

SITE
Land to rear of
221- 225 Droylsden Road
Manchester
M40 1NY



April 2025

Design and Access Statement

1. INTRODUCTION

- 1.1 The statement has been provided in support of a full planning application for a single detached residential development on land to the rear of 221-225 Droylsden Rd Manchester .M40 1NY. The description of development is "Erection of a two storey three bed dwelling with associated parking and landscaping".
- 1.2 To provide a clear understanding of the application proposal this statement includes:
- A description of the application site and surrounding area;
 - A review of the planning history of the application site and surrounding area;
 - 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

2. APPLICATION SITE AND SURROUNDING AREA

2.1 The application site relates to land at the rear of 221 – 225 Droylsden Road Manchester M40 1NY
The application site is vacant land and building formerly used by the convenience store 223 -225 Droylsden Rd The site is bounded by Regent St to the East, rear of terraced housing and convenience store to the South, adjoining residential dwellings to the North and Garage building to the West.

2.2 The application site is located within flood zone 1 (lowest level of risk).

2.3 As identified on the Council's online proposals map, the site is not located within a designated centre

The Surrounding Area

2.4 The immediate surroundings are primarily residential, within a short 8-10minute walk is the Old Church Road ribbon shopping area, including schools shops, offices, cafes/ restaurants, drinking establishments, a pharmacy, medical facilities, hairdressers beyond which the surroundings are primarily residential.

2.5 The site is located within a highly sustainable location, and benefits from the wide array of shops, amenities, services, facilities and employment opportunities that this brings. In terms of access by public transport, the site is within a short walk to a number of bus routes giving access to Manchester, Oldham and other surrounding

areas, where onward services to the whole of Greater Manchester and beyond can be accessed by bus, tram and train services

3. PLANNING HISTORY

The Application Site

3.1 In accordance with best practice a review of the site's planning history was undertaken, however there are no previous applications listed either on the online map service or by address of the property

4. THE PROPOSED SCHEME

4.1 The application proposal is for the erection of a two storey three bed dwelling with associated parking and landscaping.

4.2 The proposal comprises a ground floor entrance hall and staircase with combined kitchen and dining area to the left and lounge to the right both providing direct access to the garden area, at first floor 3 double bedrooms one with en-suite and a main family bathroom.

All accommodation complies with Nationally described space standards

4.3 The scale and size of the proposed residence is designed to fit into the existing street scene and adjoining properties.

5. PLANNING POLICY

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. however a presumption in favour of sustainable development continues to be at the heart of the NPPF which ensures that development is pursued in a positive way.

5.3 The NPPF advises that 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.

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.

Delivering a sufficient supply of homes (Chapter 5) – paragraph 59 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 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.

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.

Building a strong and competitive economy (Chapter 6) - emphasises that the government is committed to ensuring that the planning system should help to support economic growth. It recognises that a poor environment and a lack of housing can act as a potential barrier to investment. Paragraph 90(f) confirms that planning policies should recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.

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.

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.

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

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.

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.

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.

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.

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.

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

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 (July 1995); and,
- Places for Manchester Everyone.

The Core Strategy Development Plan Document (July 2012)

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 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 SO4 ‘Centres’ seeks to provide a network of distinctive, attractive and high quality centres, strengthening local identity, providing essential services close to homes and local access to healthy food.
- 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 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 C 2 'District Centres' states that development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. Housing will also be considered an appropriate use within District Centres, providing it supports the vitality and viability of the centre.
- 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.

Planning conclusion

The application proposes the 'regeneration use of vacant unkempt land creating a sustainable residential development.

This Statement has demonstrated that the proposals accords with national and local planning policy guidance. The scheme will also deliver a series of planning benefits including:

- Making a positive contribution to Manchester's housing supply;
- Helping to diversify the housing stock in Manchester ;
- Providing housing in a highly sustainable and accessible location, which involves the re-use of an existing vacant land;
- Increasing surveillance helping to minimise risk of crime and fear of crime.