

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.