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Planning, Development & Heritage Consultants

JD Northwest Ltd

129 Wilbraham Road, Fallowfield, M14 7DS

Planning Statement including Flood Risk Assessment

September 2025

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1. Introduction

1.1 This Planning Statement including Flood Risk Assessment has been prepared by Paul Butler Associates on behalf of JD Northwest Ltd. The statement has been provided in support of a full planning application for a residential development at 129 Wilbraham Road, Fallowfield, M14 7DS

1.2 The proposed development is for 'Single storey rear extension to shop (use class E), change of use of first floor and side extension to provide 2 x 1-bed apartments (use class C3) and provision of bin and cycle storage'.

1.3 The proposal will improve the existing shop by providing ground level storage. It will also involve the conversion and extension of the first floor to provide 2 x 1-bed apartments which will be attractive to a range of future occupiers including young professionals, couples and key workers. The proposals will also provide improved waste storage provision and secure cycle parking.

1.4 To provide a clear understanding of the application proposal this statement includes:

- A description of the application site and surrounding area;
- A review of relevant planning history;
- A description of the proposed scheme;
- A review of national and local planning policies of relevance to the scheme;
- An appraisal of the scheme against relevant planning policies and an assessment of the scheme in relation to its immediate and surrounding context; and,
- A conclusion.

1.5 The statement should be read in conjunction with the completed application forms, the architectural drawings prepared by Mark Gordon Design & Associates, and the following reports:

- Noise Assessment for Planning prepared by AEC Ltd.
- Waste Management Strategy Pro-forma.

2. The Application Site and Surrounding Area

2.1 The subject site is located at 129 Wilbraham Road, Fallowfield, M14 7DS. The site is irregular in shape and approximately 230 sqm in size (see Figure 1 below).



Figure 1: Aerial view of the subject site with approximate application site outlined red.

2.2 The site is located on the south west side of the junction of Wilbraham Road and Yew Tree Road. It comprises an end-terrace property which is currently occupied by 'Freshers' convenience store, which comprises retail space on the ground floor and ancillary storage on the first floor. The property is two storey and is constructed of red brick with a pitched tiled roof. The building was extended in around 2019 with a single storey flat roof addition. At the rear of the site is an external yard area which is currently used for open storage and has gated access onto Yew Tree Road. Beyond this is an alleyway which provides a pedestrian route between Yew Tree Road and Sopwith Drive.

2.3 As noted, the site is an end-terrace property. Other properties within the terrace row include an estate agent and a tobacco / vapes shop. It is understood these premises have office

and residential use above. There is forecourt car parking associated with these premises to the Wilbraham Road frontage. There are further commercial uses to the west. The wider area is residential in character and predominantly comprises traditional two storey semi-detached and terraced housing.



Figure 2: View of Wilbraham Road elevation.



Figure 3: View of Yew Tree Road elevation.



Figure 4: Part view of rear elevation.

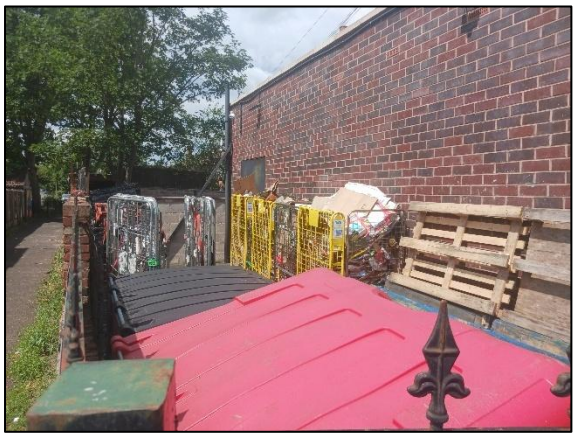


Figure 5: Existing open bin storage at the rear of the building.

2.4 The site is approximately 4.5km to the south of Manchester City Centre. It is well connected by both private and public transport, with nearby bus services providing routes to destinations including Manchester City Centre, Gorton and Chorlton.

2.5 In terms of planning policy designations, the site is within 'South Manchester'. No other site specific planning policy designations apply. The site is located mainly within Flood Zone 1 which relates to land at the lowest risk of flooding, with a small part of the site located in

Flood Zone 2 (see figure 6 below). The site is not located within a conservation area, nor are there any listed buildings within proximity which might be impacted upon by the proposed development. There are no TPOs on the site or adjacent to it, nor any soft landscaping / habitat.

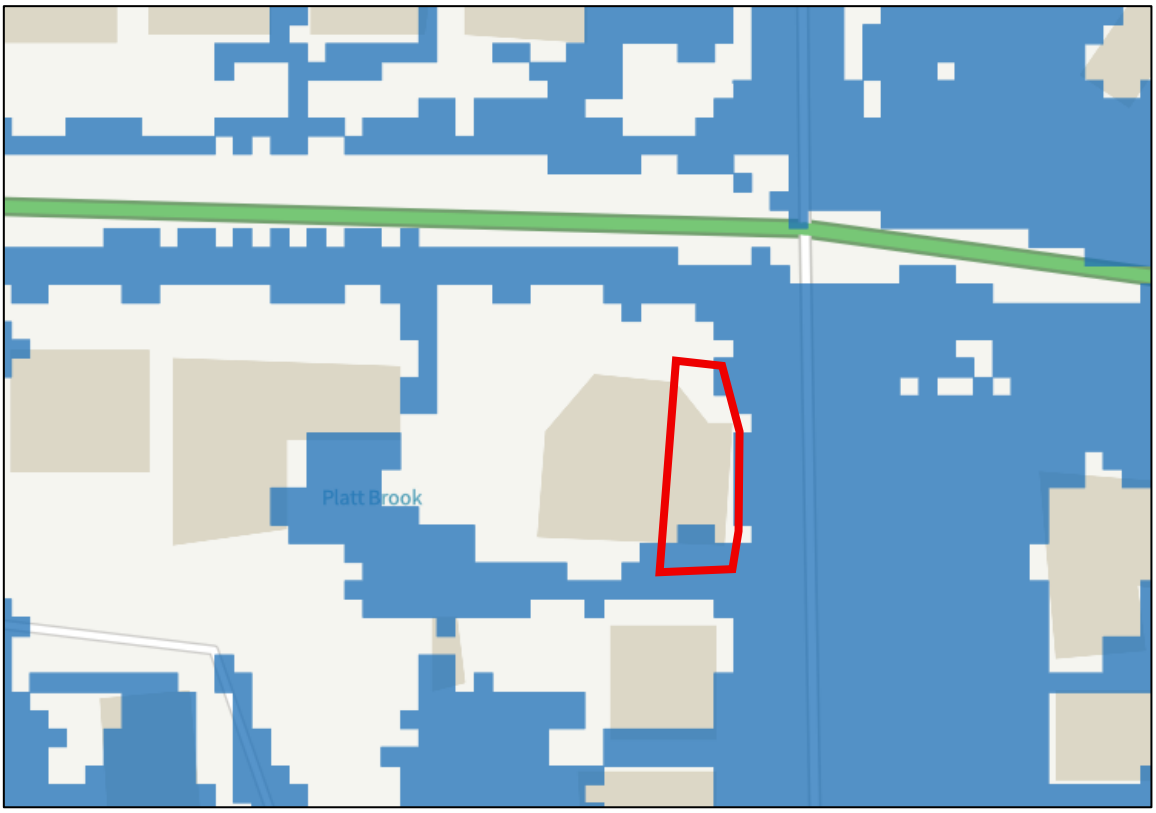


Figure 6: Extract of the Flood Risk Map for Planning (the site is located mainly in Flood Zone 1 (lowest risk) with a small part of the site located in Flood Zone 2 (blue shading). The approximate site boundary is outlined red.

2.6 The site is partly within an Air Quality Management Area (see figure 7 below).

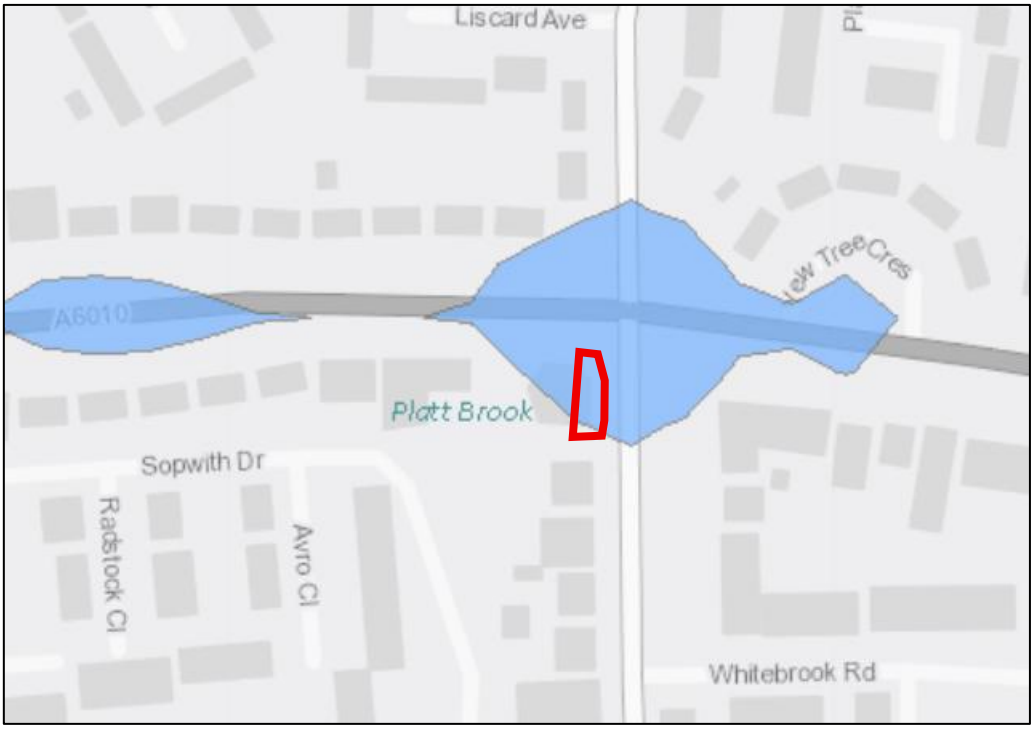


Figure 7: Extract Map of AQMAs (blue shading). The approximate site boundary is outlined red.

3. Planning History

3.1 A planning history search of Manchester City Council's online planning map was undertaken in September 2025. The applications identified for the building are presented in the table below:

Reference No.	Address (as per MCC's website)	Proposal	Decision and Date
124295/FO/2019	129 Wilbraham Road Manchester M14 7DS	Erection of single storey side extension to form additional retail space and use of first floor for ancillary storage and office space.	Approved 11.10.2019
115929/JO/2017	129 Wilbraham Road Manchester M14 7DS	Variation of condition no 2 of planning permission ref 109799/FO/2015/S1 to allow for an increase in the size of the rear extension and installation of a new flat entrance to the Wilbraham Road elevation.	Refused 17.10.2017
109799/FO/2015/S1	129 Wilbraham Road Fallowfield Manchester M14 7DS	Erection of single storey side extension to form additional retail space.	Approved 06.10.2015
108340/FO/2015/S1	129 Wilbraham Road Fallowfield Manchester M14 7DS	Erection of single-storey rear extension to form additional retail space.	Withdrawn 10.07.2015

106831/FO/2014/S1	129 Wilbraham Road Fallowfield Manchester M14 7DS	Retention of an ATM in corner window.	Approved 05.11.2014
106832/AO/2014/S1	129 Wilbraham Road Fallowfield Manchester M14 7DS	Retention of an internally illuminated ATM collar sign.	Approved 05.11.2014
080820/FO/2006/S1	129 Wilbraham Road Fallowfield Manchester M14 7DS	Erection of single storey side extension.	Approved 26.10.2006
065108/FO/SOUTH1/02	129, Wilbraham Road, Fallowfield	Single storey side extension to form additional retail, storage and toilet to existing shop premises.	Refused 12.07.2002
048019/AO/CENTL2/95	129, Wilbraham Road, Fallowfield	Retrospective application for the erection of an illuminated free standing advertisement unit.	Approved 21.11.1995
036781	129, Wilbraham Road, Fallowfield FALLOWFIELD	Two illuminated fascia name signs.	Approved 19.01.1990
F/AD04028	129 Wilbraham Road, Fallowfield	Illuminated fascia name and trade sign.	Approved 27.04.1983

3.2 The application history demonstrates that various proposals have been previously progressed for the extension of the existing shop, with planning permission 124295/FO/2019 granted in 2019. This planning permission was implemented.

3.3 Application 115929/JO/2017 is of note and was refused in 2017. Two reasons for refusal were given which stated:

> *'1) The proposed extension by reason of its position, scale and mass would form an over-dominant, feature at the rear of the property, while not leaving adequate space for the storage of waste bins, to the detriment of amenity. The proposed development is therefore contrary to policies DM1 and SP1 of the Manchester Core Strategy, The Guide to Development in Manchester (SPD) and the National Planning Policy Framework (NPPF).*
>
> *2) By reason of its size, design, the proposed rear extension is considered to be a visually intrusive feature with an unacceptable appearance and an unsatisfactory relationship to the building, having a detrimental impact on the visual and residential amenity of the area, contrary to Policies SP1, DM1 of the Core Strategy'.*

3.4 This refusal relates to matters associated with scale, massing and design. These matters are addressed in relation to the application proposal at Section 6 of this Statement. It is noted that prior to this application being submitted the first floor of the building comprised a flat as the description of development in application 115929/JO/2017 refers to 'new flat entrance'.

4. The Proposed Scheme

4.1 The proposed development is for 'Single storey rear extension to shop (use class E), change of use of first floor and side extension to provide 2 x 1-bed apartments (use class C3) and provision of bin and cycle storage'.

4.2 The proposal will improve the existing shop by providing ground level storage. Currently storage is provided at first floor level which is impractical and is associated with safety issues in terms staff having to move bulky goods up and down stairs. A single storey rear extension will increase the ground floor storage area and improve the function of the shop. The store extension will be constructed of red brick to match existing. It will be set back from the main elevation and will have a flat roof which will ensure it is subservient to the building. The maximum height will be 3m which will also ensure it sits below the existing flat roof level of the ground floor. This element will also be set back behind the gates in front of the rear yard area, further ensuring that it is not visually prominent.

4.3 The additional storage at ground floor will allow the first floor of the building to be converted to provide 2 x 1-bed apartments. Each apartment will include an open-plan living / kitchen / dining room, a bedroom and bathroom. The apartments measure 38 sqm and 39 sqm which satisfy nationally described space standards. The apartments will be accessed via a dedicated entrance door to the Wilbraham Road elevation with a communal residential staircase leading to the first floor level. The apartments will be attractive to a range of future occupiers including young professionals, couples and key workers.

4.4 The proposals will also provide improved waste storage provision. This will include an enclosed waste store to the east elevation of the building comprising a residential waste store and waste store for the shop. The residential store will accommodate 4no. bins for each flat (8 bins in total). The waste store for the shop will accommodate space for 3no. 1,100L bins (1no. for general waste and 2no. for recycling) and 4no. 240L bins for recycling. The bins will be situated behind a new brick wall with stone copings and planters installed which will ensure that they are well-screened from the street.

4.5 The proposal will also accommodate secure and covered cycle storage, with one space per apartment provided.

5. Planning Policy Context

5.1 Planning policy guidance of relevance to the proposed scheme, and which provides the context for its assessment, is set out within the following:

- The National Planning Policy Framework (NPPF); and,
- The Development Plan for Manchester.

National Planning Policy Framework

5.2 The latest revised National Planning Policy Framework (NPPF) was published in December 2024 and sets out the government's planning policies and how these are expected to be applied.

5.3 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or
- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

5.4 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

Delivering Sustainable Development

5.5 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework. The NPPF is split into 17 chapters, the chapters of relevance to this development are discussed below.

5.6 Delivering a sufficient supply of homes (Chapter 5) – paragraph 61 explains that in order to support the government's commitment to significantly boosting the supply of homes, it is important that a sufficient amount and variety of land comes forward for development 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 overall aim should be to meet as much of an area's identified housing need as possible, including an appropriate mix of housing types for the local community.

5.7 The NPPF is clear at paragraph 11 that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites or the Housing Delivery Test indicates that the delivery of housing was substantially below the housing requirement over the previous three years.

5.8 Paragraph 73 highlights that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes, and are often built-out relatively quickly. Paragraph d) emphasises the importance of windfall sites and states that local authorities should support their development through giving great weight to the benefits of using suitable sites within existing settlements for homes.

5.9 Building a strong and competitive economy (Chapter 6) – advises that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. It also seeks to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment.

5.10 Ensuring the vitality of Town Centres (Chapter 7) - advises that planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

5.11 Promoting healthy communities (Chapter 8) - the planning system should aim to achieve healthy, inclusive and safe communities. Planning decisions should aim to achieve places which promote, amongst other things, safe and accessible developments, where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

5.12 Promoting sustainable transport (Chapter 9) - to protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities.

5.13 Paragraph 116 advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios

5.14 Making effective use of land (Chapter 11) – the NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land. Paragraph 125 (c) explains that the planning system should specifically give substantial

weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused. Part (d) seeks to 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 (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)'.

5.15 The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 129 sets out that the planning system should support development that makes efficient use of land, taking into account the following:

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 or of promoting regeneration and change; and

e) the importance of securing well-designed, attractive and healthy places.

5.16 Achieving well-designed places (Chapter 12) - this chapter sets out at paragraph 135 that planning policies and decisions should aim to ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

5.17 Meeting the challenge of climate change, flooding and coastal change (Chapter 14) - this chapter emphasises the importance of securing reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change; and, in terms of flooding, development should be made safe without increasing flood risk elsewhere.

5.18 Conserving and enhancing the natural environment (Chapter 15) - the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, recognising the wider benefits of ecosystem services and minimising impacts of biodiversity and providing net gains in biodiversity where possible.

5.19 Decision making – guidance in paragraph 39 states that Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

The Development Plan for Manchester

5.20 The Development Plan for Manchester comprises the following documents:

- The Core Strategy Development Plan Document (July 2012);
- Saved policies of the Unitary Development Plan for Manchester (July 1995); and,
- Places for Everyone.

The Core Strategy Development Plan Document (July 2012)

5.21 The Core Strategy, adopted in July 2012, is the key Development Plan Document against which proposals should be judged. Core Strategy objectives and policies of particular relevance to the proposed scheme include:

- Spatial Objective SO1 'Spatial Principles' states that the sustainable development of the City can contribute to halting climate change.

- Spatial Objective SO2 'Economy and City Centre' Supports a significant further improvement of the City's economic performance and to spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

- Spatial Objective SO3 'Housing' seeks the provision of a significant increase in high quality housing provision at sustainable locations to address demographic needs and support economic growth.

- Spatial Objective SO5 'Transport' seeks to improve the physical connectivity of the City, through sustainable and accessible transport networks.

- Spatial Objective SO6 'Environment' seeks to protect and enhance the natural and built environment of the city, ensure the sustainable use of natural resources, and secure a high standard of design in all development proposals.

- Policy SP 1 'Spatial Principles' states that a key spatial principal which will guide the strategic development of Manchester will be the emphasis on the creation of neighbourhoods of choice. Development should enhance or create character; make a positive contribution to the health, safety and wellbeing of residents; consider the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income; protect and enhance the built and natural environment; minimise emissions; ensure the efficient use of natural resources and reuse previously developed land wherever possible; and improve access to jobs and services by being located to reduce the need to travel and provide good access to sustainable transport provision.

- Policy EC 1 'Employment and Economic Growth in Manchester' supports employment and business in Manchester and advises that design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and minimising detrimental impacts on adjacent uses.

- Policy H 1 'Overall Housing Provision' sets out that approximately 60,000 new dwellings will be provided for in Manchester over the period 2009 to 2027. New residential will need to take account of the need to: provide house types to meet a diverse and growing population; support growth on previously developed sites in sustainable locations; contribute to the Council's design principles in terms of character, amenity space and parking provision; address deficiencies in physical, social or green infrastructure; prioritise sites in close proximity to centres of high frequency public transport routes; consider environmental constraints; and be designed to give privacy to both its residents and neighbours.

- Policy H 6 'South Manchester' states that the sub area of South Manchester will accommodate 5% of new residential development over the lifetime of the Core Strategy.

- Policy T 2 'Accessible areas of opportunity and need' states that new development will be actively managed to ensure that new development is easily accessible to the City's main economic drivers and is easily accessible by walking, cycling and public transport.

- Policy EN 4 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development' states that all development must follow the principle of the energy hierarchy.

- Policy EN 8 'Adaption to Climate Change' states that new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of buildings and associated external spaces. Regard should be had to: minimisation of flood risk by appropriate siting, drainage and treatment of surface areas to ensure rain water permeability; reduction of urban heat island effect through the use of green infrastructure, green roofs and tree cover; controlling over-heating of buildings through passive design; providing linked and diverse green space to enhance natural habitats which will assist species adaptation.

- Policy EN 9 'Green Infrastructure' states that new development will be expected to maintain, and where opportunities arise, enhance green infrastructure.

- Policy EN 14 'Flood Risk' states that all new development should minimise surface water run-off through sustainable drainage systems and use of Green Infrastructure.

- Policy EN 15 'Biodiversity and Geological Conservation' states that developers will be expected to enhance, restore or create new biodiversity, either on site or adjacent.

- Policy EN 19 'Waste' states that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

- Policy DM 1 'Development Management' sets out various issues that development should have regard to, including: appropriate siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas; effects on amenity; accessibility; community safety and crime prevention; adequacy of internal accommodation; refuse storage and collection; and effects relating to archaeological or built heritage.

Saved Policies of the Unitary Development Plan for Manchester (July 1995)

5.22 The Unitary Development Plan (UDP) was superseded by the Core Strategy in 2012. However, a number of UDP polices have been 'saved'. Extant polices contained within the UDP which are relevant to the proposed scheme include:

- DC5.1 'Flat Conversions' states that in determining planning applications to convert property to flats, the Council will have regard to:
  a. the standard of accommodation for the intended occupiers of the premises;
  b. effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
  c. adequacy of car parking, off-street car parking being normally required where practicable, and essential where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created;
  d. general effects on the character of the neighbourhood, including the extent to which flat conversion schemes are a new or an established feature of the immediate area, avoiding the loss of front gardens and the retention of existing trees and shrubs;
  e. adequate private outdoor amenity space;
  f. the desirability of achieving easy access for all, including disabled people (as a minimum, access for disabled people will normally be required in conversions of ground floor accommodation);
  g. the satisfactory provision of refuse storage and collection facilities.

- DC5.2 'Flat Conversions' states that there will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, subject to other relevant policies of the

Plan. They will be particularly welcome where large, old, difficult to re-use properties are involved, and where proposed schemes provide investment enabling the retention and improvement of housing stock.

- DC22.1 'Footpath Protection' advises that in considering development proposals, the Council will have regard to the effect on existing pedestrian routes and will not normally allow development which would result in unacceptable inconvenience to local pedestrian movement.

- DC26.1 'Development and Noise' states that the Council will consider the implications of new development proposals which are likely to be generators of noise, and the effect of new development being exposed to existing noise sources which are effectively outside planning control.

Places for Everyone Joint Development Plan Document

5.23 The nine combined authorities of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan have prepared a Strategic Plan covering the nine areas. The PfE Plan took effect and became part of the statutory development plan for each of the nine PfE authorities on March 21, 2024. The following policies are of relevance to the application proposal:

- Policy JP-Strat14: A Sustainable and Integrated Transport Network. Through an ambitious programme of investment, the transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods. The policy specifically states that higher densities will typically be appropriate in locations with good access to rapid transit connections. New development will have a significant role in delivering our future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport.

- Policy JP-S1: Sustainable Development. In order to address climate change, the PfE plan has an ambition to be carbon neutral by 2028. To meet this target new development will have a critical role to play and all new homes and commercial/industrial buildings will need to achieve net zero carbon by 2028.

- Policy JP-S2: Carbon and Energy. In order to deliver carbon neutrality by 2038, the policy supports a range of measures to reduce greenhouse gas emissions.

- Policy JP-S3: Heat and Energy Networks. The provision of decentralised energy infrastructure is critical to the delivery of our objectives for low carbon growth, carbon reductions and an increase in local energy generation.

- Policy JP-S4: Flood Risk and the Water Environment. States that an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk.

- Policy JP-S5: Clean Air. States that a comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met.

- Policy JP-S6: Resource Efficiency. States that the achievement of a circular economy and a zero-waste economy will play a key role in meeting Greater Manchester's ambition of becoming a leading green city region by 2038.

- Policy JP-J1 Supporting Long-term Economic Growth. Supports a thriving, inclusive and productive economy will be sought in all boroughs.

- Policy JP-H1: Scale, Distribution and Phasing of New Housing Development. The policy sets out a requirement for 175,185 net additional dwellings to be delivered over the plan period. The new homes are to be of a good quality and design, adaptable, supported

by the necessary infrastructure and amenities and their distribution will support the PfE strategy of reducing the need to travel.

- Policy JP-H3: Type, Size and Design of New Housing. Development should promote a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods.

- Policy JP-H4: Density of New Housing. The policy sets out that new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high quality design.

- Policy JP-P1: Sustainable Places. Policy JP-P1 sets 17 key attributes that all development should be consistent with. In respect of distinctiveness, development should have a clear identity that: A. Responds to conserving and enhancing the natural environment, landscape features, historic environment and local history and culture; B. Enables a clear understanding of how the place has developed; and C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used.

- Policy JP-C1: An Integrated Network. This policy aims to deliver an accessible, low carbon Greater Manchester with worldclass connectivity.

- Policy JP-C3: Public Transport. This policy aims to deliver major improvements to public transport.

- Policy JP-C5: Streets for All Streets. This policy advises that streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.

- Policy JP-C6: Walking and Cycling. This policy seeks to deliver a high proportion of journeys made by walking and cycling.

- Policy JP-C8: Transport Requirements of New Development. This policy requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency and help deliver high quality, attractive, liveable and sustainable environments.

Other Relevant Policy

5.24 Manchester City Council have also adopted a number of supplementary planning documents and other guidance which although not forming part of the Development Plan are material considerations in the determination of the planning application. These documents are noted below:

South Manchester Regeneration Framework (2008)

5.25 South Manchester is identified as an area with a rich and diverse group of neighbourhoods, with a wide range of issues and needs. Some areas are already successful, so the South Manchester Regeneration Framework (SRF) is needed to help continue and build on this success. Other areas, in contrast, have particular issues that the SRF will help to tackle, such as poor housing and high levels of deprivation and worklessness. The opportunity for the SRF is to build on and improve its assets – the distinctive, successful neighbourhoods and centres, the high quality parks and the strong heritage and character of South Manchester – and use these as a model to drive forward the future of the area. These qualities should be applied across South Manchester to raise the quality of the built environment and expand the number of successful neighbourhoods. The SRF identifies a key issue for the area as providing a wider choice of housing to attract and retain residents. It identifies that high-quality sustainable new housing developments should meet the housing needs of the existing and future population of South Manchester.

The Guide to Development in Manchester Supplementary Planning Document and Guidance (2007)

5.26 This document aims to support and enhance the on-going development of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development that would be acceptable.

Providing for Housing Choice Supplementary Planning Document and Planning Guidance (2008)

5.27 This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision. The document confirms that the trigger for affordable housing being sought is developments of 15 or more dwellings or on sites of 0.3 hectares or more.

Manchester Residential Quality Guidance (2016)

5.28 The Manchester Residential Quality Guidance was published in 2016 and seeks to outline the considerations, qualities and opportunities that will help to deliver high quality residential development across Manchester. The document is a material consideration in the determination of planning applications.

Design for Access 2 (2003)

5.29 This is the Council's best practice guidance on inclusive design standards. It sets out the City's aspirations for inclusive development and is intended for use by architects, planners, engineers, landscape architects and other designers. The document acknowledges that when dealing with the constraints imposed by existing buildings it may not always be possible to meet the access standards set out within the document.

5.30 For the reasons given in section 6 below it is considered that the proposal is consistent with the above planning policy guidance.

6. Planning Appraisal

6.1 Having regard to the relevant planning policy guidance in the previous section, the key material considerations against which the proposed scheme should be considered, and which are discussed in this section, include:

- Principle of Development;
- Housing Mix;
- Design Considerations;
- Potential Impact on Amenity;
- Sustainable Development: Economic, Social and Environmental Benefits;
- Highways, Accessibility, Parking and Servicing;
- Crime and Security Matters;
- Ecology;
- Flood Risk Assessment; and
- Disabled Access.

Principle of Development

Principle of Extension of Shop

6.2 The proposed development is for 'Single storey rear extension to shop (use class E), change of use of first floor and side extension to provide 2 x 1-bed apartments (use class C3) and provision of bin and cycle storage'.

6.3 The proposal will improve the existing shop by providing ground level storage. Currently storage is provided at first floor level which is impractical and is associated with safety issues in terms staff having to move bulky goods up and down stairs. A single storey rear extension will improve the function of the shop, allowing it to continue to serve local residents living in the area. The new floor area is 20.8 sqm which is offset by the conversion of floorspace from the first floor. Due to this there is no requirement to undertake a Sequential Retail Assessment.

6.4 Section 6 of the NPPF advises that planning decisions should help create the conditions in which businesses can invest and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The application proposal will clearly allow a business to invest and adapt and is therefore consistent with this part of the NPPF. At a local level the extension of the shop is in accordance with Core Strategy Objective SO2 and Policy EC1, and PfE policy JP-J1 which support business investment and economic activity.

Principle of Residential Apartments

6.5 The provision of housing on the site will support the Council in meeting their target of providing 60,000 new dwellings between March 2009 and March 2027, confirmed by Core Strategy Policy H 1 as well as the housing target set out by PfE policy JP—H1. The provision of housing on this sustainably located brownfield site will also help to reduce pressure to develop on less sustainable greenfield and Green Belt land.

6.6 Saved UDP Policy DC5.2 'Flat Conversions' advises that there will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, subject to other relevant policies of the Plan. The proposal is consistent with these points as it involves the conversion of the upper floor of a business, on a main road frontage (i.e. Wilbraham Road) and within a residential area.

6.7 Paragraph 73 of the NPPF highlights that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes, and are often built-out relatively quickly. Paragraph d) emphasises the importance of windfall sites and states that local authorities should support their development through giving great weight to the benefits of using suitable sites within existing settlements for homes. The proposal involves the development of a small sized, windfall site to contribute to meeting housing needs and is therefore consistent with Paragraph 73.

6.8 Paragraph 125 (c) of the NPPF explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused. Part (d) seeks to 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 **(for example converting space above shops,** and building on or above service yards, car parks, lock-ups and railway infrastructure)'. The proposal is consistent with these provisions as it involves efficient use of brownfield land and the conversion of existing space above a shop.

6.9 The site is in an established residential area which has a good level of accessibility to local amenities to meet the day-to-day needs of residents. There is also good accessibility via public transport, with nearby regular bus services to a number of destinations including Manchester City Centre, Chorlton and Gorton. These factors all make the site highly suitable for residential use. Furthermore, it is highlighted that the upper floor would benefit from permitted development under Schedule 2, Part 3, Class MA of the General Permitted Development Order to be converted from retail space (use class E) to residential dwellinghouses (use class C3). This represents a fall-back and is a material consideration in the determination of the application. It is also highlighted that the first floor of the building has previously been used as a residential flat which is confirmed by the reference to a 'new flat entrance' within the description of application 115929/JO/2017.

6.10 In summary, the principle of the proposed residential development complies with Core Strategy Policies H 1 and H 6; and Saved UDP Policy DC5.2.

6.11 The scheme will be associated with a series of positive planning and regeneration benefits including:

- Improving the existing business operation of the premises and improving safety by providing ground level storage.
- Providing one bedroom apartments which will be attractive to a wide range of future occupiers including young professionals, couples and key workers.

- Delivering dedicated bin and cycle storage provision to improve the existing arrangements.

- A scheme which will minimise opportunities to commit crime and reduce the fear of crime by providing passive surveillance to surrounding streets and increasing footfall in the vicinity of the site. The development will also incorporate appropriate security fixtures and fittings to minimise the likelihood of crime, including lighting to the rear yard area to improve safety.

- The provision of a development with high sustainability credentials that will deliver a range of economic, social and environmental benefits.

- The development of brownfield land which will help reduce the pressure to build on green space and Green Belt land. The site is in close proximity to numerous bus services, enabling future residents to travel sustainably, minimising use of the car.

6.12 The above points are considered in more detail within the remainder of this section and demonstrate that the scheme wholly accords with national and local planning policy guidance.

6.13 It is important to highlight that the proposed scheme is also deliverable on the site for the following reasons:

- **It is Available** – The applicant owns the property and is in a position to deliver the scheme once planning permission is secured.
- **It is Suitable** – The suitability of extension of the building for retail storage and residential development (two apartments) is confirmed throughout this report, by reason of its sustainable / accessible location within an established residential area, and proximity to a wide array of amenities and services.
- **It is Achievable** – There are no policy restrictions or development constraints that would impact on the scheme's deliverability. Should planning permission be granted, the applicant is keen to commence works on site immediately.
- **It is Viable** – The scheme is viable and deliverable in the short-term.

Housing Mix

6.14 The application includes the extension of the first floor to provide 2 x 1-bed apartments. These are anticipated to be attractive to a range of future occupiers including young professionals, couples and key workers.

6.15 PfE Policy JP-H3 'Type, Size and Design of New Housing' seeks to ensure that developments support a mix of dwelling types and sizes to meet local needs. Similar provisions are reflected in the Core Strategy, although it is noted that there are no specific targets in terms of the type / sizes of dwellings that are delivered. It is however noted that Manchester's Validation Checklist (adopted September 2018) states:

> *'Apartment Mix - The Council at present would only look to 33% of any residential development to be one- bedroom units, with the rest being two bedrooms or larger units, in order to achieve a more sustainable and stable population within the City Centre.*
>
> *You are therefore required to justify the apartment mix if your proposal includes a greater % of one bed apartments.'*

6.16 The above text from the Validation Checklist confirms that the above housing mix only relates to the City Centre and therefore does not include the Fallowfield area. Notwithstanding this it is considered that the proposed mix is appropriate within this context and represents an efficient use of the site whilst contributing to the wider mix of housing sizes in the locality. This is evidenced by 2021 Census data which confirms that within the Fallowfield West & Whalley Range South area 15.2% of the properties are one bed dwellings. This compares to City Centre wards where a much higher percentage of one bedroom dwellings are present (e.g. Castlefield and Deansgate: 30.5%, Piccadilly and Ancoats: 40.4%, City Centre North and Collyhurst 37.2%). This characteristic perhaps explains why the Council seek to control the proportion of one bedroom dwellings in the City Centre where there are high proportions. This same issue does not apply to the Fallowfield area where

larger properties dominate. The provision of two one bedroom dwellings is considered to positively contribute to the housing mix in the locality and support housing needs.

Design Considerations

6.17 The existing building is not nationally or locally listed, nor is it located within a conservation area. The building has previously been extended at ground floor level. The current proposal involves a small single storey flat-roofed extension to the rear of the building. This is located within the existing yard area which is enclosed by brick boundary walls and a gate. The ground floor extension will therefore not be a prominent addition or significantly affect the Yew Tree Road street scene.

6.18 In relation to the first floor extension, this will follow the existing line of the first floor of the building along Yew Tree Road and is therefore positioned back from the ground floor element ensuring the street scene is respected including the building line of other properties along Yew Tree Road. The extension will comprise red/brown brick to match existing and UPVC framed windows will be installed. Three existing fridge compressor units which currently sit atop the existing flat roof extension will be relocated to the flat roof of the proposed extension. This is a more discrete location and will reduce impact on the street scene.

6.19 As part of the proposals dedicated bin and cycle storage will be provided. Currently bins are stored in the yard area, and there is no cycle storage. Dedicated brick-built enclosures will be constructed to the Yew Tree Road elevation of the building. The walls will be of sufficient height to visually screen the bins, and will step down to the cycle storage. The walls will be topped with stone copings and planters. These elements will provide a degree of visual interest and are considered to represent an enhancement compared to the existing situation which is a plain brick wall. It is notable that there would be permitted development rights for a 1m high brick wall to be constructed along the site boundary and this is a material consideration in the determination of the application.

6.20 Overall the proposed works are considered to be of an appropriate high quality design which respect the local context. On this basis it is concluded that the proposal is consistent

with provisions of the NPPF; Core Strategy Policies EN 1 and DM 1 of the Core Strategy; Places for Everyone policies JP-H3, JP-P1 and JP-P2; the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Guidance document.

Potential Impact on Amenity

6.21 With regards to the scheme's potential impact on residential amenity, two issues require consideration: whether the proposed scheme will maintain a satisfactory level of amenity for neighbouring uses; and, whether the design will ensure that future occupants of the scheme are able to enjoy a satisfactory level of amenity.

Neighbouring Uses

6.22 The application building forms an end-terrace of a row of properties which accommodate a mix of uses. The adjoining property at 131 Wilbraham Road comprises 'Open House Estates Agents' which occupies space at ground and first floor levels. To the rear of the site and on the opposite side of Yew Tree Road are residential houses.

6.23 The proposed apartments on the first floor of the building will be compatible with the surrounding residential and office premises. The ground floor extension will project only 3.23m beyond the existing rear elevation with a height of 3m. This scale will ensure there is no adverse impact on neighbouring properties. In this regard it is noted that 131 Wilbraham Road is an office use, whilst there is a tall blockwork wall separating the properties.

6.24 In relation to the first floor extension this will only project 2.15m beyond the existing rear elevation. In terms of neighbouring amenity, it is noted that 131 Wilbraham Road comprises office use at first floor which is less sensitive than residential use. In relation to 162 Wilbraham Road, it is noted that this property does not have any clear habitable rooms which face towards the site. On this basis the proposal does not have an adverse impact in terms of outlook. Whilst there will be a window to the rear elevation of the first floor extension, this will face towards the alleyway and driveway of 131 meaning it will not be associated with overlooking of more private external amenity space. In terms of the relationship of the proposed extension with 105 Wilbraham Road, it is noted that windows on the Yew Tree Road

elevation of the proposed extension will be positioned approximately 37m away from habitable room windows of this dwelling. This is a sufficient distance to ensure that there are no adverse impacts in terms of loss of privacy / overlooking.

6.25 The provision of dedicated bin storage will be positive in general amenity terms and means that waste bins are appropriately secured and screened. This will have a positive impact on the general amenity of the surrounding area.

6.26 As part of the application three existing fridge compressor units will be positioned to the flat roof of the proposed ground floor extension. To consider potential noise impact associated with these units the application is supported by a Noise Assessment for Planning prepared by AEC Ltd. This measures existing noise levels associated with the units and considers noise impacts at the nearest residential properties. The assessment confirms that appropriate noise levels will be met and there will not be an adverse amenity impact. The recommendations of the report can be controlled via standard planning condition.

Proposed Dwellings

6.27 Future residents of the proposed apartments will be provided with a good level of amenity in terms of outlook and privacy. The proposed scheme will be of a good standard of design in terms of living accommodation, sound proofing, natural lighting and ventilation. All apartments have been designed to comply with nationally described space standards. Whilst the proposed dwellings will not have external amenity space this is not unusual for apartments located above a shop, whilst future residents will have good accessibility to public open spaces including Platt Fields Park which is only 250m away.

6.28 For the reasons discussed above, the proposed scheme will ensure a sufficient level of amenity is achieved for future residents of the scheme whilst safeguarding the amenity of nearby uses. On this basis the scheme accords with policy DM 1; saved UDP policy DC26; Places for Everyone Policy JP-P1; the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Design Guidance.

Sustainable Development: Economic, Social and Environmental Benefits

6.29 The proposal will have high sustainability credentials as a result of the economic, social and environmental benefits that it will bring.

Economic Benefits

6.30 The proposed development will bring a number of economic benefits during and post construction. The shortage of housing can act as a barrier to people accessing job opportunities, thus preventing the City from achieving its economic potential. The proposed residential accommodation will help meet the needs of local people and those moving to the City and thereby contributing to the economy. Government statements refer to the pressing need to ensure economic growth. It is accepted that house building is a driver of the local economy. Together with creating job opportunities during and after the construction phase, the proposed accommodation will contribute to Council tax revenue, whilst existing and future retailers/businesses nearby may benefit from increased footfall and spending in the local community.

6.31 The proposal also allows for investment in the existing shop and supports its business activities by replacing the existing first floor storage space with ground floor storage space which is more functional and safer for staff.

Social Benefits

6.32 The site is located within a largely residential area and has access to the amenities it has to offer, as well as being nearby to open space and recreation facilities, primary and secondary schools and places of worship, which will provide for the needs of future occupants of the apartments. The proposed development will contribute to a mixed and sustainable community by contributing to the existing accommodation mix which is mainly traditional housing.

Environmental Benefits

6.33 The proposed scheme will have significant environmental benefits since it involves the development of brownfield land, enabling more efficient use of the property / site. The provision of housing makes a positive contribution to meeting housing need thereby reducing development pressure on greenfield sites. The scheme will involve the installation of an energy efficient heating system and appliances to dwellings, whilst glazing specifications ensure high level thermal efficiency for the building in line with current building regulations. The proposals do not have any implication for biodiversity and do not meet the requirement for formal Biodiversity Net Gain.

6.34 On the basis of the sustainability benefits that the scheme will provide the application is in accordance with provisions of the NPPF; Core Strategy Objectives SO1 and SO6; Core Strategy Policies SP 1, EN 4, EN 8, EN 9, EN 15 and DM 1; PfE policies JP-S1 and JP-S6; the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Design Guidance.

Highways, Accessibility, Parking and Servicing

6.35 The site is located in a highly sustainable and accessible location with good access to the full range of shops, amenities and services. The site also benefits from good public transport links, including frequent bus services along Wilbraham Road. These factors, together with the absence of any dedicated car parking for the apartments, will mean that future residents will not require access to a car. Should any residents own a car then on street car parking within the vicinity of the site is an option. The proposal will also incorporate secure cycle storage provision (1 space for each apartment) which will promote cycling as a sustainable mode of travel and reduce car usage.

6.36 In terms of assessing car parking provision and highways matters paragraph 116 of the NPPF is relevant and advises 'that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios'. This is a high policy test and it is not considered

that the development would be associated with severe adverse highway impacts which would warrant a refusal.

6.37 It has been demonstrated that the scheme accords with the transport requirements of the NPPF and Core Strategy Policy T 2 and Spatial Objective SO5; and, PfE policies JP-Strat14, JP-S1, JP-C1, JP-C3, JP-C6 and JP-C8.

Crime and Security Matters

6.38 The proposed development will include the provision of security rated doors and windows in addition to alarms, access controls, lighting and CCTV. These measures can be secured by the Council through a planning condition. The scheme will also provide improved natural surveillance to the rear of the site, improving security and safety. External lighting will also be provided to the rear elevation of the building which will give illumination to the rear alleyway. The scheme will deliver a range of security enhancements and on this basis the development is in accordance with Core Strategy Policy DM 1; PfE policy JP-P1; the Manchester Residential Quality Guidance; and, provisions of Sections 8 and 12 of the NPPF.

Ecology

6.39 The application proposal is not associated with any ecology implications and does not trigger the requirements for Biodiversity Net Gain.

Flood Risk Assessment

6.40 A small part of the site is located in flood risk zone 2 on the Environment Agency Flood Map, but with the majority in flood zone 1 (see figure 8 below).

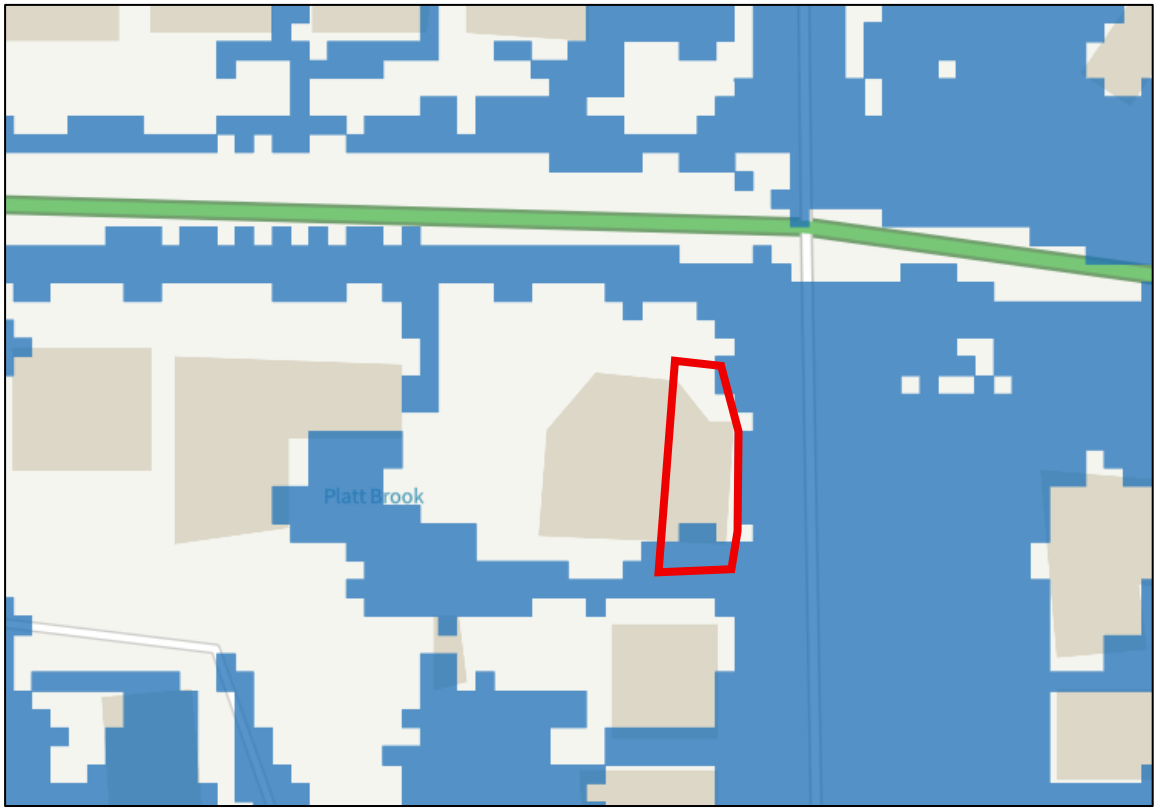


Figure 8: Extract of the Flood Risk Map for Planning (the site is located mainly in Flood Zone 1 (lowest risk) with a small part of the site located in Flood Zone 2 (blue shading). The approximate site boundary is outlined red.

6.41 The proposed development involves a small non-residential extension. The area of this is only 20.8 sqm and is therefore well below the 250 sqm threshold for a sequential assessment (confirmed by paragraph 176 of the NPPF and footnote 62). It is noted that the area where the extension is proposed is already hard surfaced and the proposal will not increase flood risk.

6.42 In terms of the residential element, the two proposed apartments are situated at first floor level and are therefore evidently not at risk of flooding. Additionally, it is noted that the residential entrance / exit is located on the north side of the building and is located in flood zone 1, and is also outside of the 1:30 and 1:100 surface water flood risk events. It is considered that the entrance / exit can be made appropriately resilient to flood risk through its design / specification so that it can be brought quickly back into use without significant

refurbishment being necessary. If required details can be provided in response to a suitable planning condition.

6.43 For the above reasons flood risk impacts are minimal and can be appropriately mitigated. On this basis the application therefore complies with section 14 of the NPPF; Core Strategy Policy EN 14; and, PfE policy JP-S4.

Disabled Access

6.44 Due to the constraints associated with converting and extending an existing building it is not possible to provide level access into the apartments due to stepped access. The apartments will however be accessible for ambulant disabled. The retail extension will have level access.

7. Conclusion

7.1 The proposal accords with national and local planning policy guidance, conforming with Core Strategy policies, saved policies of the UDP, policies of the Places for Everyone plan and relevant supplementary planning documents/guidance.

7.2 The proposed scheme will deliver a range of significant positive planning and regeneration benefits as discussed within this report, including:

- Improving the existing business operation of the premises and improving safety by providing ground level storage.
- Providing one bedroom apartments which will be attractive to a wide range of future occupiers including young professionals, couples and key workers.
- Delivering dedicated bin and cycle storage provision to improve the existing arrangements.
- A scheme which will minimise opportunities to commit crime and reduce the fear of crime by providing passive surveillance to surrounding streets and increasing footfall in the vicinity of the site. The development will also incorporate appropriate security fixtures and fittings to minimise the likelihood of crime, including lighting to the rear yard area to improve safety.
- The provision of a development with high sustainability credentials that will deliver a range of economic, social and environmental benefits.
- The development of brownfield land which will help reduce the pressure to build on green space and Green Belt land. The site is in close proximity to numerous bus services, enabling future residents to travel sustainably, minimising use of the car.

7.3 On this basis Paul Butler Associates are pleased to provide this Planning Statement including Flood Risk Assessment in support of the planning application and look forward to working with Manchester City Council in progressing the application through to determination.