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27th November 2020

CJ – 20/390
BY PLANNING PORTAL

To whom it may concern,

APPLICATION FOR FULL PLANNING PERMISSION IN ACCORDANCE WITH THE TOWN AND COUNTRY PLANNING ACT 1990.

19 BEAVER ROAD, DIDSBURY, MANCHESTER

We write on behalf of our client, Eminence Development, to submit an application for full planning permission for the change of use of 19 Beaver Road from a glass and glazing showroom and workshop to four x 1 bedroom flats (C3 residential use) with a first floor extension and associated external works.

This statement outlines the following:

- Pre-application discussions with MCC Planning Officers.
- Relevant planning policies from Manchester's Local Plan.
- Planning considerations & benefits.
- Validation checklist.
- Summary.

a. Pre-application Discussions

The application site is a traditional semi-detached property located on Beaver Road, located in a highly sustainable area, within a five minute walk to Didsbury Village Metrolink Station and a four minute walk to the nearest bus stop on Clayton Avenue. There are a wide range of local amenities within Didsbury Village, including a food store, post office, restaurants, bars, pharmacy, and GP surgery. Whilst the site has been in its current use as a glass and glazing workshop and showroom for a number of years, it has generated impacts to neighbouring amenity through noise associated with the workshop, as well as the general appearance of the property in relation to its neighbours. For example, there sits a large waste skip on the front drive, which detracts from the appearance of the street scene.

When speaking with Jennifer Connor (Principal Planning Officer) in October 2020 about the proposal, she noted that Beaver Road is predominantly residential, and the principle of a residential conversion would seem to be acceptable. However, the change of use would need to have regard for the housing standards for internal space, access requirements, provision for adequate car parking, cycle parking, bin storage and amenity space.

These factors have been considered by the Applicant and are reflected in the plans submitted.

b. Relevant Planning Policies

Manchester City Council's (MCC) development plan currently comprises of the:

- Core Strategy.
- Interactive Proposals Map.
- Extant Unitary Development Plan policies.
- Greater Manchester Joint Waste Development Plan document.
- Greater Manchester Joint Minerals Development Plan document.

The Site is not allocated or designated within the Local Plan Interactive Policies Map for any particular use. However, we consider that the following policies will be relevant to the determination of this application:

- Core Strategy Policy EC2 Existing Employment Space – The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that the existing use is un-viable in terms of business operations, building age and format; the existing use is incompatible with adjacent uses; or on balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use
- Core Strategy Policy H6 South Manchester – South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes.
- Core Strategy Policy T1 Sustainable Transport – the Council will support proposals that: improve choice by developing alternatives to the car, promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
- Core Strategy Policy T2 Accessible areas of opportunity and need – The Council will actively manage the pattern of development to ensure that new development is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space, and educational opportunities. In addition, all new development should provide appropriate car parking facilities.

c. Planning Considerations & Benefits

The proposal involves the following works:

- Introduction of an additional storey to the single storey extension on the North Elevation;
- Addition of retrofit insulation;
- Addition of composite cladding;
- Replacement of existing lead roof shop signage panel on the principal elevation with a metal porch of zinc finish;
- Installation of 8 no. Photovoltaic panels on the rear elevation of the roof;
- Replacement UPVC windows; and

- Subdivision of the existing rear yard into two gardens each accessible via the ground floor flats.

Planning Considerations

We consider that the principle of the proposal is acceptable in planning terms as the employment site is due to close next year as part of a planned closure of the business. The existing use is therefore un-viable in terms of the current business operations, and the nature and location of the building and its age makes it unsuitable for most mainstream commercial businesses. The site does not benefit from a frontage on or near to the High Street, and the existing use is incompatible with adjacent residential uses. Accordingly, the proposal meets the requirements of Policy EC2. The proposal also seeks to reintroduce a residential use within an existing residential street in Didsbury, a highly sustainable and well-connected suburb of South Manchester, in accordance with Policy H6. Additional high-quality housing suitable for young professionals and key workers is in demand in this popular suburb, particularly where it is located close to public transport links.

The proposal will provide four flats which all meet the space standards as set out in the Manchester Residential Design Quality Guide, and also provides usable outdoor space in the form of two rear gardens. The proposal also provides 2 x designated off road car parking spaces, with EV chargers, which is considered acceptable given the likely occupiers of the building. It is considered that the flats will be attractive to young professionals, not all of whom will own a car. In addition, secure, covered cycle parking will be provided for each dwelling, in accordance with the recommendations set out in policies T1 and T2 of the Core Strategy.

Secure, covered bin storage that can easily be collected from the roadside is also provided to the front of the property with enough capacity for all four flats (the MCC waste proforma has been submitted as part of the application).

General Benefits

The proposal will generate the following benefits:

- Provision of four high quality flats suitable for young professionals located in a sustainable, highly accessible location.
- Redevelopment of a site into a use compatible with its neighbours, leading to reduced noise impact on neighbouring amenity.
- Improvement in the general appearance of the street scene through the introduction of modern, high quality materials to the building's exterior.
- Provision of two landscaped gardens, providing usable outdoor amenity space.
- Provision of a highly sustainable building with strong energy credentials, as explained below.

Energy & Sustainability Benefits

The aim of this conversion is to create four low energy retrofit apartments, and the provision of Airsource heat pumps, photovoltaic panels, cladding, insulation, triple glazing and EV chargers will all contribute to this goal. The proposal will be able to demonstrate the following energy achievements:

Planning Document	Sustainable Design Strategy
Manchester City Council's Core Strategy 2012-2027	The proposed development at Beaver Road, Didsbury achieves a 75% reduction in carbon emissions over Part L 2013 (Using SAP 10 carbon factors) - exceeding the EN6 documents Low Carbon target of 9% over Part L 2013.

Climate Change and Low Emission Strategies 2016-2020	The proposed development at Beaver Road, Didsbury achieves a 75% reduction in carbon emissions over Part L 2013 – exceeding the documents Low Carbon target of 48% over 1990 Emissions.
Manchester: A Certain Future	The proposed development at Beaver Road, Didsbury achieves a 75% reduction in carbon emissions over Part L 2013 – exceeding the documents Low Carbon target of 10% over Part L 2013.
Draft Manchester Zero Carbon Framework	Design Strategy fully adheres with the Carbon Neutral definition through the offsetting of operational emissions by procuring the total electricity supply from a 100% renewable energy provider.

A Sustainable Development Scorecard analysis has also been provided in support of the proposal which demonstrates how closely the proposal conforms to the NPPF's definition of sustainable development, considering each of the three pillars; economic, social, and environmental.

The scheme scored 95% with a parity score of 93%. The Scorecard Report has been provided within the planning submission, and you can find out more about the Scorecard here: <https://www.thescorecard.org.uk/about/>

d. Validation Checklist

We previously confirmed with Jennifer Connor that the application would be validated with the submission of a planning statement and full plan package (site location plan, existing and proposed site plans and elevations). It was agreed that no technical documents would be required. This application has therefore been submitted with the following plans:

- Design & Access Statement
- PL_000-E-R-001 Location Plan
- PL_100-E-S-001 Existing Site Block Plan
- PL_100-P-S-001 Proposed Site Block Plan
- PL_100-E-0-001 Existing Ground Floor Plan
- PL_100-E-1-002 Existing First Floor Plan
- PL_100-E-R-003 Existing Roof Plan
- PL_100-P-0-001 Proposed Ground Floor Plan
- PL_100-P-1-002 Proposed First Floor Plan
- PL_100-P-R-003 Proposed Roof Plan
- PL_200-E-X-001 Existing Elevations 01
- PL_200-E-X-002 Existing Elevations 02
- PL_200-P-X-001 Proposed Elevations 01
- PL_200-P-X-002 Proposed Elevations 02
- Sustainability Scorecard Report

- MCC Waste Proforma

Summary

In accordance with the information set out above, we kindly request that MCC validate and determine the application as soon as possible. We trust that you find the enclosed details to be acceptable and sufficient to however please contact my colleague Lucy Furber (lfurber@iceniprojects.com; 07825 517 718), in the first instance should you require anything further.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Chris Jones', with a large, stylized initial 'C'.

Yours sincerely,

Chris Jones
DIRECTOR