

Planning Statement

Prepared for plans2extendltd

Date prepared 24th of June 2024

Fig 1

This street image is a view of the four terraced properties looking Northwest on Grimshaw Lane.



Fig 2

This street image is a view of the terraced properties looking southeast, showing the end gable of number 57 Grimshaw Lane.



Fig 3

This Street image is a view of the four terrace properties, the development site number 57 is set to the left, with the vacant plot of land in between the play area and number 57 Grimshaw Lane.



Fig 4

The aerial view shows the development site edged in yellow, and the residential dwellings set to the rear. The view also reveals that the proposed development has Industrial warehouses to the North, East, South, and West.



Fig 5

The image is of the rear elevation of the proposed development site which is adjacent to the plot of land and the children's play area.



Fig 6

Transport for Manchester accident data for Grimshaw Lane Manchester.



Transport for
Greater Manchester

reported road accidents

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year	day	severity	casualties	Easting	Northing
2021	Thursday	slight	1	386835	399827
2023	Saturday	slight	1	387237	399650
2023	Monday	slight	1	386619	400170
total	3				

List accidents in on:

[Grimshaw Lane, Newton Heath](#)

street name and authority

Fig7

The image shows three slight incidents, over a 5-year period from 2018- 2022. The slight accidents occurred on the 27/5/21, with 1 vehicle involved with 1 casualty, 6/8/18, with 2 vehicles with 1 casualty involved, 10/3/21 with 2 vehicles involved with 4 casualties.

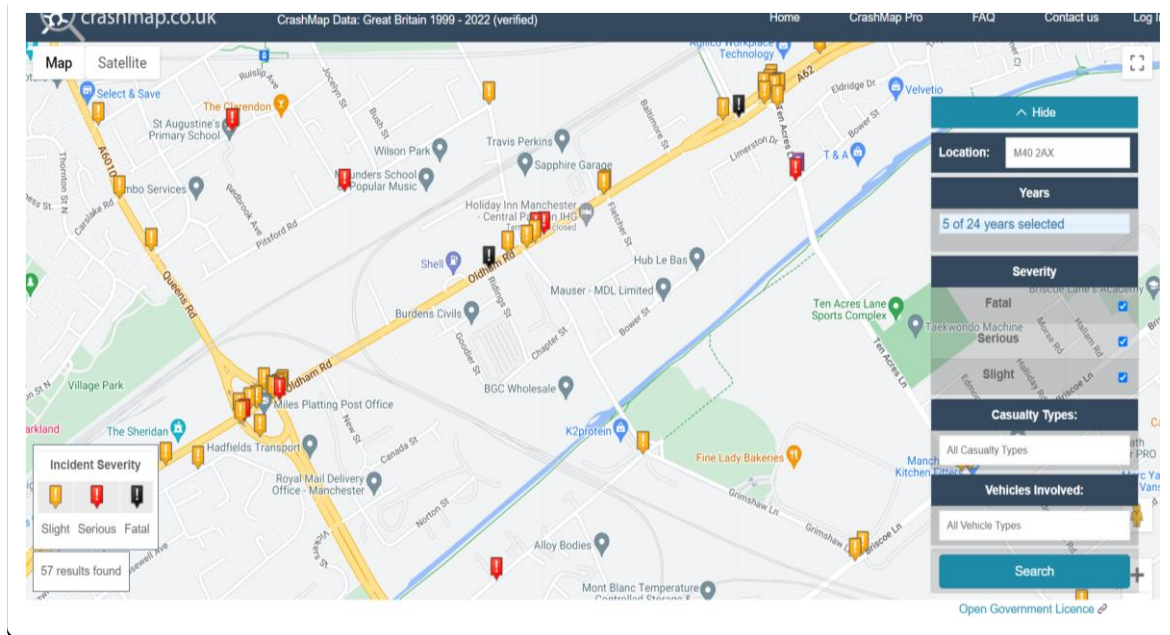


Fig 8

Bus stops available on and near Grimshaw Lane M40 2AX.



1.0 This Planning Statement has been prepared by Plans2ExtendLtd on behalf of Mr Peter Hargreaves. The Planning Statement is respectfully submitted to assist the delegated Planning Officer to assess and justify the proposed development and to demonstrate how it meets specific requirements for planning consent for a proposed dwelling with accommodation for 6 short term holiday lets on a vacant plot of land adjacent to number 57 Grimshaw Road Manchester M40 2AX

2.0 The Site

2.1 57 Grimshaw Lane, Manchester is a terraced house spread over 1,528 square feet. The application relates to a red brick three storey dwelling with accommodation on Grimshaw Lane Manchester which lies to the northeast of Manchester city centre. The dwelling forms one end of a row of four terraced properties., A small garden is set to the front with a small brick wall marking the boundary. The rear elevation has a reasonable size yard enclosed with a brick wall. A vacant plot of land sits adjacent to the property, with a children's enclosed play area next to the vacant plot.

2.2 Similar residential developments are set to the rear elevation with industrial warehouse surrounding the site area.

2.3 The Surrounding area

2.4 The site is also located between two large arterial roads, Rochdale Road, and the A62 Oldham Road. Etihad Football Stadium is a 3-minute walk from the development site, or .9 miles. Eastlands is both a district centre and the focus for major national and regional sporting events. It comprises the City of Manchester Stadium, the Manchester Regional Arena, the Regional Tennis Centre, the British Cycling Centre (including the Velodrome and BMX track) and the National Squash Centre. Manchester Co-op Live is the UK's biggest indoor arena, it is within walking distance of the development site, the arena can accommodate 23,500 people. Eastlands is a growing destination with further opportunities for significant employment creation, vital not only to local people but to adding value to the City Region as a whole.

3.0 The Proposal

The application seeks planning permission for a new three storey dwelling on a vacant plot of land adjacent to 57 Grimshaw Lane Manchester M40 2AX for six short term holidays let with furnished accommodation.

4.0 Testimonial

4.1 Professional opinion has also been sought on the need for accommodation for tourist within the M40 2AX area. A supporting letter from Brentford Letting is being included in the bundle of supporting documents.

5.0 Planning Policy Context

5.1 **The site is located within** East Manchester District Centres - Eastlands, Gorton, Newton Heath and Openshaw

6.0 The following Manchester Core Strategy policies are relevant:

- a) Policies DM1, SP1, H1, H4, T2, EN4, EN6, EN14, EN14, EN16-19 EC5, EC7, of the Core Strategy.
- b) Saved policy DC7.1 and DC26 of the UDP; -
- c) Guide to Development in Manchester (SPD); -
- d) Residential Quality Guidance; -
- e) Greater Manchester Spatial Framework; - National Planning Policy Framework (NPPF).

7.0 Planning Policy Framework Context

7.1 The Planning and Compulsory Purchase Act 2004 ("The Act") The Act requires that proposals are determined in accordance with the Development Plan unless material considerations indicate otherwise.

7.2 The statutory Development Plan for Manchester currently comprises the following adopted Development Plan Documents (DPDs):

- a) Manchester Core Strategy 2012-2027 (adopted July 2012); and

b) The 'saved' policies of the Manchester Unitary Development Plan (adopted July 1995).

7.3 Other planning policy documents relevant to the proposal which could be deemed "material considerations" will also be considered in this Planning Statement, including the City Council's adopted Strategic Regeneration Frameworks (SRFs) and any relevant Supplementary Planning Documents (SPDs) and guidance (SPGs). retained. Statutory Development Plan Manchester Core Strategy

7.4 The Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework.

7.5 The Core Strategy sets out the long-term strategic planning policies for Manchester's future development. The key policies of relevance to this application are set out below:

7.6 Policy EC 1 (Employment and Economic Growth in Manchester) states that in addition to the employment land allocated within the Strategy, the Council will support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

7.2 Policy EC2 (Existing Employment Space) states that the Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly or it can be demonstrated that the existing use is un-viable, incompatible, unsuitable or on balance, the proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

7.3 Policy EC3 (The Regional Centre) states that development for employment generating uses will be encouraged in the Regional Centre. Housing will also be an appropriate use within the Regional Centre, although this should complement the development of mixed-use employment areas.

7.4 Policy EC4 (North Manchester) states that North Manchester is expected to provide approximately 14ha of employment land. The Council will promote development in North Manchester which has regard to the key transport

infrastructure and Metrolink connections, opportunities to residential neighbourhoods and those that reflect the importance of waterways, in particular the Irwell River in creating a sense of place and attracting investment.

7.5 Policy H3 (North Manchester) states that over the lifetime of the Core Strategy, North Manchester will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes as well as along high frequency public transport routes.

7.6 Policy H10 (Housing for people with additional support needs) states that proposals for accommodation for people with additional support needs will be supported where there is not a high concentration of similar uses in the area already. This type of accommodation will also need to contribute to the vitality and viability of the neighbourhood and should not cause disproportionate stress on local infrastructure such as health facilities. This policy goes on to state that people with additional support needs may include homeless people and the Council welcomes the development of appropriately designed accommodation which enables people with additional support needs to maintain an independent lifestyle and supports the work of housing associations and other agencies in this respect. There is, however, a need for individual communities to be able to meet most of their day to day needs locally, for example, shopping, recreation, education, and health care.

7.7 Policy DM1 (Development Management) states that all development should have regard to a set of specific issues including, but not limited to, appropriate design, impact on the surrounding area, effects on amenity, accessibility and community safety and crime prevention.

7.8 Policy EN1 (Design Principles and Strategic Character Areas) seeks to ensure that new development follows the seven principles of urban design within the sites specific character areas and reinforces the sense of place and local distinctiveness of the City. The policy also states that Design and Access Statements should be submitted with proposals for new development and

must clearly detail how the proposed development addresses the design principles, reinforces, and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

7.9 Policy EN3 (Heritage) states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of the City Centre. The policy requires new developments to be designed so that they preserve, or enhance the historic environment, character, setting and accessibility of listed buildings.

8.0 Other Relevant Core Strategy Policies

8.1 There are a number of other Development Plan policies which are of relevant to the proposal. These include:

- a) Policy T1 – Sustainable Transport.
- b) Policy T2 – Accessible areas of opportunity and need.

9.0 Material Planning Considerations National Planning Policy Framework

9.1 The overall emphasis of the NPPF is to reiterate the Government's key objectives of facilitating economic growth and securing sustainable development. These overarching policies seek to integrate the needs of planning and transport whilst focusing development.

9.2 The National Planning Policy Framework was published on 27 March 2012 and revised in 2018, 2019, 2021 and most recently 5 September 2023. and is a 9.3 material consideration in the determination of all planning applications.

9.4 The overall emphasis of the NPPF is to reiterate the Government's key objectives of facilitating economic growth and securing sustainable development.

9.5 These overarching policies seek to integrate the needs of planning and transport whilst focusing development in the most appropriate locations, thereby protecting, and enhancing the environment.

9.6 The Presumption in Favour of Sustainable Development: Central to the NPPF is a presumption in favour of sustainable development and the need for the planning system to support economic growth.

9.7 Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development and the application of the policy for decision-making: “Plans and decisions should apply a presumption in favour of sustainable development... For decision-taking this means c) approving development proposals that accord with an up-to-date development.

9.8 Paragraph 38 of the NPPF confirms local planning authorities should approach decisions on proposed development in a positive and creative way. They should 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.

9.9 At paragraph 8 the NPPF defines ‘sustainable development’ and sets out that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways: economic, social, and environmental as follows:

a) An economic objective: to help build a strong, responsive, and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation, and improved productivity; and by identifying and coordinating the provision of infrastructure.

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built, and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

10.0 The Emerging Greater Manchester Spatial Framework.

10.1 The Greater Manchester Combined Authority (“GMCA”) was established in 2011 and comprises the ten Greater Manchester Councils. The ten Councils include Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, and Wigan.

10.2 The final publication of the GMSF was presented to the AGMA Executive Meeting at the start of December 2020 whereby all 10 authorities needed to approve of the plan. Stockport however, voted against the plan at this meeting which means the Framework as it stands will not be going ahead.

10.3 The remaining nine Greater Manchester local authorities, as a committee, will now progress the alternative Greater Manchester Spatial Framework, dubbed Places for Everyone. Like the GMSF did, the plan aims to guide development strategy in Greater Manchester until 2037 through the allocation of land for housing and employment space.

11.0 Design, Scale and Appearance

11.1 The proposed development is three storeys in scale and has proved challenging to provide a design in 2024 to reflect the scale and form of the prevailing residential properties which were constructed over one hundred years ago, and at the same time conform to the 2024 Building Regulations. The proposal makes efficient use of the land available, to provide a dwellinghouse, with six short term furnished holiday let which respects the amenity of neighbouring occupiers, whilst providing a strong frontage to the road. It is considered that the layout reflects the pattern of development in the area and the development will assimilate effectively into its immediate context. In terms of design and appearance, the design of the proposed dwelling adopts a simple, traditional approach, incorporating a roof to mirror the scale and roof profile of the other four terraced dwellings. Studio 2 will be the only independent access provided. The proposed use of materials uses a simple palette, including facing brick work, the black UPVC window frames will be double glazed with a high security multiple locking system installed, roof tiles will match number 57 the neighbouring property. Dusk till dawn security lights will be installed. A security gated entry to the rear elevation will prevent unauthorised access.

12.0 Site Accessibility

12.1 The site is well accessed by sustainable transport modes. Regular bus services are routed along Briscoe Lane and provides connections to Oldham and Piccadilly Gardens. Further bus stops are in place along Culcheth Lane and provides connections to Newton Heath, Chorlton and East Didsbury. The closest Metrolink facility is located at Newton Heath & Moston and provides connections to East Didsbury, Shaw & Crompton, and Rochdale Town Centre.

13.0 Flood Risk

The development is in a flood zone one the Environment Agency have confirmed that a flood risk Assessment will not be required as it is unlikely that there will be any data available.

14.0 Parking

Image 6 data provided by Transport for Greater Manchester show three slight accidents on Grimshaw Lane over a three-year period.

14.1 The crash map. co.uk data show five slight accidents over a five-year period from 2018-2022.

14.2 The description of the holiday let site will notify potential client's that the property does not have car parking facilities. The description will also advise that the holiday let is in an area with sustainable modes of travel.

14.3 It is considered that the development is unlikely to generate any highway safety, traffic, or network capacity concerns.

15.0 Other Considerations

15.1 The development site is not in a Greenbelt Area, it is not a listed building or within a conservation area. There are no tree preservation orders. An Environment Statement is not considered a requirement. The applicant will provide in addition to this Planning Statement a further seven reports in support of the application namely,

- a) National Space Standards.

- b) Design and Access.
- c) Waste Management.
- d) Flat Security.
- e) Proposed Materials.
- f) Planning Statement.
- g) Materials.
- h) Testimonial from Brenwood Lettings Ltd.

16.0 Residential Amenity

16.2 It should be noted that the proposed development seeks to replace a previous linked terraced property (attached to No.57), with a similar footprint. The site therefore has an established residential presence.

16.3 Terms of the impact upon existing residential occupiers, whilst that there would be a modest increase in activity at the site, in contrast to the existing vacant condition of the site, the limited amount of prospective guest tourist is unlikely to significantly undermine the amenity of existing residents in terms of coming and goings, general activity, noise and disturbance.

16.4 In terms of any impact because of the physical presence of the proposed house, including any potential over-dominance, overshadowing, or overlooking, it is believed that given the interface distances, relationship with neighbouring properties and proposed window positioning, there is unlikely to be any significant, adverse impact upon living conditions. The arrangement is typical and mirrors the interface distance of the other four dwellings on Grimshaw Lane.

17.0 Environmental Statement

17.1 A fabric first approach and going beyond the minimum requirements has been recommended and discussed with the client by encouraging to use locally sourced materials, high preforming insulation and better workmanship. An enclosed cycle storage has been proposed to rear of the property to encourage cycling and reducing carbon footprint.

18.0 Construction Management Plan

18.1 A CMP has been provided and will be submitted at the same time as this Planning Statement.

19.0 Cycle Storage

19.1 Secured and covered parking for 3 no cycles is proposed within the rear garden area which is should respectfully be considered acceptable to the LPA.

20.0 Refuse

21.1 A refuse will be stored within the rear garden area. In alignment with existing operations within the surrounding area, bins will be presented for collection on waste collection days which should be with respect considered acceptable to the LPA.

22.0 Boundary Treatment

22.1 The new development will benefit from the same front boundary treatment, with a matching dwarf wall with similar pillars and gated entry as the four adjacent dwellings number 57, 59 61 and 63 Grimshaw Lane. The front garden area also benefits from landscaping that will improve the appearance of the street scene and the biodiversity. The client will provide 1800mm security fence line to the boundary with an inward opening gated entry.

23.0 We respectfully draw the planning officers attention to a previous application ref: 115430/FO/2017 dated the 23rd of February 2017.

23.1 This application was subject to a successful planning appeal referenced APP/B4215/W/17/3177590.

23.2 The applicant considers that this should carry some weight in the decision made by the LPA in particular we draw attention to paragraph 6 of the appeal report, we will also submit the PDF decision into our bundle of documents.

23.3 Paragraph 6 states, Whilst the proposed flats would be relatively small in size, this does not necessarily mean that the accommodation provided would be low quality. I noticed that the accommodation provided for the beauty salon on the lower floors appeared to be of a good standard, and I see no reason why the proposed residential units would be any different.

24.0 Conclusion

24.1 The proposal will result in positive improvement to the existing terraced properties, the overall function of the site and the levels of activities associated with it.

24.2 The use is compatible with the established character and appearance of the area, will provide a quality dwelling and will not lead to significant adverse impacts on the amenity of the occupants of nearby properties.

24.3 For the reasons stated above, the proposal is fully compliant with local and national planning policies, and it is requested that planning permission be granted.

Prepared by J N Marsden

For plans2extendltd

03/09/2024