

Design and Access Statement

1A Delamere Rd

May 2021

Proposed sustainable residential development of 8no. dwellings
on land north of Delamere Rd, Levenshulme.

**Talo
North.**



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1.0 Introduction

The proposal is a sustainable, new build, residential development on an under-utilised plot of soon to be brownfield land in a key strategic location in the district centre of Levenshulme, Manchester. This document sets out the thinking behind key design decisions and shows a finer resolution of details not included in the planning application and associated drawings.

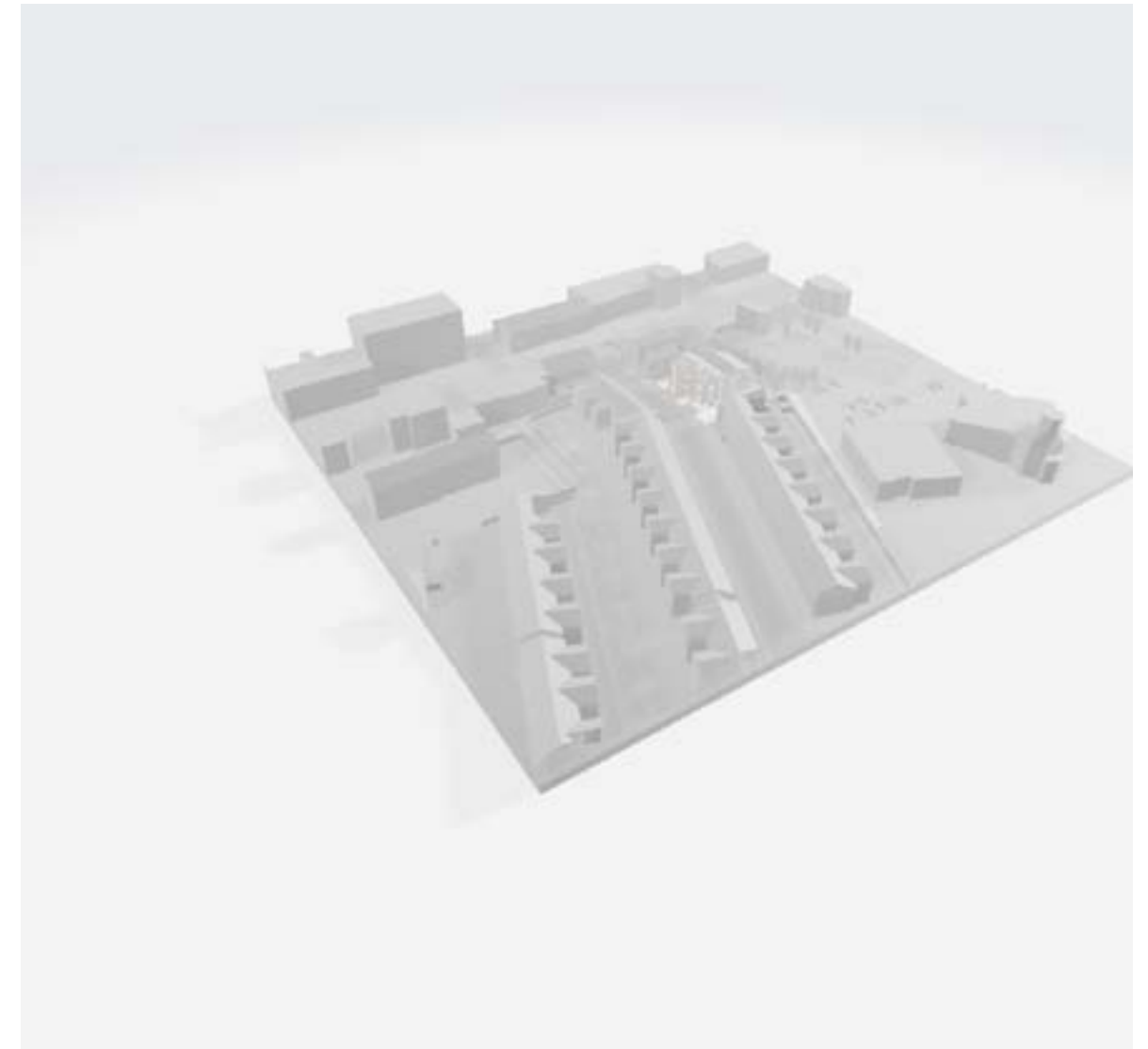
The proposal is consistent with Manchester City Council's Core Strategy Policy H6 where an appropriate placement of high density is encouraged. The site falls under South Manchester Strategic Regeneration Framework, identifying it as a location that could **"increase development around the railway station"** which is within a 5 min walk from the site.

'SK Transport Planning' identifies this site as being very well connected to public transport, as well connected as some city centre sites, scoring 7/8 GMAL. For this reason 'Cushman & Wakefield' have identified this site as an appropriate location for a higher density residential development that will reduce dependency on an already congested road system with predominantly single occupancy car users, by far the most prominent form of transport in the city.

"unless developments of a higher density are supported on sustainable sites, single occupancy car use will be exacerbated within Levenshulme"

Talo North Ltd is committed to delivering a sustainable development, in fabric and in use, that incorporates a range of sustainable, alternative technologies and renewable or low impact materials. Adopted by Manchester City Council in March 2020 the City has a target of **"all new development needing to be zero carbon from 2023 at the latest, when the new Manchester Local Plan is expected to become operational."**

The residential development that Talo North Ltd proposes is beyond current MCC Planning Policy, very likely the first zero carbon residential development in the City. If the commitments by MCC are to be upheld, we ask that a forward thinking, zero carbon development like this is to be supported and celebrated.



2.0 Planning Statement

During pre-app questions were raised regarding the density of the development. Please see key takeouts from a report written by Cushman & Wakefield supporting the density of the development and the design approach Talo North Ltd has taken. The development is in a unique location 5minute walk away from Levenshulme Train Station. The report concludes if density is not supported in well connected District Centres around Manchester the existing traffic congestion problem will only be exacerbated.

The proposed development supports sustainable modes of transport supplying x3 electric car charging spaces (of the 7 proposed) and 100% cycle storage for the buildings residents. This is alongside it's 5min connection to Levenshulme Train Station, 1min walk to buses to both Stockport Town centre and Manchester City Centre. Please see Appendix 4.0 for the full report.

“The small proportion of new development reflects the lack of land available for new residential development in South Manchester (approximately 5% of sites, SHLAA 2010). There is a need for higher densities within District Centres to meet the need for affordable housing and new or specialist housing in other areas to provide alternative high quality housing for people wishing to downsize.” **Policy H 6, Pg. 113, 9.27**

“New development should deliver improvements to the quality and accessibility of the centre environment. Opportunities should be taken to adopt sustainable building design and practises to assist in adapting to climate change (see also Green Infrastructure Policy EN 9).” **Manc Core Strategy Pg. 138**



The application site is in a highly sustainable location with a GMAL score of 7/8;

The South Manchester SRF identifies that there is potential to increase development density around the railway station which is within a 5-minute walk from the site;

Increasing the density on sustainable sites such as this one will directly assist in reducing dependency on private car use and will also limit its future use, in line with national planning policy. Unless developments of a higher density are supported on sustainable sites, single occupancy car use will be exacerbated within Levenshulme;

The development will incorporate a range of sustainable alternative technologies and materials;

The development will include a mix of sizes of 1 & 2-bedroom apartments, providing a diversified housing choice;

The site is located within a District Centre where high-density development is identified as being appropriate under Core Strategy Policy H6.



3.0 Location Plan

- 1. Elevated railway line
- 2. Levenshulme Train Station
- 3. Tesco
- 4. Langdale 4 storey apartments
- 5. St Mary of the Angels and St Clare
- 6. A6 Stockport Rd
- 7. Atlas Place 4 storey apartments
- 8. Levenshulme Antiques Village - 4 storey
- 9. Proposed Development site
- 10. Royal Nawaab Banquet hall
- 11. Bankley Studios & Gallery
- 12. Fallowfield Loop

4.0 The Area



Significant location	Planning Granted	No. of Units	Height in metres
.....Atlas Place apartments / 4 storey	Jan 2017	28	14.1 m
.....Bankley Studios & Gallery / 4 storey	N/A	N/A	16 m
.....St Mary of the Angels and St Clare	N/A	N/A	16 m
.....Proposed Development site	N/A	8	9.7 m
.....Langdale Mews / 4 storey	1992	16	11.5 m
.....Tesco	1988	N/A	11 m
.....Royal Nawaab	N/A	N/A	17 m
.....Levenshulme Antiques Village	N/A	N/A	16 m
.....Elevated railway line	N/A	N/A	6 m
.....Mandeville St	1997	10	11.5 m

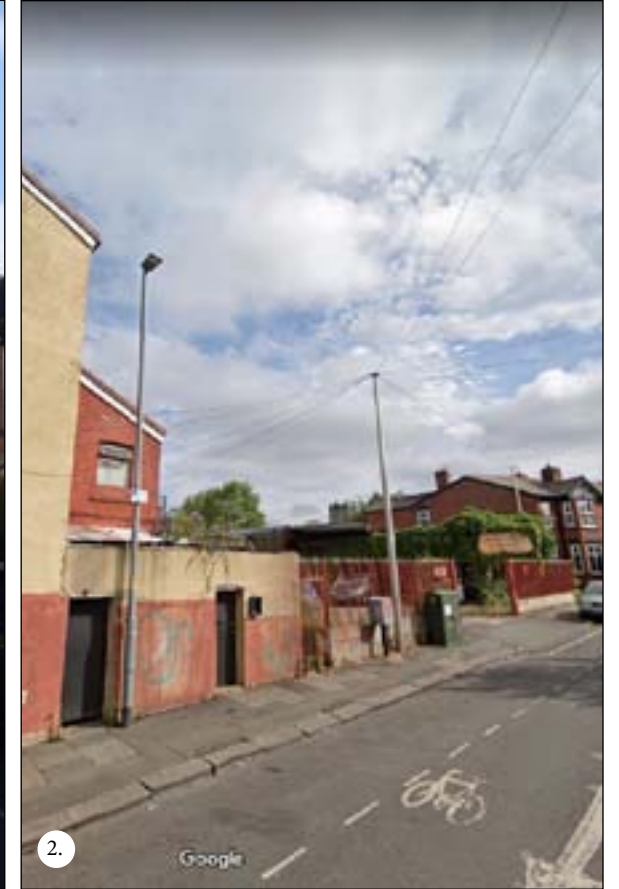
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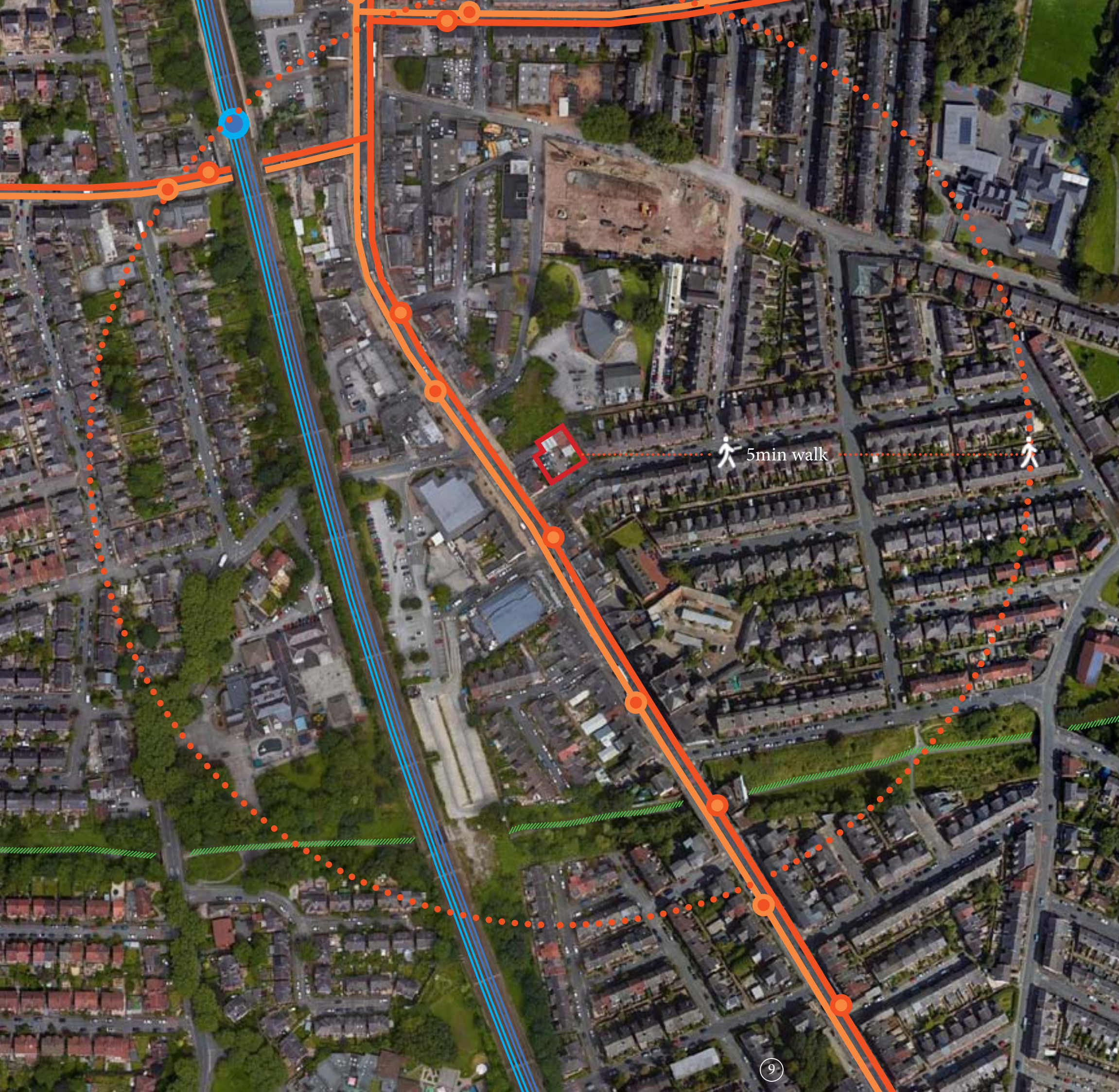
5.0 The Site



The site is situated on Delamere Rd 18m from Stockport Rd. The site address is 1A Delamere Rd, M19 3NG. The grid reference for the site is SJ 87482 94004. (x: 387482, y: 394004)

The buildings occupying it are largely unused with a small car repair business occupying 2/3rds of the buildings, employing 2 people. The rest of the site is used for temporarily storing vehicles. The site is located within a district centre boundary meaning District Centre Planning Policy applies. See page 11 for relevant planning policy.





6.0 Transport

“GMAL score of 7/8. Very good level of accessibility, similar to that found in parts of Manchester City Centre.”
SK Transport Planners

- Proposed development site
- Bus stop > Manchester City Centre
- Bus stop > Stockport Town Centre
- Train Station
- Fallowfield Loop
- 5min walk
- Train > London
- Train > Manchester
- A6 Stockport Rd > Manchester
- A6 Stockport Rd > Stockport

6.1 Transport



Walking / Cycling

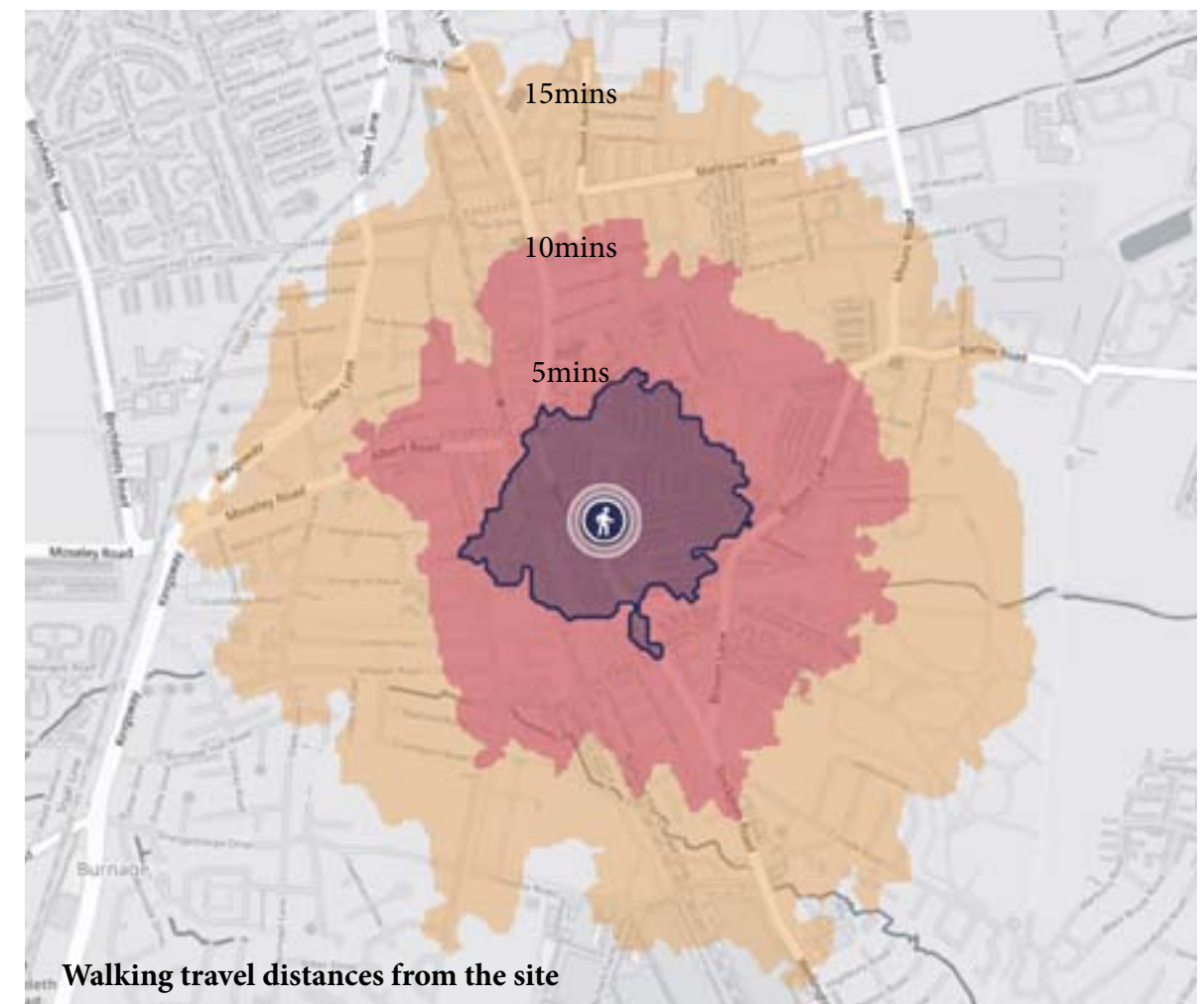
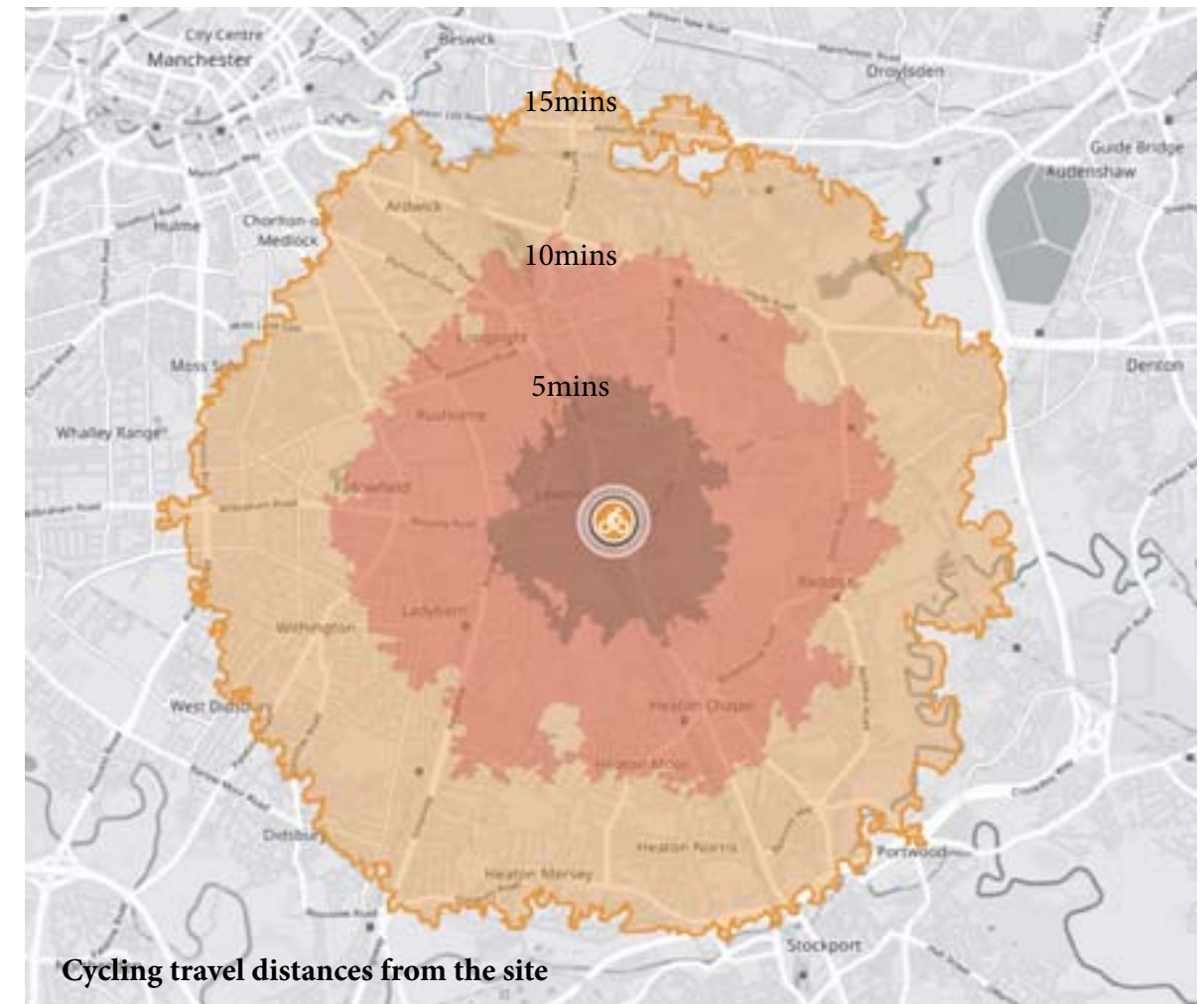
There has been a concerted effort in the area to try to reduce the amount of journeys done by single occupancy cars. This is with a view to converting these journeys to cycle and walking traffic instead. LTN's Low Traffic Neighbourhood trials are currently taking place in Levenshulme with modal filters applied at 14 locations with one proposed actually on Delamere Rd adjacent to the site. Taking cues from this scheme and looking at strong trends for the future in Manchester and the UK we have proposed reduced parking (87.5% provision) and 100% cycle storage provision. The location of the proposed development affords easy access to both Manchester City Centre and Stockport Town Centre in 15minutes by bike. The district centres of the following locations are all accessible by bike with a journey time 15mins or less; Heaton Mersey, West Didsbury, Withington, Ladybarn, Fallowfield, Rusholme, Longsight, Ardwick, Reddish, Heaton Chapel, Heaton Moor, Heaton Norris. Allowing for adequate cycle storage will leave less barriers for occupants of the proposed development to more sustainable forms of transport. Walking from the site for 15mins allows access to the whole of Levenshulme into Longsight to the North and into Burnage and Stockport to the South.

Train

A 5minute walk from the site connects you to Levenshulme Train Station that serves Manchester Piccadilly with direct services to London. Please see Appendix 3.0 for SK Transport Planning's report into the parking provision for the site. This is to be read alongside a positive response from Laura Honeybill from Highways Development Control with a condition that 100% cycle storage be provided with the proposed on-site 87.5% car parking provision.

Responding to direct requests from both Carl Glennon and Sue Wills MCC during pre-app regarding on site 100% Parking provision we changed the design to accomodate on site parking with 87.5% provision. The reasons for not providing 100% as requested are provided in this summary of the report. The findings of the report showed local demand for only 34% and a very high GMAL score of 7/8 showing excellent provision of public transport close to the site.

- Car ownership for apartment residents in Levenshulme is 34%
- GMAL score 7 out of possible 8 showing excellent provision of public transport
 - this includes access to bus routes 150, 171, 172, 179, 197, 191, 192, X92 at a distance of metres from the site, less than 5min walking distance.
 - less than 5min walk to train services to Manchester & Stockport.
- The proposal includes 10 secure sheltered / secure bicycle parking spaces
- Fallowfield Loop is less than 2min by bike connecting Levenshulme to the City Centre 'off-road' and as far as Chorlton.



6.2 Transport / Density

The London Authorities have the most experience of successfully delivering low car housing across suitable areas of Greater London. The draft London Plan (policy T6) states that low-car development should be the starting point for all new development that is well connected by public transport and that sites with a PTAL of between 5-6 are suitable. A PTAL of 5-6 is the equivalent of a GMAL of 7-8.

Manchester is experiencing City Centre growth that is unprecedented. If the trend of habitants living in the City Centre and moving out to District Centres after 5-10years continues, then District Centres will see a huge surge in demand for housing. Supporting appropriate dense development around sustainable transport hubs will in the longer term reduce pressure on existing road infrastructure, increasing intensity of population numbers around these hubs subsequently reducing demand on road networks.

London Housing Design Guide

INTERIM EDITION

London Plan Density Matrix (habitable rooms and dwellings per hectare):

Setting	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
Suburban	150–200 hr/ha	150–250 hr/ha	200–350 hr/ha
3.8–4.6 hr/unit	35–55 u/ha	35–65 u/ha	45–90 u/ha
3.1–3.7 hr/unit	40–65 u/ha	40–80 u/ha	55–115 u/ha
2.7–3.0 hr/unit	50–75 u/ha	50–95 u/ha	70–130 u/ha
Urban	150–250 hr/ha	200–450 hr/ha	200–700 hr/ha
3.8–4.6 hr/unit	35–65 u/ha	45–120 u/ha	45–185 u/ha
3.1–3.7 hr/unit	40–80 u/ha	55–145 u/ha	55–225 u/ha
2.7–3.0 hr/unit	50–95 u/ha	70–170 u/ha	70–260 u/ha
Central	150–300 hr/ha	300–650 hr/ha	650–1100 hr/ha
3.8–4.6 hr/unit	35–80 u/ha	65–170 u/ha	140–290 u/ha
3.1–3.7 hr/unit	40–100 u/ha	80–210 u/ha	175–355 u/ha
2.7–3.0 hr/unit	50–110 u/hr	100–240 u/ha	215–405 u/ha

Appropriate density ranges are related to setting in terms of location, existing building form and massing, and the index of public transport accessibility (PTAL). The setting can be defined as:

- central – areas with very dense development, a mix of different uses, large building footprints and typically buildings of four to six storeys, located within 800 metres walking distance of an International, Metropolitan or Major town centre.
- urban – areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes
- suburban – areas with predominantly lower density development such as, for example, detached and semi-detached houses, predominantly residential, small building footprints and typically buildings of two to three storeys.

London Housing Design Guide. Pg. 29

Proposed Site area - 522sq m (0.0522 hectares)

Proposed No. of units - 8

Proposed Units per Hectare - 153

Proposed footprint - 232sq m (44% of total site area)

7.0 Design Development / Engagement

MCC Planning Engagement

Pre-application engagement has taken place between the Talo North Ltd Design Team and MCC via Carl Glennon and Sue Wills. Please see map of changes according to summary of feedback initially from Carl and subsequently from Sue. There has been a development of 24 design revisions, showing willingness and flexibility on the part of Talo North Ltd.

Key points addressed

“Need for 100% cycle and vehicle parking on site.” 100% Cycle storage and 7 off street parking provided representing ~87.5% in-curtilage provision. This is provided even though a report from SK Transport has proved demand in the area for only 34% parking provision representing only 3 parking spaces. The report also highlighted a very high GMAL score of 7/8 showing the site is very well connected to existing public transport networks further reducing the demand for car parking.

“High demand for family houses within the city and the development of the site for such housing would be strongly encouraged.” The site does not support family housing after doing several feasibility studies. To address this we have provided a diversity in sizes of apartments to cater for as many people as possible.

“The proposed layout should present a strong building line to Delamere Road.”

Please see L00 Plan in the planning submission or Pg. 17 of this document showing the proposal conforming to existing building line along Delamere Rd. Please note ridge line and valley both line in with existing context on Delamere Rd.

“Waste management arrangements would need to respond to City Council guidelines and sufficient amenity space would need to be provided. Amenity space achieving the following areas per unit:”

1 bed – 5 sq. metres

2 bed 7 sq. metres

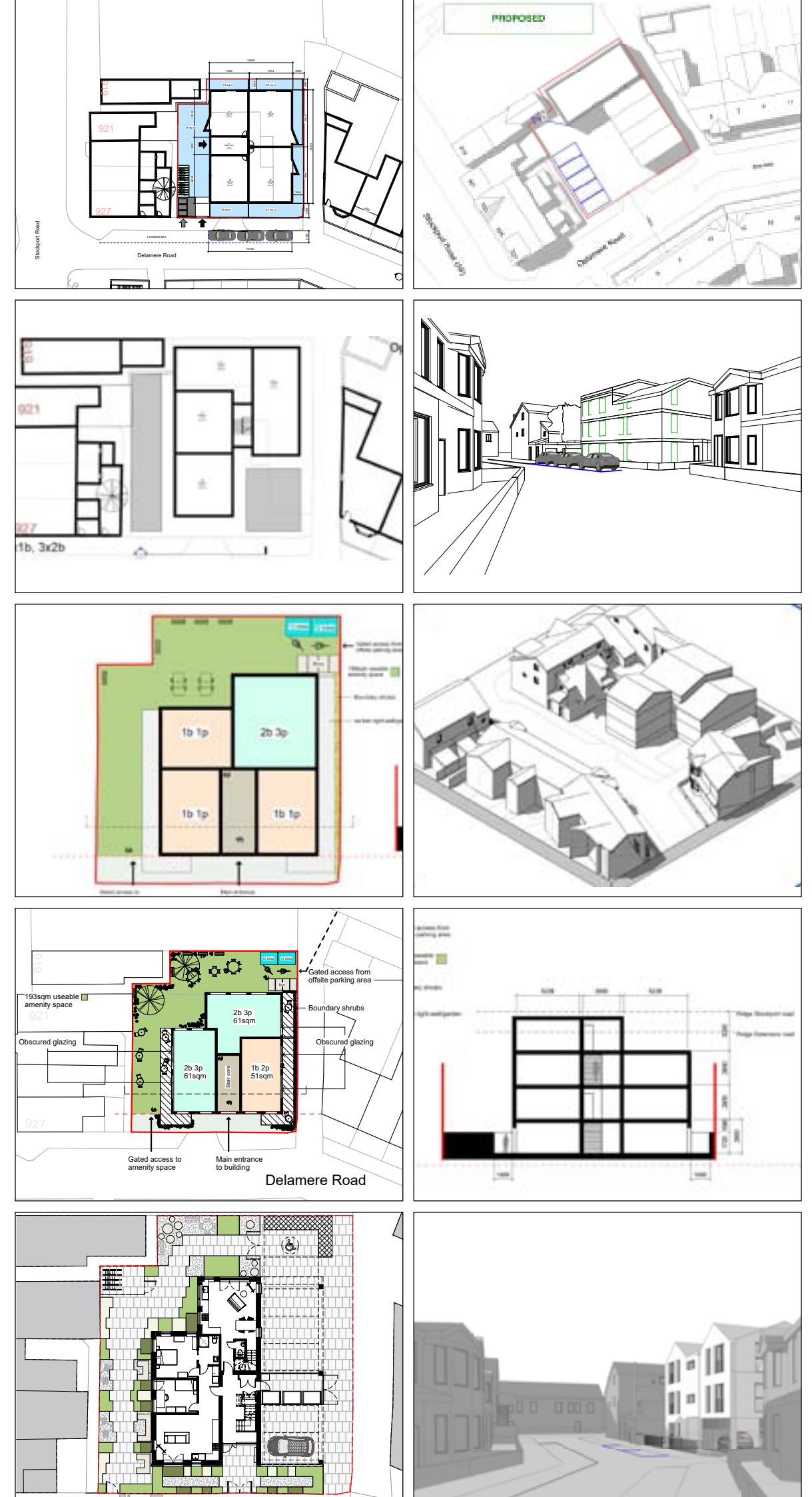
3 bed 9 sq. metres

Total required amenity space 58sq m

Total proposed amenity space 208m (72% increase on requirement)

Proposed Amenity space per apartment 26sq m (x8 Units)

For Waste Management Plan please see Pg. 22 of this document.



8.0 Access Statement

There is an 12.5% provision of DDA compliant accessible accomodation in the development. Apartment #01 is a 2bed M4 Category 3 wheelchair user dwelling, suitable for a disabled person with a full or part time overnight carer. To serve this apartment or visitors to other apartments of the proposed development there is 1 disability accessible parking space within curtilage. Due to the parking space being within the private curtilage and after conversation with Manchester City Council Highways Department, it is proposed that the space has a clear access zone of 1200mm to one side and to the rear.

The ground floor is level access with a step free approach from the DDA parking space to the front door of the building. The landscaping is proposed to meet level with the pavement near the main entrance. The access street near the parking space is level access to the proposed landscaping in the parking area. Access from the parking spaces is level access with a suitable non-slip surface for use with a wheelchair. Access from the parking into the amenity space is level access with minimum clear width of 1200mm. Throughout the amenity space is level access with gradients no greater than 1:15. Electrical fittings in all rooms to be a minimum of 450mm above finished floor level. Entrances to all apartments to be 1000mm structural opening giving clear door width of 900mm allowing for access by wheelchair.

Security lighting is proposed for the parking area, please see the diagram on this page for locations, type and number of external lights.

Lighting

Type 1 - Philips Hue Discover LED outdoor spotlight. Security, motion activated lighting.

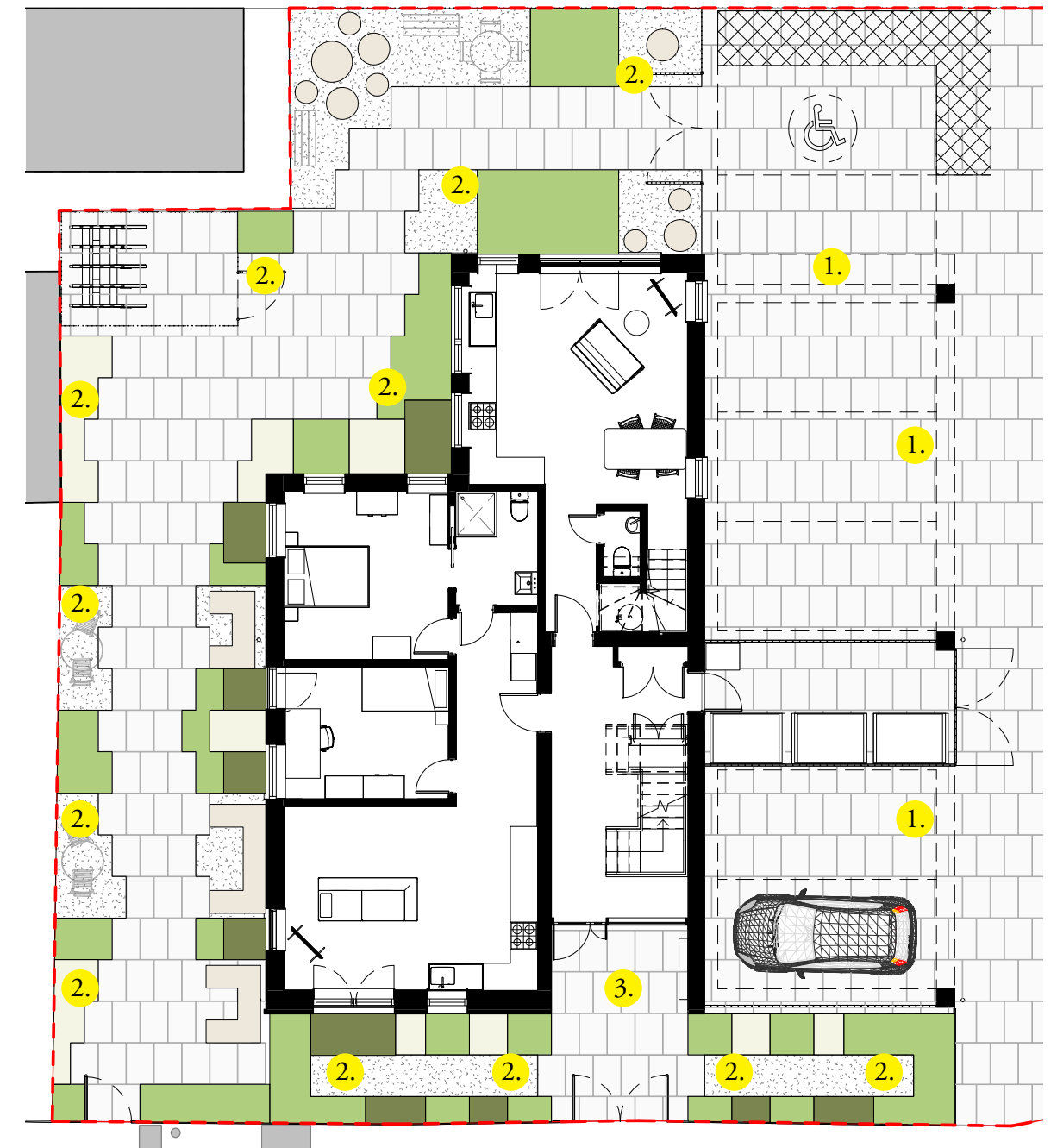
<https://www.lights.co.uk/philips-hue-discover-led-outdoor-spotlight.html>

Type 2 - Lucande Obuna path light, height 80 cm

<https://www.lights.co.uk/lucande-obuna-path-light-height-80-cm.html>

Type 3 - Square LED ceiling light Henni for outdoors

<https://www.lights.co.uk/square-led-ceiling-light-henni-for-outdoors.html>



9.0 Approach, Arrival & Circulation

The building entrance is level access located off Delamere Road. It is sheltered by a small indented entrance area at ground floor covered by 1st floor making the main entrance marked and apparent. (Img. 1) This area is differentiated by a change in materiality, with glazed brick lining the sheltered entranceway. (Img. 2)

The entrance leads to a lobby with access to the stairwell. The entrance door is glazed to maximise natural light in the lobby and increase natural surveillance and security through passive means, people in the building being able to look out into the street. This central access stair has a rooflight above it to reduce need for powered lighting during the hours of daylight.

Access to the rear garden area and secure bike store is via gated entrance to the South of the site, off Delamere Rd.

Other access to the site is via a 1000mm high swing gate at the South end of the site accessed directly off the pavement facing Delamere Road.

Access into the building from the bike storage is back out via the front gate onto Delamere Rd through the 1m fence and along the pavement to the main entrance.

Maintenance access to the amenity space is accessed via double gates to the North East of the site in the parking area. These are locked other than at times of maintenance.

Vehicular access can be seen in (Img. 1) showing cars turning down cobbled access road and onto level landscaped parking hardstanding. Easement from the cobbled access street is shown here and turning and access to the parking spaces has been verified and tested by SK Transport Planning. Please see Appendix 3.0 for more information. Parking provision has been accepted by MCC Highways Development Control, Laura Honeybill.



10.1 Verified Views



10.2 Verified Views



10.3 Verified Views



11.0 Height & Massing

The strong existing building line on Delamere Rd has been strictly adhered to in the proposed design (Img. 1). The ridge line and roof angle are the same as Existing Delamere Rd. The height of the ridge steps up to the same height as properties that front onto Stockport Rd. (Img. 2)

The proposed development will benefit from 87.5% parking provision. This is after showing the demand for only 34% provision was necessary based on parking demand in similar property types in the area. The sites access to public transport is excellent further reducing need for parking. Notwithstanding, the 87.5% provision is provided in curtilage.

This faces onto derelict land that has been unoccupied for more than 45 years. This development will not impede future development of the sites facing Stockport Rd by way of the placement of the proposed footprint on the site that steps away from Stockport Rd toward the back of the site.

The block fronting onto Delamere Rd steps up to the height of properties on Stockport Rd helping knit Delamere Rd into Stockport Rd.

The development is most prominent facing onto land that is unoccupied and of sufficient distance from the Church to not be imposing. The front facade is contextual in it's use of language present on Delamere Rd and Stockport Rd.

St Mary's Parish makes full use of the car park seen in (Img.4) and the proposed development will not hinder the use of that or access to it.

Gables used in the proposed design are a vernacular design element taken from the existing gables on the principle facade of dwellings facing onto both Delamere Rd and Stockport Rd.

Please refer to the table on Pg. 7 for a comparison of other buildings in the area and their heights. Atlas Place, Langdale Mews, Mandeville St are all comparable in scale and massing.

This type of building massing is not uncommon in the area and makes best use of a very central site just 5min walk from the train station, 4min train ride from Manchester City Centre.



12.0 Overlooking

Please consult (Img. 1) for a diagram explaining the overlooking on the site and how the design addresses the surrounding properties. To the rear of the site the bulk of the massing looks out over derelict land and has no issues concerning overlooking. The side elevations are proposed to be obscured glazing starting from FFL up to a height of 1800mm. The windows are large allowing as much natural light as possible into the apartments. This arrangement still gives the benefit of natural light, views down into the garden but no issues regarding overlooking and privacy. A key element in the design of this scheme is the amount of glazing, reducing the demand on the use of powered lighting in the apartments.

The front elevation facing South onto Delamere Rd takes cues from the existing housing stock on that street with regards to the sizing and placement of windows. This allows for a lot of natural light flooding deep into the plan of apartments 1, 3, 5, 6 & 8. Of these apartments 1, 3 & 6 all benefit from additional North light from the back of the site.

Apartments 2, 4, & 7 are North facing but are all triple aspect appreciating direct sunlight from East, North and West.

Acknowledging a window from a living room at the back of the property at 919 Stockport Rd, the design team have taken measures to restrict views into that area of the site. This can be seen in Img. 2 & 3. North facing windows in Apt. 1, 2, 3, 4, 6 & 7 have obscured glazing up to 1800mm from finished floor level. As is visible from Img. 4 all these three apartments, 1, 3 & 5 all benefit from South facing aspects so are still more than adequate with regards to access to natural light.

No.5 Delamere Rd has windows from circulation space facing onto the proposed site. All windows along the entire elevation facing No. 5 Delamere Rd have obscured glazing to a height of 1800mm.

Various commercial properties on Stockport Rd have small windows facing onto the proposed site. Img. 4 shows the entire elevation facing those properties having obscured glazing to a height of 1800mm. Only Ground floor apartment Apt.1 has the bottom section of the window clear glazing to have a view of the garden below.



13.0 Sustainable Design & Construction

The proposed development is to be built with a timber frame and Hempcrete wall build up. This is a rapidly renewable, carbon negative wall build-up providing excellent acoustic and thermal properties as well as being breathable and air tight. Reclaimed materials are to be used for the landscaping, cladding, roofing and the fit out of the building. A water recycling system receives and stores rainwater on site, to be used to flush toilets and fill the washing machines in the apartments.

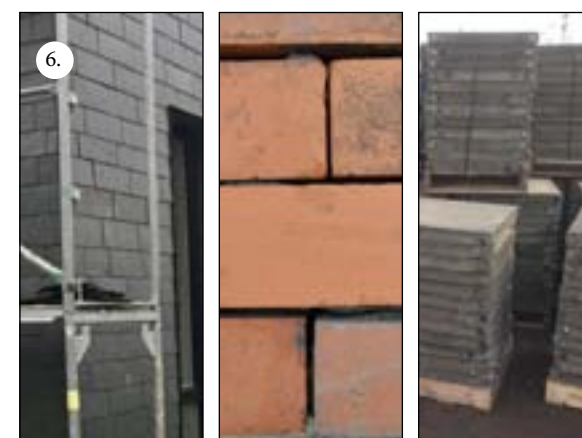
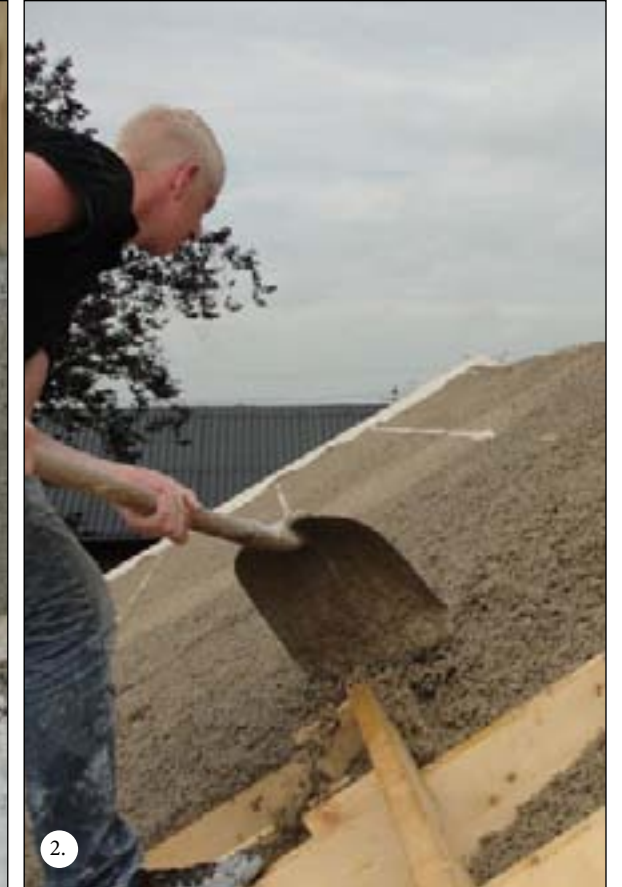
There is no natural gas supply in the development. The hot water is via unvented electric storage tanks using excess power from the on-site Solar PV array for use in heating water. This is a form of energy storage without the need for batteries. There are x3 Electric Vehicle charging points in the proposed parking bays. This is pre-empting the need for retrofit in less than 10 years when new car sales are to be all electric.

Manchester Climate Change Framework 2020-25

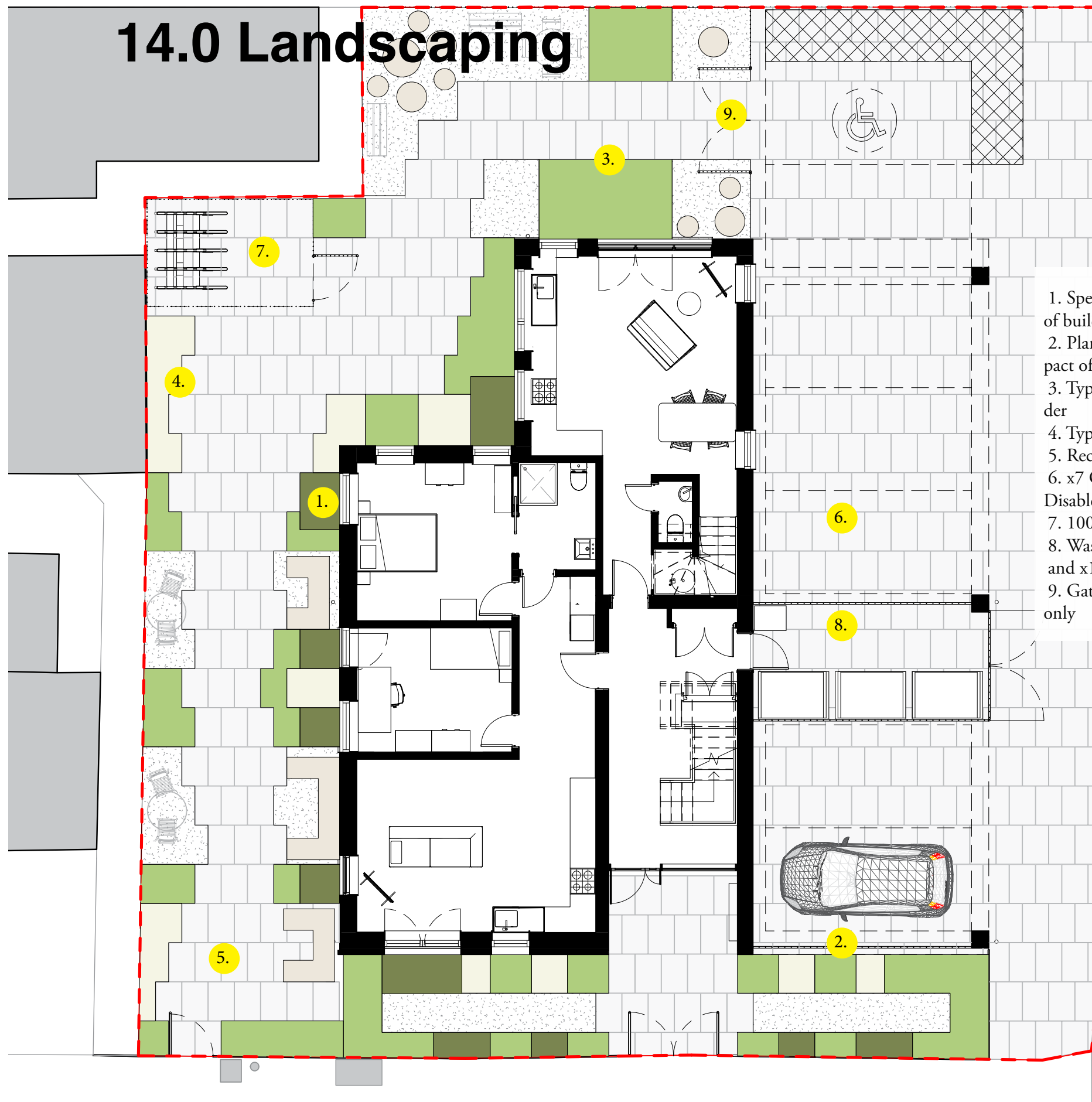
This development conforms to policy adopted but yet to be enacted by Manchester City Council. Written by Manchester Climate Agency and agreed by MCC in March 2020, “all new development needing to be zero carbon from 2023 at the latest, when the new Manchester Local Plan is expected to become operational.”

UK Green Building Council standards go further in setting out targets of operational and embodied carbon that Talo North Ltd is fully committed to achieving, with the support of this planning application by Manchester City Council.

1. Hempcrete wall construction around timber frame.
2. Hempcrete roof insulation
3. Large windows providing natural light reducing need for lighting (Apt #04)
4. 100% cycle storage provision
5. Electric vehicle charging points in 3 of 7 parking bays (All electric car sales by 2030)
6. Reclaimed materials proposed including Slate cladding, reclaimed bricks and concrete paving slabs
7. Solar PV array providing 9kw power



14.0 Landscaping



1. Specimen planting aligned with views out of building
2. Planted ivy screen minimising visual impact of parking on streetscape
3. Type 2 Planting - Hardy herbaceous border
4. Type 3 Planting - Low level ground cover
5. Reclaimed Concrete flags 900x600
6. x7 On site parking spaces including x1 Disabled parking bay
7. 100% cycle storage provision
8. Waste storage area x3 1100litre Eurobins and x1 240litre bin
9. Gated entrance for maintenance access only



14.1 Amenity Space

Amenity provision as advised during pre-app by Carl Glennon MCC

1bed - 5sq m

2bed - 7sq m

3bed - 9sq m

Proposed accomodation

4x 1b (req. amenity space 20sq m)

4x 2b (req. amenity space 28sq m)

Total Required amenity space 48sq m

Total proposed amenity space 208sq m

Amenity space per apartment 26sq m

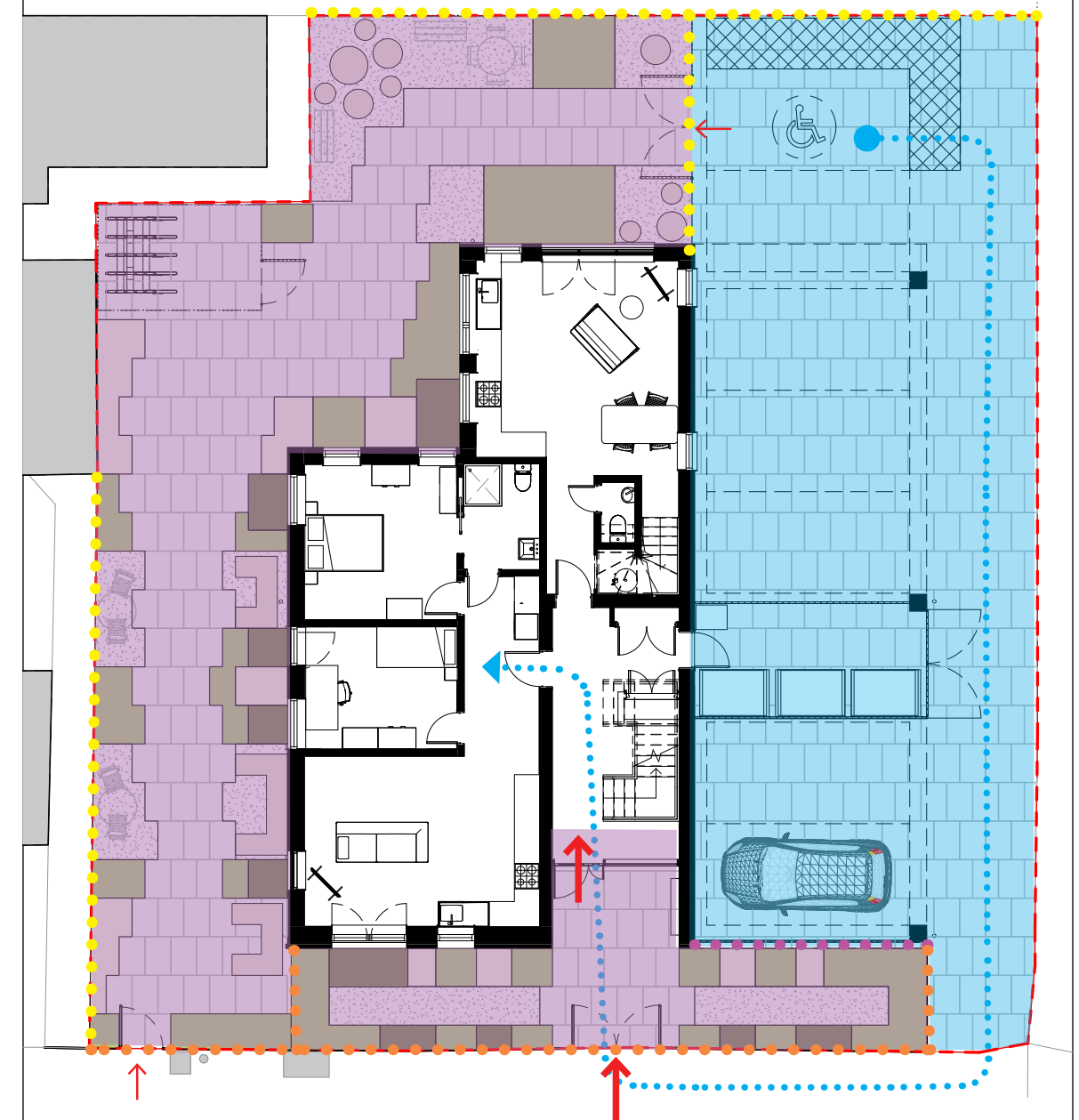
Total site area- 522sq m

Total footprint of residential proposal- 232sq m

Built footprint as percentage of the total site area = 44%

3m wide Route from bin store to bin collection point on Delamere Rd - 12m

Distance from main external door to bin store - 5.4m



- ● ● ● ● Type 1 - 2m fence with locked gated maintenance only access
- ● ● ● ● Type 2 - 1.2m fence with gated access to private amenity space
- ● ● ● ● Planted Screen obscuring parking from streetscape
- ● ● ● ● Level access route from Disabled Parking bay to DDA compliant L00 Apartment
- Amenity Space 208sq m
- Parking / Refuse area
- ← Access to Amenity space
- ← Principal Access to building



15.0 Refuse Strategy

Our refuse strategy has been developed in association with the requirements of the Manchester City Council Domestic Waste & Recycling Service Standard.
The scheme comprises a total of x8 units with a mixture of x4 2bed and x4 1bed apartments.
The location of the bin store is as close to the building as possible without unduly affecting the streetscape to the front of the building.

Apartments Collection

The scheme accommodates x8 apartments that are accommodated over 3No floors.
These calculations have been made according to MCC The Residential Design Guide and advice from Environmental Health officers via the Planning Officer, Sue Wills.
The calculations that have been formulated to estimate the containers frequency / size for the apartments are as follows:-

Household Waste

Volume=No of apartments x 240 x 0.6 (60%)
Therefore Volume = 9 x 240 x 0.60 = 1296 litres
Therefore 1No 1100litre eurobin. Collection is once every two weeks.

Paper & Cardboard

Volume=No of apartments x 55
Therefore Volume = 9 x 55 = 495 litres
Therefore 1No 1100litre eurobin is proposed. Collection is once every two weeks.

Plastic Bottles, Glass & Cans

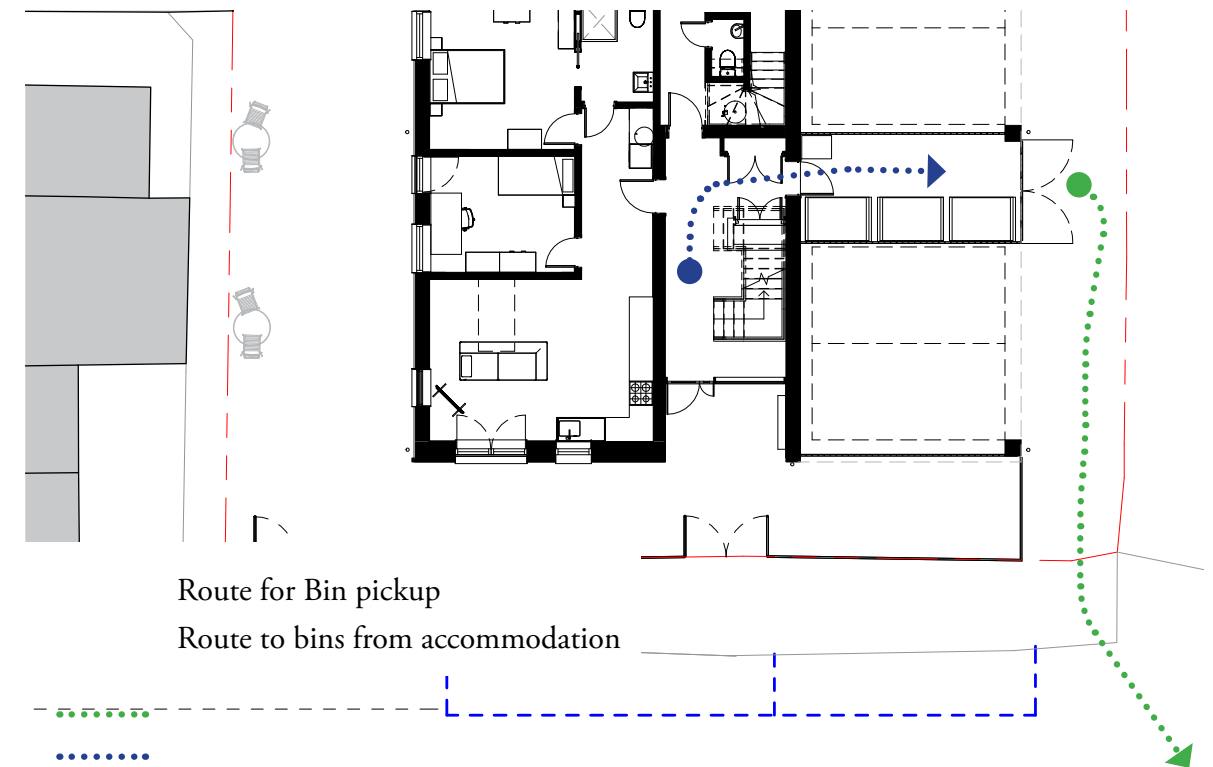
Volume=No of apartments x 55
Therefore Volume = 9 x 55 = 495 litres
Therefore 1No 1100litre eurobin is proposed. Collection is once every two weeks.

Food / Garden Waste

Volume=No of apartments x 5
Therefore Volume = 9 x 5 = 45 litres
Volume / 240= 0.187
Therefore 1No 240litre bin is proposed. Collection is once every two weeks.

Refuse Collection

The site has in-curtilage paved access and therefore has no necessity for refuse vehicles to turn around on or next to the site proper. The bins can be wheeled a distance of 8m to the street for collection (Design Guide states 30m maximum from storage location to collection location). The residents of the x8 No. apartments all access the bins via a side door and directly into the paved parking area. There is a 3m wide walkway straight to the street from the storage area.



16.0 Conclusion

This is a residential planning application comprising 8no. design led Apartments offering a high-quality high-density development in a popular, well connected location in Levenshulme, South Manchester.

Guidance with Manchester City Council and Planning Policy Guidance has been reviewed and followed throughout the design process and dialogue has been maintained with the Planning Authority via pre-app discussions with both Sue Wills and Carl Glennon. This has been further informed with more detailed reports from SK Transport Planning (parking provision) and Cushman & Wakefield (density study).

The aim of the proposed development is to redevelop a soon to be vacant brownfield site and create a small community in a highly sustainable building, in what is predominantly a residential area.

The site is very well connected to public transport and local amenities such as the Fallowfield Loop so will aid in reducing dependency on the road network for the people that live there. As per the report in the appendices by Cushman & Wakefield, Density is to be supported in locations served well by public transport if pressure on road networks is to be reduced in the future. This is policy yet to be written in Manchester but fully supported in London, in order to reduce the amount of vehicles on the road and make best use of existing public transport infrastructure.

The 1 and 2 bedroom apartments with diverse sizes, layouts and features contribute to the sustainability through offering a range of accommodation that caters to a broader range of tenants. Our investment in the area of Levenshulme is something long term, as can be seen by the level of design, features, external landscaping and finishes proposed to be invested in this project.

The UK and Manchester are legally committed to a low carbon future. This development far exceeds current environmental building standards and Talo North Ltd is committed to delivering this project that willingly adheres to these high standards.

Talo North.

E - info@talonorth.co.uk





Appendix 1.0 Apartment types



Apt.1 - 2bed 3p - 58sq m - 624sq ft
 London Housing Space Standards 61sq m
 Compliant Yes [] No [/]
 Desk in 1 bedroom
 Open plan Kitchen/Living
 CAT 3 - DDA Accessible



Apt.2 - 1bed 2p - 58sq m - 624sq ft
 London Housing Space Standards 58sq m
 Compliant Yes [/] No []
 Desk in bedroom
 Split over two levels
 Ensuite
 Open plan Kitchen/Living



Apt.3 - 2bed 3p - 64sq m - 689sq ft
 London Housing Space Standards 61sq m
 Compliant Yes [/] No []
 Desk in 1 bedroom
 Ensuite
 Open plan Kitchen/Living



Apt.4 - 1bed 1p - 37sq m - 398sq ft
 London Housing Space Standards 37sq m
 Compliant Yes [/] No []
 Studio apartment
 Additional Office room
 Open plan Kitchen/Living



Apt.5 - 1bed 2p - 52sq m - 560sq ft
 London Housing Space Standards 50sq m
 Compliant Yes [/] No []
 Ensuite + Jack & Jill
 Built in Desk space
 Open plan Kitchen/Living



Apt.6 - 2bed 3p - 63sq m - 678sq ft
 London Housing Space Standards 61sq m
 Compliant Yes [/] No []
 Ensuite in both rooms
 Built in Desk space
 Open plan Kitchen/Living



Apt.7 - 2bed 3p - 61sq m - 657sq ft
 London Housing Space Standards 61sq m
 Compliant Yes [/] No []
 Built in storage
 Open plan Kitchen/Living



Apt.8 - 1bed 2p - 51sq m - 549sq ft
 London Housing Space Standards 50sq m
 Compliant Yes [/] No []
 Built in storage
 Open plan Kitchen/Living
 Additional Office room

Appendix 2.0 Elevations / Material Specification

Elevations showing materiality for proposed development at 1A Delamere Rd.









Appendix 3.0



Updated report on parking requirements for proposed 8 unit development at 1A Delamere Rd,
followed by previous note for 9 Unit previous submission.



Appendix A

Technical Note

Date: 20 May 2021

Project: 1A Delamere Road, Levenshulme

Title: Updated Layout

1. Purpose

- 1.1 This note has been prepared to set out the implications of the changes to the proposed layout from that submitted with the original planning application.
- 1.2 The proposal now provides eight apartments, rather than the original nine. Amendments have also been made to the external areas to accommodate the proposed bin store. The number of parking spaces is retained at 7 and now provides an 88% provision. 10 cycle parking spaces are still provided. The updated layout is attached as Appendix A.

2. Car Parking Spaces Swept Path Analysis

- 2.1 The parking spaces still meet standard dimension requirements of 2.4m x 4.8m, with a 6m aisle width.
- 2.2 Swept path analysis is attached as Appendix B that shows that all of the spaces are accessible.

3. Servicing Arrangements

- 3.1 The servicing arrangements were set out in the technical note submitted to MCC for discussion prior to the submission of the planning application. The site currently generates delivery and refuse collection activity, and this is undertaken from kerbside on Delamere Road.
- 3.2 The updated proposal retains the existing site access arrangements. As before, the change of use will not significantly change service activity from the baseline position and the use of kerbside for delivery and refuse collection is in keeping with the arrangements for other properties on the road.

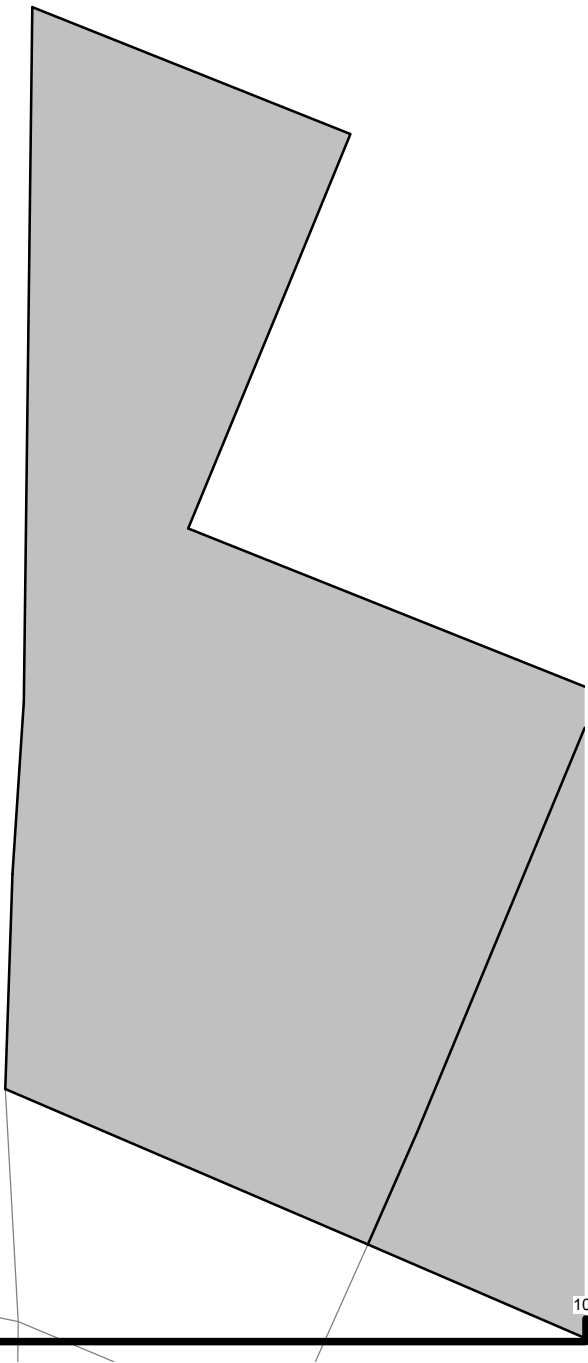
4. Access Arrangements

- 4.1 The access arrangements are retained as originally submitted and will be provided via an existing route to the east of the site, for which the applicant has a right of access.



Room Schedule - P L00			
Name	Apt no.	Level	Area
Stair core		P L00	16 m²
			16 m²
Bed 1	Apt 1*	P L00	11 m²
Bed 2	Apt 1*	P L00	13 m²
Ensuite	Apt 1*	P L00	5 m²
Kitchen / living	Apt 1*	P L00	30 m²
Apt 1*			58 m²
kitchen/ dining	Apt 2	P L00	28 m²
Storage	Apt 2	P L00	2 m²
WC	Apt 2	P L00	1 m²
Apt 2 L00			32 m²
Apt 2 L00 + L01			57 m²
Grand total			106 m²

*Disability accessible



P L00

1 : 100

NOTES:

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Contractor must visit site & be responsible for checking and verifying all dimensions, measurements, levels, existing drain/sewer positions prior to the commencement of works & the ordering or manufacture of any purpose made components. Contractor must report any dimensional discrepancies, errors or omissions prior to commencing on site.

Do not scale from this drawing. Responsibility is not accepted for errors made by others in scaling from this drawing

All dimensions are in millimetres unless stated otherwise.

NORTH

Rev

Date

Description

Project Title

1a Delamere

Manchester

Levenshulme

M19 3NG

Client

Talo North

Status

Drawing Title

Proposed - L00

Proposed Drawings pack

Job No

N/A

Scale

1 : 100 @ A3

Revision

Drawing Code

P002

Date

18/05/21

E: talonorth@gmail.com

Appendix B



THIS DRAWING MAY BE USED ONLY FOR
THE PURPOSE INTENDED AND ONLY
WRITTEN DIMENSIONS SHALL BE USED

NOTES
Vehicle Profile

Ford Focus 5dr
Overall Length 4.378m
Overall Width 1.825m
Overall Body Height 1.487m
Min Body Ground Clearance 0.248m
Max Track Width 1.709m
Lock to Lock Time 2.00 sec
Kerb to Kerb Turning Radius 5.350m

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK22070-102

Delamere Road, Levenshulme

Drawing Title
Swept Path Analysis
Family Car

Scale at A3
1:200

Drawn JAT	Approved LGS
Check LGS	Date 20.05.21

SK Transport Planning Ltd
Albion Wharf | Manchester | M1 5LN
www.sktransport.co.uk
0161 234 6509

Technical Note

Date: 15 December 2020

Project: 1A Delamere Road, Levenshulme

Title: Parking Requirements Assessment

1. Purpose

- 1.1 SK has been appointed to examine the parking requirements for a site off Delamere Road in Levenshulme.

Assessment Scope

- 1.2 The assessment has been undertaken in line with standard appraisal methods and in line with NPPF and PPG. The assessment is also in line with the following guidance:

- MCC (2012) Manchester's Local Development Framework: Core Strategy Development Plan
- MCC (2017) Manchester Residential Quality Guidance
- MCC (2019) Draft Zero Carbon Framework 2020-2038
- MCC (2019) Revised City Centre Transport Strategy
- TfGM (2013) Transport for Sustainable Developments: A Guide for Developers
- TfGM (2017) Greater Manchester Transport Strategy 2040
- DfT (2007) Guidance on Transport Assessment

- 1.3 The assessment uses a standard appraisal method that has been used at other sites in the Manchester authority area to examine future development parking requirements and the likely impacts on road safety and residential amenity.

- 1.4 The proposal has been discussed with highway officers at MCC and the access, car parking and cycle parking arrangements were agreed in November 2020.

Development Proposal

- 1.5 Figure 1.1 shows the development proposal.

- 1.6 The development proposes the demolition of the existing buildings on the site and the development of 9 apartments.

- 1.7 The proposal will remove the existing vehicle access on Delamere Road and the applicant will reinstate the disused access point. The removal of the access junction will increase the available street parking provision in the area by 2 spaces.

- 1.8 Car parking is provided for 7 cars, including a disabled parking space. Access to the undercroft parking area will be gained via the route on the eastern boundary of the site. The applicant has confirmed that they have a right of access over this route. The parking bays are 2.4m x 4.8m and the width available in front each space is 6m.

- 1.9 The proposal includes 10 cycle parking spaces, which is substantially in excess of MCC adopted policy requirements.

- 1.10 Refuse collection will occur from kerbside in line with existing arrangements on Delamere Road. Bins will be moved a suitable position within the site on collection day by the site operator.



Figure 1.1: Development Layout

2. Background to the Site

Site Location

- 2.1 The site is located to the east of the A6 Stockport Road and just to the south of the centre of Levenshulme. The site is bounded to the west by properties fronting Stockport Road, to the north by St Mary the Angels and St Clare Church, to the east by an alleyway route and to the south by Delamere Road.

Existing Site Use

- 2.2 The site is currently occupied by a Car Centre with access gained from a gated priority arrangement on to Delamere Road. Hardstanding is provided on site for vehicles to park. The existing site use generates traffic onto the surrounding highway network.

Local Highway Network

- 2.3 Delamere Road is currently a one-way (westbound) residential street that provides access to residential properties along its length. The road benefits from a 20mph speed limit. A contra-flow cycle route (eastbound) is signed and marked, and the street is a Bee Line on the Bee Network. Footways are provided on either carriageway.
- 2.4 Uncontrolled parking is provided along the length of Delamere Road on both carriageway edge in the form of marked bays. Immediately to the west of the site access a long loading bay is provided and to the east of the site access a parking bay is provided. Double yellow line junction protection markings are in place to the west of the site.
- 2.5 On the eastern boundary of the site is an alleyway route that provides access to the rear of the terraced houses to the east of the site and also one of the accesses to the church car park. The applicant has provided confirmation that the proposal site has a right of access over this route.
- 2.6 To the west of the site Delamere Road joins Stockport Road at a simple priority arrangement. No entry signs are in place to reinforce the one-way working arrangement.

Future Highway Network

- 2.7 The applicant has recently been consulted on the Phase 1 trial of the Levenshulme and Burnage Active Neighbourhood proposal. This includes measures on Delamere Road that will result in the access to Delamere Road from Stockport Road being closed to vehicles and Delamere Road becoming two-way for vehicular traffic. The wider area proposals seek to increase walking and cycling in the area and improve the environment for the local community.

Road Safety Record

- 2.8 TfGM's accident database has been reviewed to allow an understanding of road safety patterns on Delamere Road. Figure 2.2 shows locations and severities of accidents for the most recent five year period available (to 31 March 2020).



Figure 2.2: Accident Records
[source: TfGM 2020]

- 2.9 Figure 2.2 shows that there have been no accidents at the site access or on Delamere Road in the vicinity of the site, during the five year period assessed.

3. Accessibility Assessment

Walking & Cycling

- 3.1 The site sits to the south of the centre of Levenshulme and benefits from close proximity to numerous amenities and public transport nodes.
- 3.2 Delamere Road is a 20mph street with footways along either carriageway edge. The footways provide a connection to wide footways on Stockport Road. Stockport Road benefits from regularly placed signalised crossings. A signalised crossing is provided 80m to the north of the site at the junction of Stockport Road/Alma Street.
- 3.3 Figure 3.1 shows the cycle network serving the site.

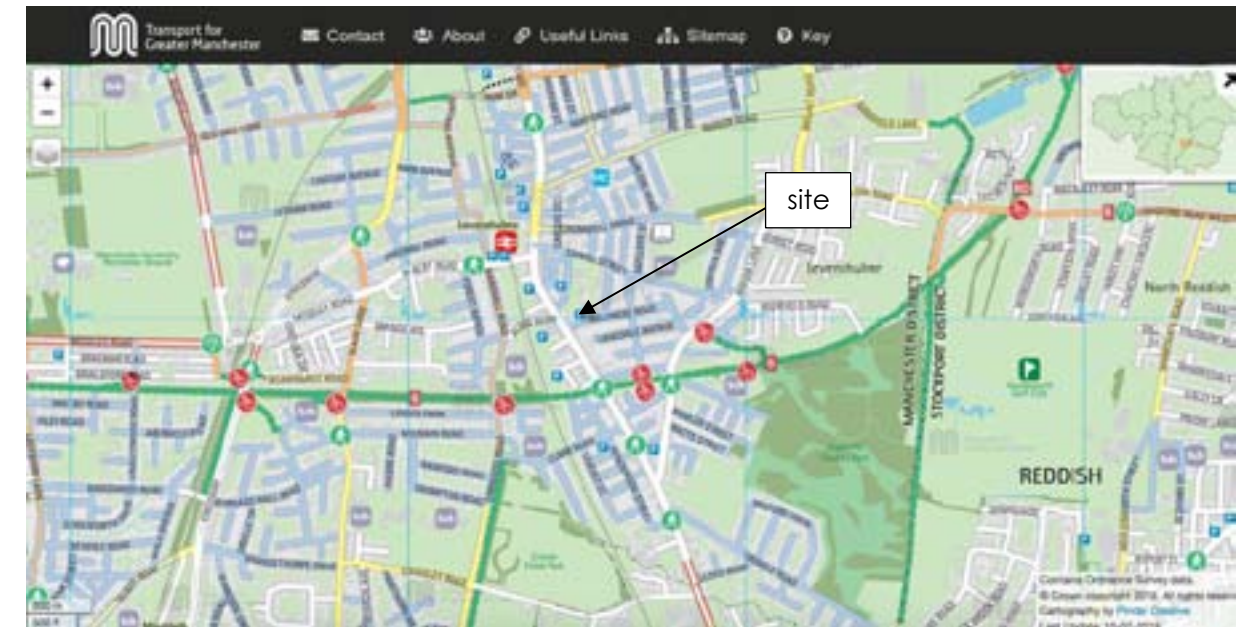


Figure 3.1: Cycle Network
[source: TfGM 2020]

- 3.4 Figure 3.1 shows that Delamere Road is identified as a suitable route for cycling. The street benefits from a contraflow cycle route (eastbound) allowing cyclists to travel in both directions, despite the vehicle one-way restrictions.
- 3.5 To the north of the site access can be gained to more formal routes on the network and to the south of the site access can be gained to segregated Route 6 of the National Cycle Network (the Fallowfield Loop).

Levenshulme & Burnage Active Neighbourhood

- 3.6 Delamere Road is identified as a Bee Line on the Bee Network.
- 3.7 As part of the Mayor's Challenge Fund (Bee Network) improvements are proposed to the local area to encourage greater walking and cycling and improve the area for the local community. The Levenshulme and Burnage Active Neighbourhood area is shown in Figure 3.2.
- 3.8 As set out in Section 2, MCC is currently consulting on trial measures for the area that include closing the junction of Stockport Road/Delamere Road to vehicle traffic and changing Delamere Road to two-way working.

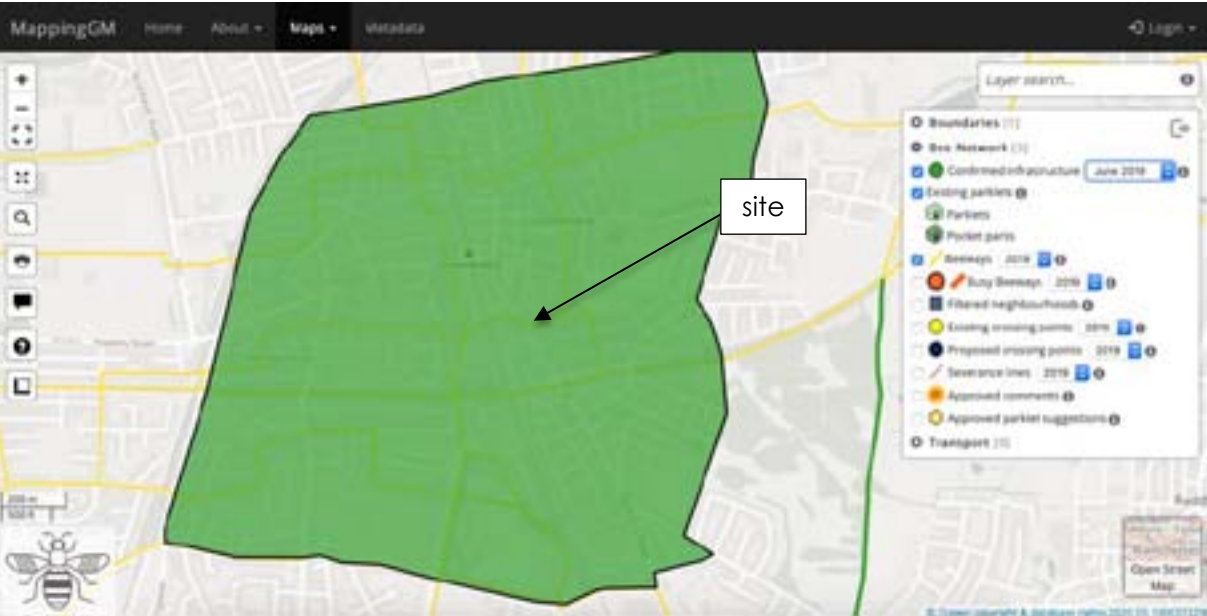


Figure 3.2: Bee Network & Active Neighbourhood
[source: MappingGM 2020]

Public Transport

- 3.9 Figure 3.3 shows the public transport network serving the site.
- 3.10 The nearest bus stops to the site are located on Stockport Road. The southbound services bus stop is 60m to the south of the junction with Delamere Road and northbound services bus stop is 110m to the north of Delamere Road. The existing signalised crossing to the north of the site provides a safe means of crossing to access northbound services.



Figure 3.3: Existing Public Transport Network
[source: TfGM 2020]

- 3.11 Table 3.1 provides a summary of the bus routes and frequencies.

No	Route	Weekday (buses per hour)				Weekend (buses per hour)	
		AM	Day	PM	Evening	Saturday	Sunday
191	Hazel Grove – Stockport – Manchester	10 AM services only	-	4 PM services only	-	-	-
191	Manchester – Stockport – Hazel Grove	-	-	4 PM services only	-	-	-
192	Hazel Grove – Stockport – Manchester	6	6	6	6	6	6
192	Manchester – Stockport – Hazel Grove	6	6	6	6	6	6

Table 3.1: Existing Bus Services
[source: TfGM 2020]

- 3.12 Table 3.1 shows that the site benefits from access to ‘turn-up and go’ services that operate with a 10 minute headway, or better, throughout the day and week.
- 3.13 Levenshulme train station is located 350m to the north of the site. The station is served by trains to Manchester, Stockport, Crewe and Buxton. Typically, there are four trains per hour each direction Monday to Saturday, and two trains per hour each direction on a Sunday.

Greater Manchester Accessibility Level

- 3.14 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.

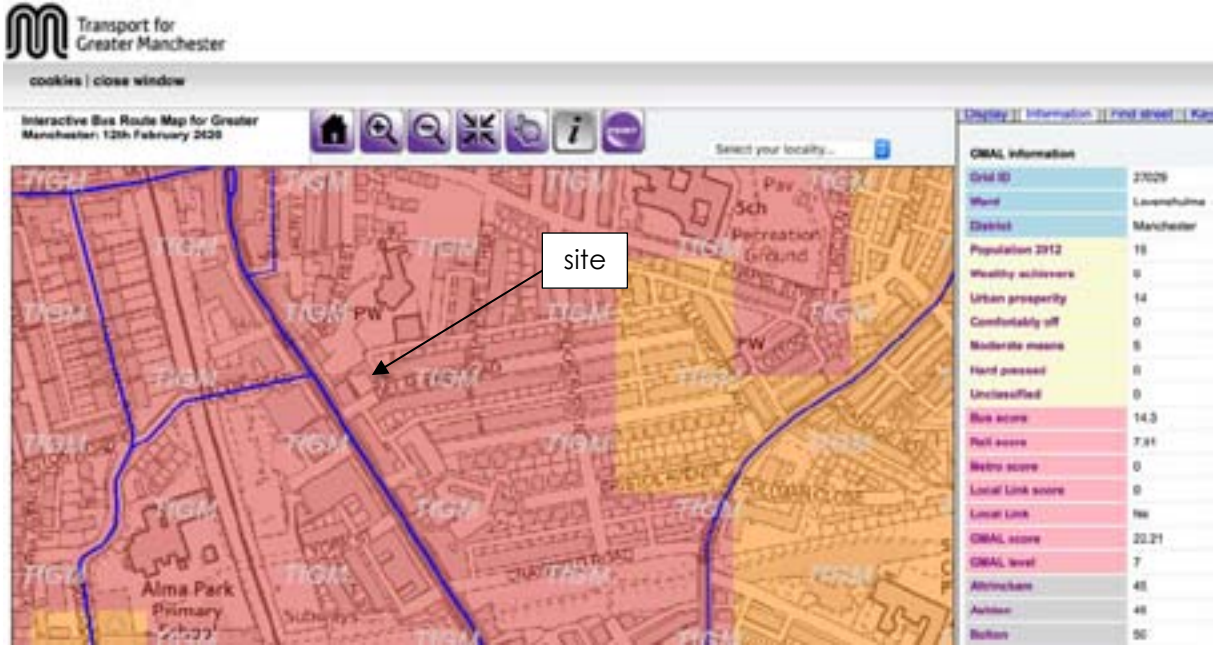


Figure 3.4: Greater Manchester Accessibility Level
[source: TfGM 2020]

- 3.15 Figure 3.4 shows that the site has a GMAL of 7, which is a very good level of accessibility and similar to that found in parts of Manchester city centre.

Policy Compliance

- 3.16 The preliminary assessment confirms this showing that the site is in a sustainable location to the south of the centre of Levenshulme and close to local services/amenities and public transport nodes. This means that key destinations can be reached by sustainable modes and that the site also benefits from a location with hyper-proximity characteristics that are the same as found in international cities that promote '15 minute city' principles.
- 3.17 The assessment also shows that the site has a very good level of accessibility by public transport. The site has a GMAL of 7, which is similar to that found in parts of Manchester city centre. The site offers opportunities for residents to move around the local area and connect to key destinations across the city using sustainable and active modes from the moment that they move in.
- 3.18 The assessment shows that the site is well located to allow residents to live sustainable and active lives without needing to use, or even own, a car.
- 3.19 The proposal includes space for storing bikes and will reinstate the existing site access on Delamere Road.
- 3.20 Paragraph 92 of NPPF (2019) states that planning decisions should ensure an integrated approach to considering the location of housing, economic uses and community facilities and services. This is further supported by paragraphs 103 and 104, which support developments in sustainable locations which have a mix of uses across an area to minimise the number and length of journeys needed. The proposal is in line with NPPF policy.
- 3.21 Local and national policy is supported by 2020 DfT¹ vision on how a net zero transport system will be achieved, including a commitment to introducing measures so that public transport and active travel become the natural first choice for daily activities. Part of the vision is based on place-based solutions to the carbon crisis. Delivering residential developments in sustainable and accessible locations, such as the edge of district centres, with reduced levels of car infrastructure is key to achieving this.

4. Parking Assessment

Policy Requirements

- 4.1 NPPF was originally published in 2012 with an update provided in 2019. At the heart of NPPF is the presumption in favour of sustainable development that supports economic growth and vibrant communities. NPPF supports development that balances economic, social and environmental gains, while considering local circumstances and opportunities. NPPF supports development that balances economic, social and environmental gains, while considering local circumstances and opportunities.
- 4.2 When considering appropriate levels of parking at a development, paragraph 105 of NPPF states that consideration should be given to the following criteria:
- The accessibility of the development
 - The type, mix and use of the development
 - The availability of and opportunities for public transport trips
 - Local car ownership levels
 - The need to ensure an adequate provision for charging vehicles
- 4.3 NPPF supports reductions in parking at developments to reduce congestion issues and increase development densities.

- 4.4 MCC does not maintain any adopted residential parking standards and each site is taken on its own merits.

Changing Mobility Trends

- 4.5 In the twentieth century growth in prosperity was associated with growth in car ownership. This relationship has changed in the twenty-first century, with growing prosperity in successful cities and large metropolitan areas now associated with decreasing car use. Increased urbanisation and population growth are both leading to higher density locations where the car as a means of travel is less useful and less used.
- 4.6 These trends were not initially anticipated and have been largely found to be the result of factors that lie outside the transport sphere to do with socio-economic and living situations. These factors include increased urban living, changing demographics, shifts in working patterns and a rise in flexible work locations, reduced driving license ownership, changes to when people start a family, and increased take-up of mobile technology. This finding is supported locally by a presentation by TfGM which states that changes in travel behaviour have occurred due to:
- Increasing urban densification and more people living close to regional centres and city centres
 - People in these areas travelling shorter distances to work
 - Rise in the digital economy
 - Changing attitudes to car use/ownership²
- 4.7 TfGM, on behalf of the ten Greater Manchester authorities, has prepared the Transport Strategy for region³. The evidence that underpins this Strategy states that:
- 'Urban densification generally leads to more demand for public transport and active travel... Urban densification therefore offers a major opportunity to reduce car dependence.'
- 4.8 It is clear that the intensification of population and activity in central areas of central urban areas is having the effect of lowering per capita car ownership to a manner already seen in London. As car use becomes less necessary for day-to-day journeys the convenience of owning and using a car has reduced for many city and town centre dwellers.
- 4.9 Research also shows that residents are self-selectors who choose homes in central areas to ensure ease of access to key destinations and reduce the requirement to own or use a car. This is supported by research reported by Melia⁴ which shows that many residents who live without a car are people who either make an environmental decision not to own a car or who people who purposefully pick an accessible home location so daily travel needs can be met without needing to own and store a car. These residents tend to display pro-urban characteristics, favouring higher density living in flats which are close to key public transport nodes and amenities.
- 4.10 SK's professional institute, the Chartered Institution of Highways and Transportation (CIHT), released new guidance in 2019 that further supports the evidence set out above.
- 4.11 CIHT states that the site layouts should be designed to 'tip the balance' in favour of sustainable modes to allow genuine opportunities for sustainable modes to be embraced from the outset. The new CIHT⁵ guidance sets the following simple rule when designing new development:
- "Planning for people will result in places for people; planning for cars will result in places dominated by cars."
- 4.12 The guidance goes on to set out advice on strategies for urban contexts to support a reduction in parking levels in these locations to support increased use of sustainable modes. In relation to this CIHT states that:

¹ DfT (2020), Decarbonising Transport: Setting the Challenge

² Nicola Kane TfGM (2017): Travel Demand in Greater Manchester
³ TfGM (2017), Greater Manchester Transport Strategy 2040
⁴ Melia (2014), Car-free and Low Car Development
⁵ CIHT (2019), Better planning, better transport, better places

“The range and quality of opportunities for active and public transport can reduce the need for car parking to the same standards as may be necessary elsewhere.”

- 4.13 CIHT also states that to fully encourage walking, cycling and public transport in these urban areas will require restraining the demand for car use and ownership using reduced development parking levels.
- 4.14 The evidence all shows that developments with more parking have higher levels of car ownership and produce more car travel than similar sized developments with less parking. Proving that, as would be expected, residential on-site parking levels and car ownership are intrinsically linked.

Assessment Method

- 4.15 A number of factors are considered in evaluating the suitability of sites for reduced levels of parking and this should be set against a background of recent changes in travel and car ownership patterns, particularly in large metropolitan areas.
- 4.16 SK has considerable experience of assessing the suitability of sites for reduced levels of parking. The method SK uses in these assessments is set out below and is based on the criteria used by the Greater London authorities and acknowledges both NPPF and MCC policy requirements. The method is the same as used by SK when assessing parking requirements at other residential sites in the authority area.
 - Accessibility of the development and opportunities for public transport access
 - GMAL level and comparison to PTAL levels
 - Local car ownership levels
 - Amenity and road safety effects

Accessibility Level

- 4.17 The accessibility of the site has been assessed in Section 4. This shows that the site has the following characteristics and is an accessible location for residential development:
 - Location to the south of the centre of Levenshulme
 - Opportunities for access to lots of amenities in line with '15 minute city' principles
 - Existing walking and cycling infrastructure connecting to key destinations
 - Less than 2 minute walk to existing bus services
 - Less than 5 minute walk to train services
 - A very high GMAL (7)

Comparison of GMAL/PTAL

- 4.18 The London Authorities have the most experience of successfully delivering low car housing across suitable areas of Greater London. The draft London Plan (policy T6) states that low-car development should be the starting point for all new development that is well connected by public transport and that sites with a PTAL of between 5-6 are suitable. A PTAL of 5-6 is the same as a GMAL of 7-8.
- 4.19 The site has a GMAL of 7, showing it is suitable for a reduced level of car parking.

Local Car Ownership & Demand Levels

- 4.20 National research shows that the number of people choosing to live without a car has continued to rise over time, particularly in central areas. Notwithstanding this and to allow a worst-case assessment of the proposal's likely effects, historic Census car ownership data has been examined for the local area.

Household Type	0 Cars	1 Car	2 Cars	Car Ownership Level
Apartments	69%	28%	3%	34%

Table 4.1: Historic Car Ownership Levels
[source: Nomis 2020]

- 4.21 Table 4.1 shows that the majority of apartment dwellers in the area live without car and the area has a car ownership level of 34% for apartments.
- 4.22 The proposal provides 7 parking spaces, an 80% provision. The assessment shows that the level of parking is higher than that needed in the local area and commensurate with the high accessibility level. A reduction in parking level is also in line with MCC's own aspirations for the area set out in the Levenshulme and Burnage Active Neighbourhood, which identifies the location as suitable for increased sustainable trip making and reduced car use. The level of site parking proposed has been agreed as appropriate with MCC. The proposal will also create 2 spaces on street once the existing site access has been closed.
- 4.23 The evidence presented earlier in this section shows that people choose houses based on their individual requirements. The parking provision at the development will be clearly outlined to prospective residents. Residents who own a car will not favour this development if there is no parking space available for them and these residents will be able to choose a more suitable location in the area where a parking space is provided. The development will naturally appeal to prospective residents who have chosen to live in the area so that they do not need to own a car.

Road Safety & Amenity Effects

- 4.24 The assessment shows that the site is located in a very accessible location. It is also shown that the level of parking proposed is in line with local area car ownership levels. Based on this the proposal will not result in overspill parking on adjacent streets.
- 4.25 The proposal will also remove the existing site access on Delamere Road, which will also increase the street parking available thereby improving amenity levels for local residents.

Policy Compliance

- 4.26 Regional and national guidance supports designing places for people, rather than cars, to support active travel and improve local environments. The assessment shows that the site is well suited to a reduced level of parking due to very good accessibility levels and local car ownership levels.
- 4.27 Paragraph 109 of NPPF (2019) states that developments should only be prevented on highway grounds if there would be an unacceptable impact on highway safety or where residual cumulative impacts would be severe. The proposal accords with NPPF.

5. Conclusions

- 5.1 SK has been appointed to review the parking provision at a residential development that will provide 9 apartments off Delamere Road in Levenshulme.
- 5.2 The assessment has been undertaken using a standard appraisal method that considers various factors that will influence future car ownership levels.
- 5.3 The site is located to the south of the centre of Levenshulme and numerous amenities are located within a 15 minute journey time. The assessment also shows that the site is well located to provide opportunities for access on foot, bike or public transport using existing infrastructure. The site has a very high GMAL level. Measures are included in the proposal to support sustainable trip making, including a level of cycle parking substantially higher than adopted policy requirements.
- 5.4 Road safety patterns have been reviewed and there are no accident hotspots that will impact on access to the site.

- 5.5 The assessment shows that the proposed parking level (80%) is higher than the local area car ownership level (34%) and will therefore not result in resident overspill parking on adjacent streets.
- 5.6 The proposal is shown to meet relevant local and national policy requirements.

Appendix 4.0



Supporting statement from Cushman & Wakefield for proposed development at 1A Delamere Rd.

Pre-Application Supporting Statement: 1a Delamere Road, Levenshulme, Manchester

January 2021

Introduction

This statement has been prepared on behalf of Talo North Ltd to accompany pre-application discussions regarding the redevelopment of 1a Delamere Road, Manchester, for use as residential apartments. The purpose of this statement is to address comments raised by Manchester City Council regarding the proposed density of the scheme.

This statement should be read alongside the planning documents provided by Talo North Ltd.

Background

The development proposes the demolition of existing buildings on the site and the erection of a 4-storey building comprising of 4x 1 bed apartments, 4x 2 bed apartments and 1x 3 bed apartment. Seven car parking spaces will be provided within the curtilage of the building.

The building will also incorporate a range of sustainable alternative technologies and materials.

The site is located in Levenshulme, approximately 3 miles south of Manchester City Centre.

The Site and Surrounding Area

The site is currently vacant and comprises hard standing land and warehouse units associated with its former use as a vehicle repair shop.

The site is located in Levenshulme District Centre in a mixed-use area comprising of residential, retail and commercial use. To the north of the site is greenfield land, beyond which are retail and residential units. To the east and south of the site are residential homes and to the west of the site are retail units, beyond which is Stockport Road.

The properties to the east and south of the site are primarily 2 storeys in height. To the west of the site and in the District Centre properties range in height from 2 - 4 storeys. For example, a 4-storey warehouse building is located on Alexandra Terrace to the north of the site off Stockport Road. St Marys Court is located on Elbow Street to the north of the site and is 3 storeys in height. The building is also situated on land of a higher elevation to its neighbouring properties and has a pitched roof which further increases the height of the building.

The site is situated in a sustainable location. Levenshulme Train Station is a 5-minute walk from the site and there are several bus stops located along Stockport Road providing access into Manchester City Centre as well as the Greater Manchester area. A Technical Note prepared by SK Transport that has been submitted with the pre-application confirms that the site has a Greater Manchester Accessibility Level (GMAL) score of 7, which is a very good level of accessibility and similar to that found in parts of Manchester City Centre.

Planning History

The Site

A review of Manchester Councils planning explorer has not identified any previous planning applications pertaining to the site.

The Surrounding Area

Planning permission was granted at Planning Committee in 2017 on land to the north of the site off Chapel Street under application ref: 113618/FO/2016, for the following development:

Erection of 64 no. dwellings comprising of: 28 x two bedroom apartments with associated 28 space car park and communal bin storage area; 22 x three bedroom houses; 6 x four bedroom houses; 8 x four bedroom houses with garages, boundary treatments (including walls, railings gates and fences), formation of new access road linking Elbow Street and Stanhope Street and landscaping following demolition of existing buildings.

The residential apartments that form part of the proposal are located in the north-eastern section of the application site at the junction of Chapel Street and Stanhope Street. The apartment building is 4 storeys in height.

The Officers report to Committee states that:

“Given the configuration of the site and the number of proposed residential units it is considered a relatively dense form of development would be achieved. However, the density of the proposed development would be reflective of the character of the surrounding built environment and would provide private amenity spaces for proposed houses and communal areas”.

The application site is located on the edge of the District Centre and the Officers report acknowledges that the development, which is similar in density to our Clients, is reflective of the surrounding area of Levenshulme.

It is therefore considered that the density of our Clients proposal is comparable and therefore acceptable, particularly as it is located within the District Centre itself where high density development is identified as appropriate in planning policy and the surrounding built environment includes existing and proposed buildings which are 4-storeys in height.

Planning Policy

The site has no land use allocation under the Manchester Core Strategy (2012), however it is located in Levenshulme District Centre as well as in South Manchester. Relevant policies include:

- **Policy EC9 South Manchester** states that District Centres will be suitable for mixed use development providing local needs and services.
- **Policy H1 Overall Housing Provision** states that the density and design of a scheme should contribute to the character of the local area.
- **Policy H6 South Manchester** states that high density development in South Manchester will generally only be appropriate within the District Centres.

Other relevant material considerations include the National Planning Policy Framework (2019), the Guide to Development Supplementary Planning Document (2007) and the South Manchester Strategic Regeneration Framework (2007).

National Planning Policy Framework (2019)

- **Paragraph 118** states that planning policies and decisions should 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.

- **Paragraph 122** states that planning policies and decisions should support development that makes efficient use of land, taking into account:
 - 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 (including residential gardens), or of promoting regeneration and change; and
 - e) the importance of securing well-designed, attractive and healthy places.

Guide to Development Supplementary Planning Document (2007)

- **Paragraph 2.7 states** that increased development density can be appropriate where it is necessary to reinforce community identity, promote a more economic use of land, increase demand for local facilities and contribute to safer, self-policed streets. However, density levels must be informed by the character of an area and the specific circumstances of a proposal.

South Manchester Strategic Regeneration Framework (2007)

- **Page 109** states that Levenshulme should look at potential to increase development density around the railway station and open up the main road to create an attractive focal area.

Summary

We consider the density of the development to be acceptable for the following reasons set out below, all of which should be considered in the overall planning balance of the proposal:

- The development will not be deliverable or financially viable at a lower density;
- The site is located within a District Centre where high-density development is identified as being appropriate under Core Strategy Policy H6;
- Application ref: 113618/FO/2016, which is of a similar density and is located on the edge of the District Centre has recently been approved by the Council;
- The area surrounding the application site contains a mix of uses ranging in height from 2 - 4 storeys;
- The application site is in a highly sustainable location with a GMAL score of 7;
- The South Manchester SRF identifies that there is potential to increase development density around the railway station which is within a 5-minute walk from the site;
- The density at the site should be maximized to make an effective and economic use of previously developed land;

- Increasing the density on sustainable sites such as this one will directly assist in reducing dependency on private car use and will also limit its future use, in line with national planning policy. Unless developments of a higher density are supported on sustainable sites, single occupancy car use will be exacerbated within Levenshulme;
- The development will include a mix of 1, 2- and 3-bedroom apartments, providing a diversified housing choice;
- The development will incorporate a range of sustainable alternative technologies and materials; and
- The proposal will enhance a currently vacant site and will contribute to the regeneration of Levenshulme as well as providing an increase in footfall and spend in the shops and facilities in the local area.