

Planning and Design Statement

Ascot Ltd

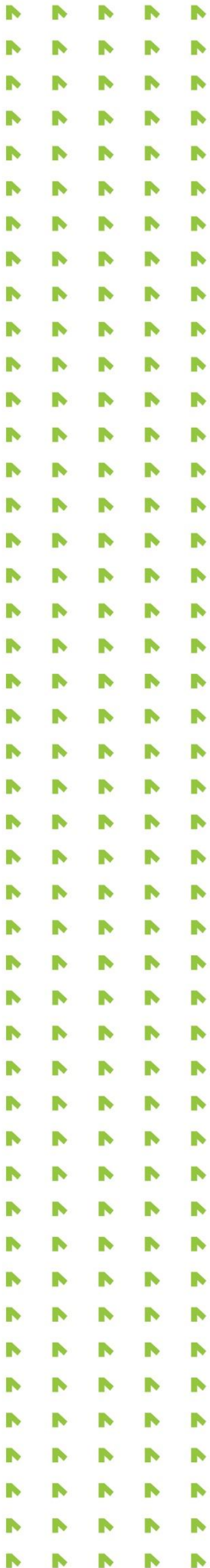
Land at Catherine Road, Manchester

M8 4HA

Regulated by RTPI

May
2024

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Contents

1. Introduction
2. Site and Surroundings
3. Planning History
4. The Proposal
5. Planning Policy
6. Planning Considerations
7. Conclusions

1 INTRODUCTION

- 1.1 This Planning and Design Statement has been prepared on behalf of Ascot Ltd in support of a full planning application for the construction of a detached four storey building to accommodate a total of 12 apartments (within a mix of 8 x 1b/1p and 4 x 3b/4p) with associated refuse and cycle storage.
- 1.2 The Statement addresses the following matters:
- A description of the site and surroundings;
 - A review of the background and history of the site;
 - A summary of the development proposal;
 - An assessment of relevant planning policy;
 - An appraisal of the relevant planning and design issues; and
 - Conclusions.
- 1.3 Accordingly, this Statement addresses the design principles and concepts that have been applied to the development in respect of the location, use, layout, scale and appearance – in relation to the site's context. As such, the Statement meets the requirement to formally state how design and access issues have been considered.
- 1.5 The Statement should also be read in conjunction with the following documentation submitted in support of the application:
- Drawings Package including External Solar Study Assessment (prepared by Gold Sketch Studios);
 - Heritage Statement (prepared by Ian Rowan Heritage);
 - Site Tree Appraisal (prepared by Rowbottom's Tree Services);
 - Biodiversity Net Gain Assessment (prepared by Verity Webster);
 - Preliminary Ecology Appraisal (undertaken by Verity Webster);
 - Environmental Energy Statement (prepared by My Property Survey);
 - Drainage Strategy (prepared by Geo Smart);
 - Crime Impact Statement (prepared by Design for Security), and
 - Waste Proforma (prepared by Gold Sketch Studios).
- 1.6 The submissions conclude that the revised development proposal is fully acceptable and supportable in planning terms.

2 SITE AND SURROUNDINGS

- 2.1 The site comprises vacant land positioned to the rear of Nos 144-146 Bury Old Road, which form part of a terrace of four imposing three storey (plus habitable roofspace) properties. The main frontage of the site projects onto Catherine Road to the north, where vehicular access is provided.
- 2.2 As outlined within the Preliminary Ecology Appraisal that forms part of the application submission, the site includes overgrown and neglected modified grassland, tall herb vegetation, scattered scrub and disturbed ground with Japanese knotweed and boundary trees. It historically formed part of the curtilage of Nos 144-146 Bury Old Road and extends to approximately 0.04ha in size.
- 2.3 To the east of the site is Catherine Court, a three story detached residential apartment building. To the west is the hardstanding car park area of No 148 Bury Old Road, beyond which lies the inter-connecting three storey residential apartment development known as Berkeley Court.
- 2.4 To the north on the opposite side of Catherine Road is the windowless side elevation and rear garden of No 1 Russell Road (a two storey end of terrace residential property) and an off-road parking area for three vehicles. The front elevations of a row of two to three storey residential terraces (Nos 2-24 Catherine Road) are positioned indirectly opposite the site to the north west.
- 2.5 Accordingly, the surrounding area is predominantly residential in character and characterised by a number of detached apartment buildings between 3-5 storeys in height (including the four storey Leicester Court located 160 metres to the south east and the imposing Telephone Exchange positioned 100 metres to the east at the end of Catherine Road) that feature a varied style and a mix of pitched and flat roofs.
- 2.6 Additional examples include Norfolk House circa 130 metres southwest of the site which consists of a simple style flat roof property spanning four storeys, whilst Park Croft is a part three, four and five storey building featuring a varied style and a mix of pitched and flat roofs positioned 200 metres west of the site on Bury Old Road.
- 2.6 The accessibility of the site is excellent (benefitting from a GMAL rating of 7) and is located 650 metres from Crumpsall Tram Stop and 430 metres from Transport for Greater Manchester's cycle network. There are also 6 bus stops within a 50 metre vicinity of the site providing transport into Manchester and surrounding areas.
- 2.8 With regard to amenities, Cheetham Hill Shopping Centre lies just 550 metres from the site and provides a diverse retail offer with a range of local shops and services including a supermarket, nursery, pharmacy, clothing shops and a range of restaurants and bars all within easy reach.
- 2.9 Furthermore, the site is within Crumpsall Lane Conservation Area. The closest listed building is the Dormition of the Holy Mary Mother of God Ukrainian Catholic Church which is about 330 metres walking to the southeast of the site. The site is acknowledged to benefit from being located within Flood Zone 1.
- 2.10 Please refer to the selection of site photos and images overleaf.



Figure 1: Extract of Site Location Plan



Image 1: The site as viewed from Catherine Road over boundary wall (with the imposing Nos 146-148 and wider terrace visible in the background).



Image 2: Photo of existing vehicle and pedestrian access from Catherine Road with Catherine Court's blank side facing elevation.



Image 3: Photo of Catherine Court from Catherine Road facing south west.



Image 4: Photo of Berkeley Court from Catherine Road.



Image 5: Photo of Norfolk House from Bury Old Road.



Image 6: Photo of Park Croft from Bury Old Road.



Image 7: Photo of Copeland Close.

3 PLANNING HISTORY

The Site

- 3.1 The proposal does not relate to an existing building and there have not been any previous applications in respect of the site.

Surrounding Area

- 3.2 In respect of the surrounding area, an application (**Ref 057315/FO/NORTH1/99**) for a residential development comprising a part three/part four storey block consisting of 24 flats positioned to the northeast of the site at land at the corner of Polygon Road and Crumpsall Lane, Crumpsall M8 5EF (now known as Tunstead Court) was granted on 25th November 1999.
- 3.3 This demonstrates that Council have previously considered flatted accommodation to be acceptable within the wider streetscene. Moreover, this application demonstrates that a building height of four storeys (subject to there being no unacceptable adverse impact upon neighbouring occupiers or the wider streetscene) should be considered acceptable by the Council in the context of the wider built form.

4 THE PROPOSAL

4.1 Full planning permission is sought for construction of a detached four storey building to accommodate a total of 12 apartments (within a mix of 8 x 1b/1p and 4 x 3b/4p) with associated refuse and cycle storage.

4.2 Please refer to the full schedule of accommodation below.

Flat Number	National Space Standard Requirement	Gross Internal Area	Outlook
Flat 0A (3B/4P)	74 sqm	77.1 sqm	Dual
Flat 0B (3B/4P)	74 sqm	74.9 sqm	Dual
Flat 1A (3B/4P)	74 sqm	74.6 sqm	Dual
Flat 1B (3B/4P)	74 sqm	75.9 sqm	Dual
Flat 2A (1B/1P)	37 sqm	39.5 sqm	Single
Flat 2B (1B/1P)	37 sqm	38.6 sqm	Dual
Flat 2C (1B/1P)	37 sqm	38.2 sqm	Single
Flat 2D (1B/1P)	37 sqm	37 sqm	Dual
Flat 3A (1B/1P)	37 sqm	39.5 sqm	Single
Flat 3B (1B/1P)	37 sqm	38.6 sqm	Dual
Flat 3C (1B/1P)	37 sqm	38.5 sqm	Single
Flat 3D (1B/1P)	37 sqm	38.2 sqm	Dual

Design Approach

4.3 As outlined within Section 2, the immediate street scene is characterised by a mix of purpose-built residential apartment blocks, terraced dwellings and a telephone exchange of varying scale and external appearance. The vacant site is overgrown and does not contribute in a positive manner to the visual character or appearance of the streetscene or wider Conservation Area.

4.4 Given the location of the site within the Crumpsall Lane Conservation Area, careful consideration has been afforded to ensure that all elements of the proposal respond positively to local distinctiveness

and sit comfortably in terms of visual appearance and massing within the streetscene, delivering a high quality contemporary design that will positively contribute to the wider context.

- 4.5 The scheme has been arranged in an efficient manner that will ensure the full potential of this highly sustainable site is realised.
- 4.6 The development has also been carefully designed to provide a high quality modern interpretation of existing residential properties which are positioned on Copeland Close to the south west of the site, adopting a tiled pitched roof with similar external material palette and symmetrical fenestration layout.
- 4.7 The general height and scale of the new building will successfully assimilate within the streetscene given its varied character and buildings that extend to between three and five stories.
- 4.8 As demonstrated within the drawings package that supports this application, the scheme will be accessed off Catherine Road utilising the existing vehicular access. The layout incorporates six vehicle parking spaces adjacent to the rear elevation of the new building, in addition to secure, accessible cycle and refuse storage for 12 bicycles abutting the rear, eastern boundary.
- 4.9 Whilst there isn't a defined building line in place on the southern side of Catherine Road, the front elevation will reflect the relationship between Catherine Court and the roadside, maintaining a minimum distance of over 1.5 metres to the footpath.
- 4.10 Due to the constraints of this particular site, no outdoor amenity space has been provided (aside from a private terrace for the occupiers of Flat 1A at first floor level) but the site benefits from being within comfortable walking distance of Broughton Park, Clowes Park, Mandley Park, Crumpsall Park, Heaton Park and Blackley Forest to provide excellent access to outdoor amenity space for occupiers.
- 4.11 The outlook from the proposed development will be mainly focused to the front and rear elevations, ensuring that suitable separation distances will be retained to existing neighbouring properties and ensuring that there will be no harmful overlooking impacts.
- 4.12 The western side elevation will be a blank wall, with the eastern side elevation incorporating eleven obscurely glazed windows that will serve bathrooms.
- 4.13 Whilst the new building on site will add additional height and massing compared to the area, the carefully considered layout and retained separation distances are sufficient to avoid any unacceptable harmful overlooking or overbearing impacts, particularly given the careful placement of windows.
- 4.14 Overall, the considered design approach enables the creation of a high quality contemporary scheme that benefits the area while meeting local housing needs.

5 PLANNING POLICY

5.1 This section provides a review of relevant national and local planning policy and guidance.

NATIONAL POLICY

5.2 The National Planning Policy Framework (NPPF) was revised in December 2023 and sets out the Government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development.

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 net 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.

Delivering a Sufficient Supply of Homes

5.6 Paragraph 60 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 needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

5.7 Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirement set out in adopted strategic policies or against their local housing need where strategic policies are more than five years old. The five year supply should include an appropriate buffer. Where the local authority chooses to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan the buffer should be 10% to account for any fluctuations in the market during that year. In the event that there has been significant under delivery when measures against the Housing Delivery Test (November 2018 onwards) then a 20% buffer should be applied.

5.8 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.

Promoting Sustainable Transport

- 5.9 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; address the needs of people with disabilities by all modes of transport; create safe and secure places minimising conflicts between traffic and pedestrians; allow for the efficient delivery of goods and access by service and emergency vehicles; and be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Making Effective Use of Land

- 5.10 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.
- 5.11 Paragraph 124 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for new homes and other identified needs. Furthermore, sub-section (d) of this paragraph explains that planning should also 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.
- 5.12 Sub Section (e) of paragraph 124 outlines that Council's should support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards) and can maintain safe access and egress for occupiers.
- 5.13 The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 128 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 (including residential gardens), or of promoting regeneration and change; and
 - e) The importance of securing well-designed and beautiful, attractive and healthy places.

Achieving Well Designed Places

5.14 This chapter sets out at paragraph 135 that planning policies and decisions should aim to ensure that developments:

- 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;
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- 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);
- Establish 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;
- 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
- Create places that are safe, inclusive and accessible and which promote health and well-being.

Decision Taking

5.15 Guidance in paragraph 38 states that local planning authorities should approach decision-taking in a positive and creative way. They should work proactively with planners 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.

DEVELOPMENT PLAN

5.16 The Development Plan currently consists of the Places for Everyone joint development plan (adopted 2024), the Core Strategy which was adopted by the Council on 11th July 2012 and the saved Unitary Development Plan Policies and supplementary planning guidance documents.

5.17 The policies relevant to the assessment of the development proposal are summarised below.

Places for Everyone (2024)

5.18 The Places for Everyone framework plan sets the strategic development strategy for the Greater Manchester Combined Authority up until 2039 and forms part of the development plan for Greater Manchester.

5.19 The site falls within the Borough of Manchester City Council and so the relevant policies include:

5.20 **Strategic Objective 1** - Meet our housing need. The Council will:

- Increase net additional dwellings;
- Increase the number of affordable homes;

- Provide a diverse mix of housing.
- 5.21 **Objective 2** - Create neighbourhoods of choice. The Council will:
- Prioritise the use of brownfield land;
 - Focus new homes in the Core Growth Area and the town centres;
 - Focus new homes within 800m of public transport hubs;
 - Ensure that there is no increase in the number of homes and premises at a high risk of flooding;
 - Prioritise sustainable modes of transport to reduce the impact of vehicles on communities
- 5.22 **Policy JP-Strat 5: Inner Areas** focuses on the continued regeneration of the inner areas being promoted and reducing the poverty and deprivation levels of these areas. High levels of new (predominantly residential) development will be accommodated in these highly accessible and sustainable locations, and will be integrated with existing communities, enhancing the quality of places and their local character.
- 5.23 **Policy JP-S1: Sustainable Development** - To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. In preparing plans, authorities should make as much use as possible of suitable previously developed (brownfield) land and vacant buildings to meet development needs. In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.
- 5.24 **Policy JP-H1: Scale, Distribution and Phasing of New Housing Development** - A minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305. The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution (as set out in Table 7.2 – Manchester providing 3,533 new dwellings) will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets.
- 5.25 **Policy JP-H2: Affordability of New Housing** - Substantial improvements will be sought in the ability of people to access housing at a price they can afford, including through:
1. Significantly increasing the supply of new housing, in accordance with Policy JP-H1 'Scale, Distribution and Phasing of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases
 2. Maximising the delivery of additional affordable homes, including through local plans setting targets for the provision of affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability
 3. Support provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities)

4. Working with Government to maximise the amount of public funding being directed towards the provision of new affordable housing

5. Increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low income households.

- 5.26 **Policy JP-H3: Type, Size and Design of New Housing** seeks to incorporate a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods. Where appropriate this should include incorporating specialist housing for older households and vulnerable people. Residential development should provide an appropriate mix of dwelling types and sizes reflecting local plan policies and having regard to the relevant local guidance and evidence.
- 5.27 **Policy JP-H4: Density of New Housing** – advises 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. Regard should be had to the minimum densities set for areas within GMAL 6 and above as 50 dwellings per hectare and within 400 metres of a Leigh guided Busway Stop for a density of 50 dwellings per hectare.
- 5.28 **Policy JP-G2: Trees and Woodlands** - states that development that would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescapes and biodiversity in the local area with a preference for on-site provision.
- 5.29 **Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity** – confirms that through local planning and associated activities, a net enhancement of biodiversity resources will be sought with development expected to:
- a) Follow the mitigation hierarchy of avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then adequately mitigating any harm to biodiversity, then adequately compensating for any remaining harm to biodiversity
 - b) Avoid fragmenting or severing connectivity between habitats;
 - c) Achieve a measurable net gain in biodiversity of no less than 10%;
 - d) Make appropriate provision for long-term management of habitats and geological features connected to the development;
 - e) Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and
 - f) Development proposals should be informed by the findings and recommendations of the updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.

- 5.30 **Policy JP-P1: Sustainable Places** – Confirms the aspiration to i become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with:
1. Distinctive, with a clear identity that conserves and enhances the natural environment, landscape features, historic environment and local history and culture while enabling a clear understanding of how the place has developed and respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used;
 2. Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design;
 3. Socially inclusive responding to the needs of all parts of society while enabling everyone to participate equally and independently providing opportunities for social contact and support, promoting a sense of community;
 4. Resilient, capable of dealing with major environmental events. Adaptable, able to respond easily to varied and changing needs and technologies and durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained;
 5. Resource-efficient with a low carbon footprint, efficient use of land, minimal use of new materials and high levels of recycling;
 6. Safe, including by designing out crime and terrorism while reducing opportunities for anti-social behaviour and ensuring the appropriate provision in an emergency or disaster are in the development;
 7. Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place while being easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles;
 8. Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond and
 9. Comfortable and inviting, with indoor and outdoor environments incorporating high quality and well managed green infrastructure and quality public realm that is well-served by local shops, services and amenities, including education and health facilities.
- 5.31 **Policy JP-P2: Heritage** – Advises that the Council will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.
- 5.32 **Policy JP-C6: Walking and Cycling** confirms that i order to help deliver a higher proportion of journeys made by walking and cycling, a range of measures will be supported, including creating safe, attractive and integrated walking and cycling infrastructure, increasing the capacity and quality of walking and cycling infrastructure.

Core Strategy

- 5.33 The Core Strategy sets out the detailed policies for consideration of planning applications within the borough. The policies relevant to the assessment of the development proposal are summarised below.
- 5.34 **Strategic Objective 3 (SO3) – Housing** - Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth. The emphasis will be on providing a good range of high quality housing, (in terms of size, type, tenure, accessibility and price) including affordable housing across the City; to create sustainable lifetime neighbourhoods with high quality environments, good local facilities and with easy access to employment opportunities.
- 5.35 **Policy H1 Overall Housing Provision** - Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will vary across the lifetime of the Core Strategy. Based on the availability, suitability and achievability of developing capacity sites in Manchester's Strategic Housing Land Availability Assessment, and the current economic situation, the trajectory overleaf provides an indication of the timescale over which development is likely to come forward.
- 5.36 Ninety percent of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.
- 5.37 **Policy H2 Strategic Housing Location** - The key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.
- 5.38 **Policy H3 North Manchester** - Over the lifetime of the Core Strategy, 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. Safety and security measures are included in the design and layout of buildings and public areas;
- 5.39 **Policy H8 Affordable Housing** - The requirements for affordable housing currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed.
- 5.40 **Policy T1 Sustainable Transport** - To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that improve choice by developing alternatives to the car.
- 5.41 **Policy EN1 Design Principles and Strategic Character Areas** - All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located.

Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development 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.

- 5.42 The character of the Northern Character Area is significantly affected by the topography, with a marked increase in height moving northwards, cut by the River Irk and its tributaries. There is a finer grained, predominantly residential mix of development, broken up by open spaces and significant tree cover also linked to the local topography. Developers should respond to the underlying topography and varied townscape created by the balance between built form and the tree-covered landscape.
- 5.43 **Policy EN14 Flood Risk** - In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).
- 5.44 **Policy EN19 Waste** - The Council will work with other Districts through the Greater Manchester Joint Waste Development Plan Document (GMJWDPD) to safeguard existing sites for waste management and identify and safeguard new sites in existing areas of employment where appropriate. Require all developers, including those of new waste management facilities within the district, to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal)
- 5.45 Require all developers of new waste management facilities within the district to plan for and, where appropriate, use sustainable modes for waste transport, including use of modes such as rail and the Manchester Ship Canal. Require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.
- 5.46 **Policy PA1 Developer Contributions** - Where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance. Through such obligations, the Council may seek contributions for the following with priority assessed on a site by site basis:
- Affordable housing
 - Education
 - Health and wellbeing facilities
 - Community facilities
 - Provision of Green Infrastructure including open space
 - Public realm improvements
 - Protection or enhancement of cultural heritage

- Protection or enhancement of environmental value
- Safety and security improvements
- Training and employment initiatives
- Highway improvements, traffic management, sustainable transport and disabled people's access
- Climate change mitigation / adaptation.

5.47 **Policy DM1 Development Management** - All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effects relating to biodiversity, landscape, archaeological or built heritage;
- Green Infrastructure including open space, both public and private;
- The use of alternatives to peat-based products in landscaping/gardens within development schemes, and
- Flood risk and drainage.

Saved Unitary Development Plan Policies

- 5.48 **Policy CC3** confirms that notwithstanding the generality of Policy CC2, the Council will permit additional development for housing and business/industrial purposes in the Irk Valley, but only where this can be achieved without detriment to the environmental objectives described in that policy.
- 5.49 **Policy CC4** advises that the Council intends to enhance the character of Cheetham Hill Road, Bury New Road/Great Ducie Street, and the Metrolink line. A high standard of design will be expected from new developments in order to restore the unity and particular character of the roads, and to improve the setting of listed and other important buildings. In addition, the Council will encourage the conservation and refurbishment of buildings of character and quality.
- 5.50 **Policy CC5** states that in addition to the areas mentioned in Policy CC4, the Council will act to maintain and improve areas of recognised townscape value, and will encourage the conservation and refurbishment of buildings of character and quality, especially: -
- a) Within the general area of Crumpsall Lane and Seymour Road;
 - b) In the Crumpsall Green area.

Supplementary Planning Guidance

- 5.51 The Residential Quality Guidance document seeks to provide a clear direction on what is required to deliver sustainable neighbourhoods and raise the quality of life allowing people to choose where they want to live while still being able to experience the same quality of living.
- 5.52 Residential **design** should create new housing that responds to the existing urban fabric, building typologies and the city's distinctive style while also embracing modern materials and contemporary ideas. An increase in **density** should be encouraged in those parts of the city that are well connected to public transport and have greater access to public services, community facilities, amenity and recreation provision.
- 5.53 For **scale** the developers and their design teams will be expected to demonstrate how the bulk, massing and scale of proposals have been considered in terms of its impact on the neighbourhood, street and block and how it influenced the architecture and design of the building and/or space. The choice of **materials** should be clarified with the Council. The way materials are combined, and the number of materials used and how they are applied, is a key consideration.
- 5.54 The Council will require Applicants to demonstrate how proposals incorporate sufficient **car parking** in an appropriate location that does not harm pedestrian movement provide secure **cycle parking** for residents and visitors, which is safe and convenient and within the envelope of the building. For **waste** the applicant provides sufficient bin storage to accord with MCC's standards and is conveniently located with minimal impact on the streetscene and considered where temporary stopping could be accommodated.
- 5.55 For **Amenity** the Council will require applicants to demonstrate how proposals adhere to the Nationally Described Space Standards, providing sufficient storage space while maximise opportunities for daylight.

6 PLANNING CONSIDERATIONS

- 6.1 The planning issues relevant to the determination of the development proposal are assessed in detail below.

Principle of Development

- 6.2 As examined within the previous section, the National Planning Policy Framework (NPPF) requires the Council to make the most efficient use of land by maximising the use of previously developed sites.
- 6.3 The proposed development will bring forward a range of new residential accommodation that will make a positive contribution toward the borough's housing requirements and provide additional living opportunities for members of the local community within an efficient layout.
- 6.4 The site comprises a neglected and vacant site positioned within a sustainable location in the urban area which benefits from access to a range of local shops and services as well as connecting bus and tram links.
- 6.5 This approach clearly accords with NPPF and Local Plan policy guidance as summarised in Section 5, most notably strategic objective 2 (Places For Everyone) which advocates the creation of neighbourhoods of choice that will prioritise the use of brownfield land that promotes sustainable modes of transport (as demonstrated by the site's classification as GMAL rating of 7).
- 6.6 Furthermore, Policies H1 and JP-S1 advocate that all development must make the best use of land by following a design-led approach that optimises the capacity of sites, with Policy H1 specifying 90% of residential development on previously developed land and its reuse being prioritised.
- 6.7 The proposed site is in an inner area of Greater Manchester in a highly sustainable and accessible location for which Policy JP-Strat 5 promotes as an area for regeneration to help reduce poverty and deprivation in predominantly residential areas.
- 6.8 Policy H2 allocates North Manchester as a key location for new residential development and Policy H3 states that North Manchester will accommodate 20% of new housing with priority given to family housing.
- 6.9 Policy JP-H4 mentions that new housing development should be delivered at a density appropriate to the location relative to the accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design. The minimum densities for areas within GMAL 6 and above as 50 dwellings per hectare and within 400 metres of a Leigh guided Busway Stop for a density of 50 dwellings per hectare. The proposed site meets both of these standards which has informed the high density apartment led approach.

Design

Design Approach

- 6.10 The considered approach to scheme design is outlined in Section 4.

- 6.11 As outlined within Section 2, the immediate street scene is characterised by a mix of purpose-built residential apartment blocks, terraced dwellings and a telephone exchange of varying scale and external appearance. The vacant site is overgrown and does not contribute in a positive manner to the visual character or appearance of the streetscene or wider Conservation Area.
- 6.12 Given the location of the site within the Crumpsall Lane Conservation Area, careful consideration has been afforded to ensure that all elements of the proposal respond positively to local distinctiveness and sit comfortably in terms of visual appearance and massing within the streetscene, delivering a high quality contemporary design that will positively contribute to the wider context.
- 6.13 The scheme has been arranged in an efficient manner that will ensure the full potential of this highly sustainable site is realised.
- 6.14 The development has also been carefully designed to provide a high quality modern interpretation of existing residential properties which are positioned on Copeland Close to the south west of the site, adopting a tiled pitched roof with similar external material palette and symmetrical fenestration layout.
- 6.15 The general height and scale of the new building will successfully assimilate within the streetscene given its varied character and buildings that extend to between three and five stories.
- 6.16 Whilst there isn't a defined building line in place on the southern side of Catherine Road, the front elevation will reflect the relationship between Catherine Court and the roadside, maintaining a minimum distance of over 1.5 metres to the footpath.
- 6.17 The carefully considered layout and separation distance of the new building on site is considered sufficient to avoid any unacceptable harmful overlooking or overbearing impacts, particularly given the careful placement of windows.
- 6.18 As explained within the Heritage Statement which forms part of the application submission, the site has a low evidential and historic value, and its contribution to the wider Conservation Area will be enhanced as a result of the proposed development. Furthermore, views of importance around and through the Conservation Area will be maintained.
- 6.19 The size and scale of the development relates to the buildings around it, whilst the use of traditional materials will not cause disruption to the varying architectural features and styles across the area. The eclectic mix of large scale buildings sitting with smaller properties is apparent throughout the Conservation Area. The proposal will conserve this element whilst providing its own legible identity.
- 6.20 Considering the relationship between the proposal and neighbouring buildings and spaces, with the premise that the site does not readily contribute to the Conservation Area's significance, nor does it provide any particular views worthy of mention. As mentioned, the proposal will provide a modern interpretation of the larger buildings that were originally features within the conservation area.
- 6.21 Overall, the considered design approach enables the creation of a high quality contemporary scheme that benefits the area while meeting local housing needs. Accordingly, the scheme is acceptable with regard to Section 16 of the NPPF and (most notably) Policies JP-H3 and EN3.

Impact/Future Living Conditions

Impact upon Neighbour Amenity

- 6.22 The proposed development seeks to mitigate the potential for any harmful overbearing impact as it is of a similar scale and form to neighbouring buildings with the immediate surrounding area.
- 6.23 The also helps carefully considered approach to scale and massing to prevent any harmful sunlight or daylight impacts as demonstrated on the solar studies provided in support of this application.
- 6.24 To protect privacy and prevent overlooking, outlook from the proposed development will be mainly focused to the front and rear elevations, ensuring that suitable separation distances will be retained to existing neighbouring properties and ensuring that there will be no harmful overlooking impacts.
- 6.25 The separation distances between the development and Nos 144-148 Bury Old Road will exceed 20 metres with the building lines of both properties existing and proposed being unparallel with each other minimising overlooking. Therefore, no unacceptable impact on the amenity of occupiers of neighbouring properties will be created.
- 6.26 The western side elevation will be a blank wall, with the eastern side elevation incorporating eleven obscurely glazed windows that will serve bathrooms.
- 6.27 Whilst the new building on site will add additional height and massing compared to the area, the carefully considered layout and retained separation distances are sufficient to avoid any unacceptable harmful overlooking or overbearing impacts, particularly given the careful placement of windows.
- 6.28 Accordingly, the proposal doesn't negatively impact neighbour amenity. Accordingly, the scheme is acceptable with regard to the NPPF and Policies EN1 and DM1.

Living Conditions for future Occupiers

- 6.29 Policy DM1 provides guidance relating to the appropriate siting, layout, scale and design of a development and its impact on the surrounding area, alongside the living conditions of future occupiers.
- 6.30 All internal rooms will meet and/or exceed targets set out within the National Space Standards. Provision will also be made within the site for secure cycle accommodation and refuse storage as explored in further detail in the subsequent section.
- 6.31 The new building also seeks to maximise opportunities for glazing within the front, rear and side elevations, with all habitable rooms being served by at least one window to provide high quality outlook for future occupiers.

Housing Mix

- 6.32 Paragraph 128 of the NPPF states the planning system should support development that makes efficient use of land taking into account the identified need for different types of housing and other forms of development.
- 6.33 Policy JP-H3 of the Places for Everyone (2024) document seeks to incorporate a range of dwelling types and sizes to meet local needs and advocates that residential development should provide an appropriate mix of dwelling types and sizes reflecting local planning policy and guidance.

- 6.34 Policy H3 of the Core Strategy regarding North Manchester states priority will be given to family housing.
- 6.35 Accordingly, the proposed scheme integrates four family sized three bed units and therefore responds positively to the strategic objective 1 of Places for Everyone and policies JP-H3 and H3.

Parking and Refuse Provision

- 6.36 As demonstrated on the enclosed drawings package, provision is made for a total of 6 car parking spaces with the vehicular access to the site to be provided off Catherine Road.
- 6.37 The proposed site benefits from twelve cycle spaces providing the option for another form of sustainable transport alongside the Tram and Bus systems, the site layout plan clearly demonstrates how separate, safe access will be provided for residents.
- 6.38 The proposed car parking provision is within the maximum standards recommended within the Planning Guidance. Furthermore, some availability exists for overnight car parking in surrounding streets. In any event, the site is highly accessible, and residents will not be reliant upon car travel.
- 6.39 On the basis of this assessment, the proposal represents an appropriate use of the site and will have no material impact on the surrounding transport network in accordance with Policies JP-C6 and T1.
- 6.40 Paragraph 115 of the NPPF states 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 would be severe. Against this background, there is no reason to refuse the scheme on highways grounds.
- 6.41 The appropriate waste provision has been shown on the proposed site plan enclosed in support of this application, ensuring the proposal is in accordance with Policy EN19.

Ecology/Biodiversity

- 6.42 The application includes a Preliminary Ecological Appraisal and a Biodiversity Net Gain Assessment. The findings of the Preliminary Ecological Appraisal were that the control of Japanese Knotweed is necessary to prevent its spread while other local flora is unlikely to be affected while, there will be no impact on designated sites meaning no further survey will be needed.
- 6.43 In terms of animal species the consideration for commuting bats will be required in terms of lighting with no further surveys needed, there is also no further surveys needed for badgers, reptiles, amphibians and invertebrates due to a lack of impact from the proposal.
- 6.44 For hedgehogs, there will be no significant impact but precautionary measures should be taken during works to ensure no harm and the creation of a hedgehog highway is recommended. Along similar lines while there will be no significant impact on the common toad population precautionary measures should also be taken during works. Avoidance mitigation will be needed for nesting birds however the proposal provides an opportunity to enhance the site for the nesting birds.
- 6.45 For the Biodiversity Net Gain Assessment, the area habitats on site will be lost as a result of the proposals while the non-native privet hedge will be retained, and new area habitats will be created. One of the habitats to be created are urban trees, where four native species trees will be planted on

site. This will result in delivery of 0.20 area units and 12.85% increase in area habitat. The other habitat will be 34m of native species-rich hedgerow will result in delivery of 1.68 units, the creation of linear habitat will improve the heterogeneity of the site for wildlife. A hedgerow would provide opportunities for nesting and foraging birds, foraging bats, amphibians and small mammals, as well as providing a wildlife corridor.

- 6.46 A Tree Survey with an accompanying Arboricultural Impact Assessment has recommended the removal of all nine trees on site. The trees allocated as T5, T6 and T9 (category 'U') are of such low quality that they are not expected to survive beyond 10 years irrespective of the proposed development. Trees T3, T4, T7 and T8 (category 'C') are either in contact with the boundary concrete panel fence and are therefore somewhat problematic or are so small that they have little amenity benefit at this stage.
- 6.47 The final two trees T1 and T2 are of higher quality than the other trees on site (category 'B'), they are however located very closely to the front earth retaining wall and boundary concrete panel fence that already exists. Future growth of these two trees will likely become problematic to the existing wall and concrete panel fencing, their longevity therefore, is considered to be limited.
- 6.48 In any case, the applicant is happy to accept a condition which would confirm details of soft landscaping within the site (including replacement tree planting, as necessary) should the Council be happy to approve the application.
- 6.49 On the basis of this assessment, the proposal represents an appropriate use of the site and will have a positive effect on the site's biodiversity in accordance with Policies JP-G7, JP-G8 and JP-P1.

7 CONCLUSIONS

7.1 It is concluded that the proposal is in accordance with the NPPF, the Places for Everyone document and the Council's adopted Local Plan. It therefore constitutes appropriate development and should be supported for the following reasons:

- The principle of creating new residential dwellings on an existing residential site in an accessible location within the urban area, is supported by national and local policy. The proposed scheme will provide much needed new housing for the local community (including family sized accommodation) whilst enabling an efficient, effective use of the site;
- The scheme proposes a high quality contemporary design solution that has been informed by the site's constraints. It will respond in a positive manner to the visual character and appearance of the streetscene and the general pattern of development within the local area;
- The layout of the scheme with the careful orientation of windows, ensures there will be no unacceptable adverse impact upon the amenity of occupiers or any neighbouring properties;
- The proposed accommodation is fully acceptable and of a high standard. Each new apartment will exceed internal space standards for all occupiers, and
- The application submission is supported by a comprehensive range of specialist consultant reports including a Heritage Statement, Site Tree Appraisal, Biodiversity Net Gain Assessment, Preliminary Ecology Appraisal, Environmental Statement, Surface Water Drainage Strategy, Crime Impact Statement, Waste Proforma, and External Solar Study Assessment. The submissions conclude that the revised scheme is acceptable in regard to key relevant planning, design, arboriculture, ecology, amenity and highways issues.

7.2 Overall, the scheme adopts the principles of sustainable development in relation to social, economic and environmental factors. This is because it recycles urban land and delivers a mix of residential dwellings which are accessible by a choice of travel modes including foot, cycle and public transport. The proposals thereby accord with the emphasis of national policy (set out within the NPPF), which confirms a presumption in favour of sustainable development. Drawings Package (prepared by Gold Sketch Studios).

7.3 In light of the above, the revised scheme has been demonstrated to comply with all relevant planning policies of the NPPF, Places for Everyone and adopted Local Plan (most notably JP-S1, JP-H1, JP-H2, JP-H3, JP-H4, JP-G7, JP-G8, JP-P1, JP-P2, JP-C6, H1, H2, H3, H8, T1, EN1, EN14, EN19, PA1, DM1, CC3, CC4 and CC5) and should be considered acceptable.



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