. The policy acknowledges that people with additional support needs may include homeless people, elderly people, people with mental health problems, people who have experienced domestic violence, people with a long term debilitating illness, people who suffer drug or alcohol addiction, young people with specific support needs and people with learning or sensory disabilities.
- 4.37 **Policy T2 Accessible areas of opportunity and need** advises the Council will manage the pattern of new development to ensure it is located with good access to the main economic drivers, is accessible by walking cycling and public transport connecting residents to jobs, centres, health, leisure open space and educational opportunities. The policy also confirms that car parking standards are maximums and cycle and accessible parking are minimum standards.
- 4.38 **Policy EN1 Design Principles and Strategic Character Areas** stresses the need for development to have regard to the strategic character area in which the development is located and requires Design and Access Statements to detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City.
- 4.39 **Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development** specifies how the Council seeks to reduce the growth in CO2 emissions through design features that provide passive heating, natural lighting and cooling to reduce the need for energy. The policy encourages features such as improved insulation and glazing, the use of low or zero carbon energy generating technologies and the use of building materials with low embodied carbon.

- 4.40 **Policy EN8 Adaptation to Climate Change** requires all new development to be adaptable to climate change and advises developers to have regard to issues including minimisation of flood risk by appropriate siting, drainage, and treatment of surface, and the need to control overheating of buildings through passive design.
- 4.41 **Policy EN15 Biodiversity and Geological Conservation** states that the Council will seek to maintain or enhance sites of biodiversity and geological value and that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site.
- 4.42 **Policy DM1 Development Management** lists the issues which all development should have regard to, the list includes the following:
- siting, layout, scale, form, massing;
 - Impact on the surrounding areas in terms of design, scale and appearance;
 - Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation;
 - Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes;
 - Community safety and crime prevention;
 - Adequacy of internal accommodation and external amenity space;
 - Refuse storage and collection;
 - Vehicle access and car parking; and
 - Flood risk and drainage.

Supplementary Planning Documents / Other Material Considerations

Guide to Development in Manchester SPD (April 2007)

- 4.43 This SPD advises that the scale of new developments should be informed by the local area and states that a high quality environment should be created by buildings which reflect their purpose and respect the place in which they are located.
- 4.44 The SPD advises that infill sites should respect and enhance the simple urban character of the area whilst at the same time introducing choice, variety and interest, although pastiche, or poorly considered new developments or extensions will be discouraged. There will be a need to ensure that new developments and conversions respect and enhance the historic context, in particular the size, scale and elevational detail of the existing “villas”. The relationship of buildings to site boundaries, the rhythm and proportion of buildings within their own sites, the scale of streets and properties enclosing them, and retaining the level of tree coverage, are key elements to be considered.

- 4.45 The SPD seeks to avoid the loss of front gardens to parking areas and ensure the provision of appropriate boundary treatment.

Manchester Residential Quality Guidance (March 2017)

- 4.46 This guidance document outlines the considerations, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester.
- 4.47 In terms of the provision of external amenity space, the document advises that sufficient private amenity space that meet the demands and needs of the intended users will be encouraged. This should be no less than 5 sq. m in the case of one bed units, increasing to 7 sq. m for two bedroom units and 9 sq. m for a three bed units. It further advises that private space should be directly related to the home so that there is a sense of ownership, it is readily accessible and easily maintained.
- 4.48 With regard to refuse and recycling the guidance states that incorporating an integrated waste solution within developments is important and the Council's Waste Guidance strategy must be adhered to by all residential developments. It advises that bin stores should be well designed and not dominate the threshold of a property. They should be safe and secure and readily accessible to the local authority refuse collection service or by a private contractor.

Policy Summary

- 4.49 A detailed assessment of the relevant planning policies specific to the application site and development proposals has been made. The key issues insofar as they are relevant to the determination of this application are as follows:
- **Principle of the development of the site and the provision of housing:** consideration of the overall appropriateness of the development of a vacant, brownfield site in a sustainable location and the overall consistency with Section 2 and 11 of the NPPF and policies SP1 and T2 of the Core Strategy. Further, in terms of the provision of windfall housing in an urban area and contributing to the housing supply, the acceptability of the development in terms of Section 5 of the NPPF and policies S03, SP1, H1 and H5 of the Core Strategy.
 - **Design and appearance:** the extent to which the external appearance of the proposed housing is in keeping with the surrounding development in terms of its scale, massing and appearance and whether the development is consistent with section 12 of the NPPF and policies SP1, EN1 and DM1 of the Core Strategy together with SPD (Guide to Development in Manchester) and the Manchester Residential Quality Guidance.
 - **Access, parking and the servicing of the site:** the extent to which the application accords with Section 9 of the NPPF and policy T2 and DM1 in respect of sustainable transport behaviour, vehicular access, parking and waste storage.

- **Landscape and amenity space:** the extent to which the proposed development is acceptable in terms of enhancing the natural environment and in the provision of appropriate amenity space to serve the existing and proposed dwellings in respect of Section 15 of the NPPF and policies EN15 and DM1 of the Core Strategy together with the SPD and Manchester Residential Quality Guidance.
- **Residential amenity:** the extent to which the proposed development protects residential amenity and is acceptable in respect of policy DM1 of the Core Strategy and Manchester Residential Quality Guidance.

4.50 The remainder of this Planning Statement seeks to explain how these planning issues are addressed and why the application is entirely consistent with the development plan, the NPPF and other material considerations.

5 Planning Assessment

5.1 The submitted scheme has taken into account the fact that the site was previously developed, considered the proposals to redevelop the site to provide a flatted scheme together with the comments made by officer's as part of the pre-app process. In addition, an assessment has been made against policies contained within the development plan and the national planning policy context outlined in Section 4 of this statement. It is considered that the key issues relevant to the determination of the application are as follows:

- principle of the development of the site and the provision of housing;
- design, appearance and layout;
- accessibility, parking and the servicing of the site;
- landscaping and amenity space;
- residential amenity; and
- other considerations

5.2 Each of these issues are discussed in turn below.

Principle of Development and the Provision Housing

5.3 The current proposal comprises the development of a vacant plot of land to provide two, five bed dwellings. The site lies within the urban area and forms a neglected, unused piece of land which detracts from the street scene.

5.4 The site is not allocated but lies within the urban area of Manchester and is surrounded by residential development. The redevelopment of the site for housing accords with planning policy in terms of making efficient use of a brownfield site within the urban area to meet an identified need. In addition, the site is in a sustainable location being well related to adjoining residential development, employment opportunities, public transport and other services within the vicinity.

5.5 It is acknowledged that the Council have an excess of a 5 year housing supply. However, this supply includes the contribution of windfall sites which the proposed development of this site represents. The site comprises previously developed land, within the urban area and which is readily available for development. It would provide 2 houses which would provide a useful contribution to the housing supply.

- 5.6 In addition, the fact that the site previously accommodated a substantial dwelling accessed off Birch Lane should be acknowledged. Whilst the current development is of a different form, the proposals seek to re-establish the principle of development at the site. Further, the appropriateness of the site for redevelopment for residential purposes was considered in the recent past and whilst that application for residential development was refused, it was on the basis of design matters and not the principle of residential development per se.
- 5.7 The proposed development therefore reflects past development at the site and accords with planning policy at a national and local level. In particular it accords with section 2 of the NPPF which places emphasis on achieving sustainable development, section 5 which supports the need to increase the supply of housing and section 11 which stresses the need to make efficient use of land especially in sustainable locations. These policies are reflected at a local level with spatial policies contained within the Core Strategy including S03, SP1, H1 and H5. The current proposals meet the following objectives set out in these policies:
- provides high quality housing in the Central Manchester area which is sympathetic to the character of the area;
 - comprises development on previously developed land on land within the urban area in sustainable locations thereby contributing to the 90% target of brownfield redevelopment; and
 - provides high value, high quality housing capable of meeting a variety of needs in the Central Manchester area and contributing to the 14% target for the area.
- 5.8 It is therefore considered that the principle of the proposed development is acceptable and the appropriateness of the proposed development in planning terms depends upon site specific and contextual issues relating to the site. The relevant detailed issues are discussed below.

Access, Parking and Servicing

- 5.9 There are currently two points of access to the site each with dropped kerbs; one to the eastern side of 309 Dickenson Road in between the properties and one off Birch Lane which served the previous house. It is proposed that the existing access off Birch Lane be re-instated and will provide access to 5 parking spaces located to the front of the proposed dwellings and a new access will be created off Honor Street to provide an additional 6 car parking spaces including one accessible space.
- 5.10 In addition, it is proposed that the existing access and two parking spaces adjacent to 309 Dickenson Road be removed and the access made available for pedestrian use only. A total of 11 spaces are therefore to be provided to serve the two new dwellings and 309 Dickenson Road.

5.11 As noted in the Highway Statement prepared by Highways Advice Ltd there are no adopted car parking standards and each application is to be considered on its own merits. On this basis the statement advises that the proposed car parking is justified on the basis that a slightly higher level of provision is considered appropriate for larger 5 bed houses which may have increased demand for car parking provision. Further, the proposed provision also allows for the additional requirement to meet the needs of the C3(b) use of 309 Dickenson Road in terms of staff and visitor demand. Overall, this level of provision would ensure that the needs of the development are met within the curtilage of the site and would avoid any pressure for on street parking on the adjoining roads.

5.12 In addition, the report concludes:

- The application site is situated in an accessible urban location approximately 250m walking distance from Longsight district centre. It has good levels of public transport accessibility and is within 200m walking distance of frequent bus services on Dickenson Road.
- The proposals seek to remove the existing hazardous driveway access at 309 Dickenson Road and to re-use the existing vehicular access onto Birch Lane and create a new vehicular access onto Honor Street. Both vehicular access points incorporate visibility splays of 2.4m x 25m in both directions, in accordance with 'Manual for Streets' guidance.
- A secure cycle parking area (sufficient to accommodate the parking of 10 bicycles) is also to be provided for residents and visitors to the proposed development.

5.13 It is therefore considered that the proposed development is in accordance with Section 9 of the NPPF and accords with policy T2 and DM1 of the Core Strategy. Further, that the proposed development is acceptable in respect of transport and highways matters.

Design, Appearance and Layout

5.14 The proposed dwellings have been designed to act as a transition in height in between the existing properties on Dickenson Road and those adjoining on Birch Lane and Honor Street. Thus, the proposed development is to be slightly lower than 309 Dickenson Road and slightly higher than the adjoining properties on Birch Lane / Honor Street thereby creating an aesthetic step between the existing 2 and 3 storey properties and ensure they sit comfortably in the street scene.

5.15 In addition, to further visually bed the new dwellings into their surroundings, a similar material palette is proposed. The brickwork finish/colour will be selected to ensure that the new properties will be readily assimilated with the neighbouring properties. Likewise, the proposed slate roof is fully in keeping with surrounding properties.

- 5.16 A decorative band has been introduced to break up the overall mass and provide a further link with neighbouring properties. Stone heads and sills are also proposed and are reminiscent of the surrounding street scene.
- 5.17 The property which fronts both Honor Street and Birch Street has dual frontage. Both elevations can intentionally be read as the 'front' of the property, thereby acknowledging the important corner position of this property.
- 5.18 Window proportions have generally been informed by 309 Dickenson Road. Large bays have been introduced to flood the houses with light and offer future residents a good connection with the newly landscaped gardens.
- 5.19 Overall, the proposed development has been designed to introduce a building which reflects the proportions and materials of adjoining dwellings but introduces new contemporary elements which will complement the existing urban form. The buildings are of design which reflect that nearby but include contemporary detailing to add interest to the appearance. As a result, the proposed dwellings complement the existing built form and enhance the street scene.
- 5.20 The proposed development is considered to meet the objectives of Section 12 of the NPPF in terms of achieving well designed places and is in full accordance with policies SP1, EN1 and DM1 of the Manchester Core Strategy together with the Manchester Residential Quality Guidance.

Landscaping and Amenity Space

- 5.21 The current proposals include the provision of private garden areas directly accessible from the dwellings. The gardens will be landscaped and will provide an appealing and useable amenity space for the future occupants of the dwellings.
- 5.22 Landscaping is proposed throughout the site which will enhance the street scene and soften the appearance of the development. The details of the proposed planting can be dealt with by condition should planning permission be forthcoming.
- 5.23 Although the existing garden to 309 Dickenson Roads falls outside the site edge red, the proposal includes a dedicated and landscaped amenity space for the residents of this property. The boundary wall will be re-instated, the two existing trees will be retained and additional new planting is proposed along with a fence. This will provide a private and secure amenity space and a significant improvement to that currently available. In addition it provide a noticeable enhancement to the street scene in this prominent location at the junction of Dickenson Road and Birch Lane. The client is willing to accept a planning condition to ensure the provision of these works as part of the development.

- 5.24 The size of the proposed gardens are significantly bigger than those in the vicinity of the site and in excess of the guidelines set out in the Residential Quality Guidance.
- 5.25 The area is generally characterised by properties with small enclosed rear yards with limited planting, separated by rear alleyways. The three nearest houses on Dickenson Road have gardens ranging from 112m², 48m² and 86m², whilst those on Honor Street 18m², 21m² and 25m².
- 5.26 The Residential Quality Guidance advises that residents should have access to readily useable private amenity space which the proposed development offers. Whilst there is no specific standard for a 5 bed house, if the requirement for a 1 bed unit is used as a guide this would require a minimum of 25m² per unit. The current proposals are significantly in excess of this figure at 85m² (unit 1) and 140m² (unit 2). The property 309 Dickenson Road would have a garden measuring 190m², also in excess of the standards.
- 5.27 Overall, the comprehensive approach to the landscaping and creation of amenity space at the site will ensure that the visual amenity of this this key corner site is greatly enhanced and the requirement for the provision of private amenity space for occupiers is met. As such it is considered that the proposals are in accordance with Section 15 of the NPPF and policies EN15 and DM1 of the Core Strategy.

Residential Amenity

- 5.28 The properties have been designed to ensure that there is no overlooking or loss of privacy for adjoining residents. Both of the adjoining properties, 2 Honor Street and 311 Dickenson Road have gable ends facing towards the application site. With regard to 309, the end elevation facing the site is a part blank gable where the former house used to be located and whilst there are secondary, non-habitable windows on the remaining part of this elevation, these only serve the stair well and store rooms.
- 5.29 The development overall is of a scale and massing appropriate to the area and will not create an overbearing presence for adjoining houses.
- 5.30 It is therefore considered that the proposed development complies with Policy DM1 of the Core Strategy in respect of the preservation of amenity.

Other Considerations

- 5.31 As part of the submission two further documents have been provided to support the application which are discussed below.

Drainage and SuDS Strategy

- 5.32 A Drainage and SuDS Strategy has been prepared by Marston and Grundy LLP which confirms that the site lies within Flood Zone 1 and as such is at a low risk of flooding. The report notes that given the poor ground conditions and the fact that the watercourse / surface water sewer is located some distance from the site, it is proposed to drain the site to the local combined sewer.
- 5.33 In terms of surface water, the drainage strategy is to collect the runoff from the roof of the new residential properties and direct it to a new below ground surface water drainage network that will outfall to the combined public sewer via a new manhole connection. Due to the flow restriction, attenuation will take the form of a geocellular crated tank. The parking areas will be constructed in permeable paving.
- 5.34 Foul drainage generated from the new development will discharge to the existing combined water public sewer in Honor Street via a new connection.

Desk-top Ground Investigation

- 5.35 A Desk-top Ground Investigation was undertaken by Applied Geology. The report notes that other than some potentially minor sources of contamination associated with the existing 309 Dickenson Road there are no obvious sources of significant potential contamination and no made up ground is anticipated.
- 5.36 The report recommends that a ground investigation comprising a series of driven continuous sampling boreholes across the site be undertaken. Soil samples could then be taken to inform foundation design together with routine chemical testing for any substances.
- 5.37 The two reports have confirmed that neither drainage nor ground contaminants present any impediment to the development of the site for residential purposes. Appropriate conditions can be imposed should planning permission be forthcoming requiring the submission of further details prior to the construction of the development.

6 Summary and Conclusions

- 6.1 This Planning Statement has been prepared by Q+A Planning Ltd ('Q+A') on behalf of Abbeyway Commercial Ltd to support a full planning application for the development of the site to provide two houses, associated car parking, landscaping and boundary treatment on vacant land to the rear of 309 Dickenson Road.
- 6.2 Pre-application discussions with the Council advised that the principle of residential development would be acceptable however the scheme put forward at that time had a number of shortcomings. As a result, the scheme was comprehensively redesigned to take into account the issues raised by the planning officer.
- 6.3 The application is accompanied by detailed plans, elevations and street views prepared by Corstophine and Wright. In addition other key documents have been provided to support the application including a Highways Statement, Desk-top Ground Investigation Report and a Drainage and SuDS Strategy. The Planning Statement has outlined how the scheme accords with both national and local planning policy and demonstrates that the site is a suitable and appropriate location for residential development.
- 6.4 The erection of two, three-storey dwellings therefore represents sustainable development, meeting the following objectives:
- the proposal would make efficient use of under-used, neglected piece of land without compromising the character of the area or residential amenity;
 - the proposed development offers a well-designed scheme which, together with associated proposed landscaping would offer a significant visual enhancement to the street scene and prominent corner site;
 - the proposed development would make a minor, but nonetheless relevant contribution to the borough's housing supply;
 - the scheme provides appropriate levels of parking and servicing and offers highway benefits through the provision of increased parking and removal of substandard access point onto Dickenson Road; and
 - the site is in a sustainable location being well located to a range of public transport routes, cycle networks and with good access to community facilities and services.
- 6.5 This Statement has shown that the proposals achieve accord with the overall objectives of the NPPF, the Core Strategy and other material planning documents.
- 6.6 In line with paragraph 11 of the NPPF, there are no significant reasons that outweigh the benefits proposed by this sustainable development. Manchester City Council is therefore respectfully requested to approve this application without delay.