



Chartered Town Planners & Architectural Technicians

PLANNING / DESIGN AND ACCESS STATEMENT

Outline planning application for demolition of existing building and construction of 6 houses with vehicular accesses / crossovers from Redacre Road (with matters reserved).

Property Address: St. Georges, Abbey Hey Lane, Manchester, M18 8RB.

May 2025

1.0 INTRODUCTION

1.1 This Planning / Design and Access Statement is submitted on behalf of the applicant in respect of an outline planning application for the demolition of the existing building and construction of 6 houses with vehicular accesses / crossovers from Redacre Road (with matters reserved). This Statement should be read in conjunction with other drawings and documents accompanying the planning application.

1.2 This Statement comprises:

- A description of the application property and surrounding area;
- A description of the proposed development;
- A summary of relevant planning history; and,
- An assessment of the proposed development against relevant planning policy.

2.0 SITE DESCRIPTION AND SURROUNDINGS

2.1 The planning application relates to a site on which there is a two storey detached building (with rooms in the roofspace). It is set in large grounds and with direct access from Abbey Hey Lane. The curtilage is mostly soft landscaped.

2.2 The property at present is run-down, boarded up and has an unkempt appearance. The majority of the curtilage has been subject to fly-tripping over the years. It is also overgrown. The property has not been used for a number of years. With the extant use, which can only accommodate 8 people, it is very unlikely to be made available again as a residential care facility without significant investment, and there is not a credible business case to make the significant investment to make the returns needed. With ever more stringent care registration and accessibility standards, it is the case that small to medium size care home facilities are often unviable. Indeed a review of Manchester planning records over a 20 year period attests to a growing trend of larger care-home facilities where economies of scale and specialisms can be achieved.



Figure 1: The application property.

2.3 The area surrounding the site is mixed use in nature. Within walking distance are: schools, convenience shops, community centre, a public house, and formal and informal park land / playing fields. In terms of public transport, the site is within walking distance of Gorton Train Station, and Abbey Hey Lane is serviced by bus route numbers 7, 7A, 7B, 150, 171 688, 705, 706, 707, 713, 725 and 738. With regards to cycle paths, the Fallowfield Loop is directly adjacent the site. This is one of the National Cycle Network routes and connects to Whalley Range in the west of the City.

2.4 The site is located within Flood Zone 1 and at low risk of flooding. There are no known risks of contamination on site.

3.0 PROPOSED DEVELOPMENT

3.1 Outline planning permission is sought for the demolition of the existing building and the construction of 6 houses (with all matters reserved). It is envisaged the dwellings would be semi-detached and two-storeys in height.

3.2 Vehicular access would remain from Abbey Hey Lane for two of the dwellings. For the remaining four dwellings, it is proposed to have vehicular access / crossovers from Redacre Road. There is sufficient space on site to accommodate the parking needs of 6 dwellings.

3.3 Issues of scale, appearance, and landscaping are sought to be reserved matters.

4.0 PLANNING HISTORY

4.1 Planning permission was granted in September 2022 for:

“Change of use from vacant residential care home to 7 flats with extensions at ground and first floor level, alterations to elevations and roof form, and other associated works including modifications to car parking layout and boundary treatment”

5.0 PLANNING POLICY AND GUIDANCE

National Planning Policy Framework (2024)

5.1 The National Planning Policy Framework 2024 (NPPF) seeks to promote a wide choice of house types and home ownership. Para. 60 states:

“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”

The proposed development would enhance the range of house types and house tenures available in the area.

Manchester Core Strategy (2012)

5.2 Policy EC5 (East Manchester) of the Core Strategy sets out that the area is to cater for significant employment growth in addition to much regeneration.

The proposed development would provide residential accommodation to cater for employment and regeneration growth in the region.

5.3 Policy CC3 (Housing) sets out residential development will only be appropriate in line with Policy CC7 (Mixed Use Development) which promotes mixed use development. ***In this regard it is pointed out that the proposed development is within a mixed use area (refer to para. 2.3 above).***

5.4 Policy CC9 (Design and Heritage) requires that design of new buildings will need to be of the highest standard in terms of appearance and function. ***Issues of scale and appearance are reserved matters however there is no doubt that a high quality development can be achieved in terms of design / visual appearance.***

Extant Unitary Development Plan Policies

5.5 There are no known Unitary Development Plan policies to prevent or discourage against a development of the nature proposed at this location

Places for Everyone. Joint Development Plan Document 2022-2039

5.6 There are no known Joint Development Plan policies to prevent or discourage against a development of the nature proposed at this location. Indeed policies within are very much supportive of increased residential development, and development in sustainable urban locations.

Guide to Development in Manchester Supplementary Planning Document (2007)

5.7 Para. 2.47 of this SPD deals with a variety and mix of uses. It is stated:

“One of the best ways of creating sustainable communities is by providing a balanced mix of uses. This can be achieved in a number of ways: within different parts of a neighbourhood; in different parts of a development scheme; in adjacent buildings along a street; or in buildings that accommodate a number of uses. A mix of uses also means that higher density development does not overly dominate the character of the area”.

Furthermore, para. 11.32 states:

“Wherever possible, workplaces should be located near to residential areas and other services, to support the Council's sustainable development strategy, in particular reducing the need to travel”.

The proposed development would provide further residential units in an area served by a variety of land uses (refer to para. 2.3 above). It is without doubt in the interests of proper planning and sustainable development to site residential units near to where employees might live and near to where multi-purpose trips can be undertaken.

6.0 PARKING & IMPACTS ON NEIGHBOURING RESIDENTIAL AMENITY

6.1 Appendix B of the Core Strategy does not set out parking standards for residential use. Notwithstanding the proposed development can provide car parking on the basis of 1 space per dwelling. The site is in a highly accessible location such that it is envisaged future occupants will regularly partake in sustainable travel modes.

6.2 Policy DM1 (Development Management) requires, amongst other matters, that careful consideration be given to impact on the surrounding areas in terms of the design, scale and appearance

of the proposed development and that development should have regard to the character of the surrounding area. Although matters of scale are to be reserved, it is not considered there would be any adverse impacts to neighbouring properties if the dwellings are to be two storeys in height as this is the prevailing dwelling height in the surrounding area.

6.3 Given the separation distances to the boundaries, it is not considered there would be any adverse overshadowing or overbearing impacts.

7.0 CONCLUSION

7.1 The application site is within distance of necessary day to day shops, services and facilities. The site is highly accessible and sustainable in terms of access and transport.

7.2 The site has been in a run-down state for some time and presently detracts significantly from the area. The proposed use would bring the site back into life and add to the local working population which would be to the betterment of helping to sustain local shops and services.

7.3 The proposed development is considered to be in compliance with NPPF policies, as well as the Core Strategy and Joint Development Plan Document.

7.4 The proposal represents an opportunity to increase residential accommodation in the area. It is submitted that there is no reason why outline planning permission should not be allowed.