

Statement provided by the applicant:

Transport Statement

Parking Provision:

The property does not have off-street parking. However, there is existing on-street parking available on surrounding side streets, including Albert Avenue, Debdale Lane, Bowling Road, and Turnbull Road (see attached map extract). These streets provide adequate capacity to meet the modest additional demand generated by the development.

Highways Impact:

The proposal is for a small-scale residential conversion only. It will not materially increase traffic flows or create any new vehicle access points. The existing street layout can comfortably accommodate the development, and there is no adverse impact on highway safety.

Sustainable Transport Links:

Reddish Lane benefits from excellent access to bus services, with stops located within a short walking distance of the property. The site is also close to local shops and services, reducing the need for car use.

Cycle Storage:

Each flat will be provided with secure cycle storage (e.g. wall-mounted racks or internal storage), in line with Manchester City Council's Residential Quality Guide. This supports sustainable transport choices and reduces reliance on car ownership.

Conclusion:

The development relies on existing on-street parking, which is readily available in the surrounding area. Given the small scale of the proposal, the presence of sustainable transport links, and the provision of cycle storage, the scheme will have no adverse transport or parking impacts. The proposal aligns with Manchester's Core Strategy objectives of encouraging sustainable travel and making efficient use of existing urban housing stock.

Planning Statement

1. Site Context

49 Reddish Lane is a two-storey mid-terrace property located in a mixed residential and commercial area. The surroundings include family housing on Albert Avenue, Debdale Lane, and Turnbull Road, alongside local shops and restaurants along Reddish Lane itself. The area is well-served by bus routes and local amenities, making it a sustainable location for residential development.

2. The Proposal

The scheme seeks permission to convert the existing property into:

Flat 1 (Ground Floor): 1-bedroom, 53.24m² GIA.

Flat 2 (First Floor): 2-bedroom, 62.14m² GIA.

The external appearance of the building will remain unchanged, with only internal reconfiguration proposed.

3. Policy Compliance

a) National Planning Policy Framework (NPPF)

Encourages the efficient use of existing buildings for housing delivery.

Supports sustainable development in well-connected urban locations.

b) Manchester Core Strategy (2012)

Policy H6: Seeks to broaden the choice of housing across the city.

Policy SP1: Directs development to accessible locations close to public transport and services.

Policy T1: Encourages reduced car dependency through walking, cycling, and public transport.

c) Manchester Residential Quality Guide (2016)

Minimum size for a 1-bed 2-person flat = $50\text{m}^2 \rightarrow \text{Flat 1} = 53.24\text{m}^2$

Minimum size for a 2-bed 3-person flat = $61\text{m}^2 \rightarrow \text{Flat 2} = 62.14\text{m}^2$

Both proposed flats exceed the required standards.

4. Housing Need & Market Justification

The property has recently been let to a single household, however, the tenants vacated within two months. Feedback indicates that there is limited demand for full-house rentals of this scale in the area, particularly at higher rental values.

There is, however, consistent demand for smaller, more affordable flats suitable for individuals, couples, and small families. By converting the dwelling into two self-contained flats, the proposal:

Broadens the tenant base, appealing to a wider demographic.

Provides affordable accommodation at a lower PCM price point, in line with local housing needs.

Ensures the long-term viability and sustainable use of the property.

This represents a practical response to housing market realities in the Reddish Lane area and aligns with Manchester City Council's objective of increasing housing choice.

5. Residential Amenity

Each flat benefits from good outlook, natural light, and ventilation.

Layouts are functional and provide comfortable living conditions.

No adverse impacts are created for neighbouring properties in terms of overlooking, loss of privacy, or overshadowing.

6. Transport & Parking

The property does not include off-street parking but benefits from on-street parking on nearby side streets, including Albert Avenue, Debdale Lane, Bowling Road, and Turnbull Road.

The small scale of the development (two flats) will not create material highways impacts.

The location benefits from bus services along Reddish Lane and easy access to local shops and services.

Secure cycle storage will be provided within the property, in line with the Residential Quality Guide.

7. Design & Character

The proposal retains the existing external appearance and respects the character of the terrace and wider streetscape.

The modest internal alterations do not harm the local area's visual or residential character.

8. Conclusion

The proposed conversion of 49 Reddish Lane into two flats:

Meets or exceeds national and local space standards.

Provides much-needed smaller, affordable homes, reflecting actual housing demand.

Has no adverse impact on residential amenity, highways, or parking.

Preserves the character of the existing property and wider area.

Supports sustainable development objectives of the NPPF and Manchester Core Strategy.

For these reasons, planning permission should be granted