



PLANNING, DESIGN AND ACCESS STATEMENT

PARRS WOOD, MANCHESTER

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Signing off Sheet

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Authorised for and on behalf NJL Consulting

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Introduction

- 1.1 This Planning Statement has been prepared by NJL Consulting on behalf of our client AM7 Group in support of their planning application for the erection of 4 no. detached house, associated infrastructure, landscaping, and car parking.

- 1.2 The proposed description of development is as follows:

'Outline planning permission (with matters of access, layout and scale for approval) for redevelopment of site for 4 dwellings (Use Class C3).'

- 1.3 The purpose of this Planning Statement is to examine the main planning issues relating to the development. This statement is informed by and should be read in conjunction with the detailed plans and supporting documents submitted with the planning application. The supporting documents comprises:

Submission Document	Consultant
Architectural Plans Location Plan (ref. 4606-001 A1) Proposed Site Plan (ref. 4606-101 A1) Elevations and Floor Plans (ref. 4606-110 A1)	Greys Architectural Limited
Waste Management Plan	Greys Architectural Limited
Transport Statement and Access Drawings	SCP Transport Planning
Drainage and Flood Risk Assessment	TRP Consulting
Sequential Assessment	NJL Consulting
Phase 1 Ecology Appraisal, Bat Roost Assessment and Biodiversity Net Gain	Anser Ecology
Arboricultural Report	Murray Tree Consulting
Phase I Ground Investigations	Sub Surface Consultants Ltd

- 1.4 The application seeks to redevelop this vacant, unused, and overgrown area. The proposal would efficiently deliver new housing with development respectful of the prevailing residential character of the area.
- 1.5 The site (red line boundary below) comprises a triangular shaped piece of land nestled at the rear of three rows of established detached and semi-detached properties between the Kingsway (forming part of the A34) dual-carriageway, Wilmslow Road and Moor Park Road.



Figure 1: Location Plan

1.6 It is submitted that the individual merits of the proposal, in respect of compliance with local and national planning requirements, as set out within this statement, should be given full and significant weight in the determination and support of the application as follows:

- It will deliver new homes in South Manchester, an area constrained by land supply and identified as in need of family housing.
- It will deliver high quality development with high quality design in keeping with the character of the area.
- It will deliver appropriate separation distances and design measures to safeguard privacy which are in keeping with the surrounding character, scale and density.
- Sustainable design measures to contribute to tackling climate change are incorporated into the design through maximising natural lighting and cooling, use of permeable surfaces for sustainable drainage, and a proposed green roof with solar panels.
- The proposal incorporates appropriate access, parking, and waste storage.

1.7 The following sections provide the relevant contextual review and justification which provides evidence for the suitability of the site for redevelopment.

2. Site and Surrounding Area

- 2.1 The site comprises a triangular shaped piece of land nestled at the rear of three rows of established detached and semi-detached properties between the Kingsway (forming part of the A34) dual-carriageway, Wilmslow Road and Moor Park Road within the southern Manchester neighbourhood of Didsbury towards the southern limits of the Manchester City Council (MCC) local authority area.
- 2.2 The site is bounded on all sides by residential development and is located on one of the main arterial routes in and out of the city, Kingsway. Due to the site's location on Kingsway, it is highly accessible to the city centre of Manchester and its surroundings, with easy connections to the M56 and M60 motorways which connect to various parts of the UK.
- 2.3 In its current form, the surrounding area is characterised by established semi-detached dwellings with rear gardens abutting the site boundary. The nearby urban form is predominantly suburban housing with substantial leisure offerings located nearby, including the Parris Wood retail centre, which are within walking distance of the site.
- 2.4 The site is highly accessible by public transport and is conveniently located within walking distance to nearby transport modes including Didsbury East tram terminus. A bus stop is located directly outside of the site on Wilmslow Road (43B and 43C bus routes provide links to Manchester Piccadilly, Cheadle Hulme, Handforth Dean and Woodford).
- 2.5 The site is currently overgrown with dense continuous scrub comprising of predominantly bramble and nettle cover in addition to scattered garden waste. The site access points are also covered with vegetation alongside the presence of early-mature trees along the site perimeter which screen the site from neighbouring properties. Fly tipping is evident across parts of the site and a series of abandoned caravans and vehicles are present in combination with a derelict out-building.

Planning History

- 2.6 A planning history search has been undertaken using MCC's online Public Access system, which searches applications from 1976 onwards, and is summarised below. Unfortunately, due to the age of most of the applications the associated reports and plans are not available to view online.

APPLICATION REF	DESCRIPTION OF DEVELOPMENT	DECISION
045039/00/SOUTH1/94	Erection of a dwelling house	Not proceeded with February 1994
043674/00/SOUTH/93	Erection of a detached dwellinghouse with a new vehicular access to Kingsway	Not proceeded with January 1994

042904/FO/SOUTH1/93	Erection of a 4 bedroomed bungalow with vehicular access between 853 & 855 Kingsway	Approved April 1993
028937	Erection of a dwelling house	Approved June 1987
F07115	Erection of bungalow on land rear of 902 Wilmslow Road	Approved January 1978

3. Proposed Development

- 3.1 This full planning application seeks permission for the erection of 4 no. detached house and associated infrastructure, landscaping, and car parking.
- 3.2 The proposed dwellings will efficiently and effectively make full use of this current large overgrown area. The proposed dwellings will sit comfortably between the existing properties and will respect the existing street pattern, plot to build ratios and street scene in the area.

Use and Amount

- 3.3 The proposed development comprises of 4 new residential dwellings and the provision of associated infrastructure.

Layout

- 3.4 Full regard has been given to the local and site-specific constraints and opportunities and the proposed layout responds to this. The layout has been developed to create a high-quality residential development which respects the character and setting of the surrounding residential properties.
- 3.5 The layout of the residential units meets the minimum separation distance requirements as assessed further within this document, with a minimum of 21m front to front of dwellings, and rear to rear as detailed on the plan below.



Figure 2: Site Plan Extract

Scale

- 3.6 The scheme includes 4 units which responds to the site character, protects existing residential amenity and responses to the heights of properties. As such the units all sit as 1.5 storeys with ground floor and utilised roof space for the provision of four bedrooms.

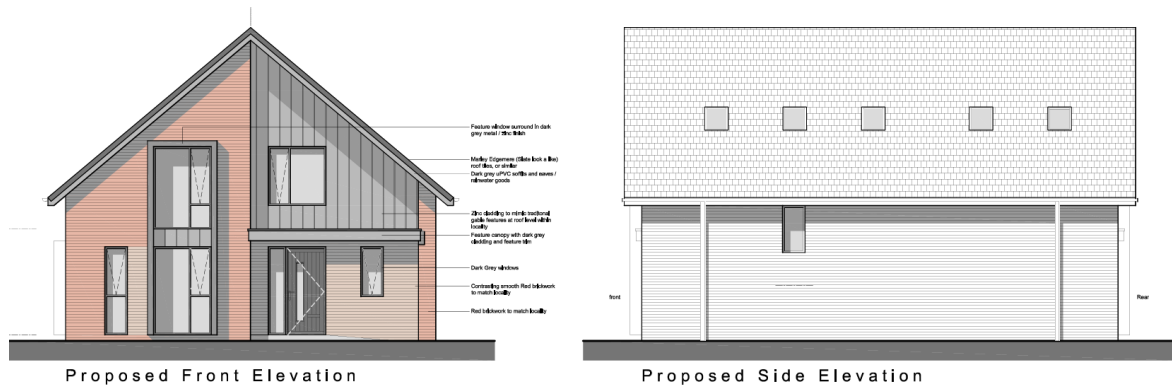


Figure 3: Proposed Elevation Extract

Design and Appearance

- 3.7 The proposed property design incorporates a traditional architectural approach to the site's redevelopment. 4 no. detached house is proposed which would respect the prevailing character of the existing properties in the area. The dwellings would be 2 storeys to the frontage but contain accommodation in the roof space incorporating a dormer feature to the front roof plane.
- 3.8 In terms of fenestration the dwellings would be equally proportioned to all elevations with the main entrance doorway to the frontage.
- 3.9 Whilst the designs are contemporary, the scheme incorporates a common palette of materials to reflect the character of the neighbouring properties.
- 3.10 To the rear of the property a large patio/garden area would be provided directly comparable in size to that of the adjacent dwellings in the area. The properties would have an enclosed bins/recycling storage area and cycle storage within a zone to the rear garden.
- 3.11 Internally each property would provide good quality and spacious living accommodation at ground floor with 4 no. bedrooms across the upper floor.

Access

- 3.12 The site is situated within an accessible location. It is therefore extremely well served by regular public transport facilities that are within easy walking distance of the application site. A wide range of other services and facilities also lie within close distance of the site.

- 3.13 The site will be accessed off the B5095 through a 5.5m highway with 2m pedestrian walkways on either side.
- 3.14 The proposal also includes 2 no. off-street car parking spaces typical of the properties in the area and appropriate provision of cycle storage space in the yard to the rear of the property. An Electrical Vehicle Charge Point (EVCP) will also be provided for each unit.

Waste

- 3.15 The MCC Waste Pro-forma is attached to this submission which identifies the waste management proposals for the use. All domestic rubbish and recycling would be stored within the enclosed area to the rear of the property. The passageway to the side of the proposed dwelling leads directly to the adjacent highway where bins/recycling can be collected as per the existing waste collection arrangements for the area.

Summary

- 3.16 The proposals have been designed in response to the technical assessments undertaken by the applicant's project team. The proposals represent a comprehensive and high-quality scheme developed in line with best practice guidance.

4. Planning Policy

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 confirms that the determination of planning applications should be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.2 The statutory Development Plan in this instance comprises the following documents as identified in Manchester City Council's Local Development Scheme 2017 – 2019 (January 2017):
- Manchester Core Strategy – the long-term spatial vision and planning strategy to 2027, which includes topic and area policies relating to, the economy, housing, environment, retail and transport. It also includes a key diagram covering the plan area, and general policies for the control of development (adopted July 2012).
 - Manchester Proposals Map – accompanies the Local Plan, identifies key areas for growth, employment and housing development, areas of protection and sites to which particular designations and policies apply.
 - Extant UDP - (adopted 1995 and alterations on various dates) City-wide and local area policies not replaced by the Core Strategy.
- 4.3 The above statutory Development Plan is also supported by several supplementary planning guidance documents which are a material consideration for decision taking purposes for local planning authorities.

Local Policy

Core Strategy (July 2012)

- 4.4 The Core Strategy was adopted in July 2012 and has replaced significant elements of the Manchester UDP.
- 4.5 The site is identified on the Proposals Map (2012) as falling inside the South Manchester policy area. The site has no specific allocation nor is it covered by a neighbourhood plan.

Policy H1 - Housing Provision

- 4.6 This policy identifies that approximately 60,000 new dwellings will be provided in Manchester between March 2009 and March 2027 equating to an average of 3,333 units per year although this rate will vary across the identified period. The policy identifies that the emphasis outside of the City Centre and the City's Inner areas is to increase the availability of family housing. It is expected that 90% of residential development will take place on previously developed land and sites in close proximity to centres and high frequency public transport routes.

Policy H6 - Housing in South Manchester

- 4.7 This policy indicates that 5% of new residential development will take place in South Manchester over the lifetime of the Core Strategy. High density development will generally only be appropriate within district centres. Outside the district centres priorities will be for housing meeting identified shortfalls, including family housing and provision that meets the needs of elderly people with schemes adding to the stock of affordable housing.

Policy T1 - Sustainable Transport

- 4.8 This policy embeds the delivery of a high-quality integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. It indicates support for proposals that: improve choice by delivering alternatives to the car; promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services; improve access to transport services and facilities for all; improve pedestrian routes and the pedestrian environment; facilitate modes of transport that reduce carbon emissions; reduce the negative impacts of road traffic.

Policy T2 - Accessible areas of opportunity and need.

- 4.9 This policy indicates that the Council will actively manage the pattern of development to ensure that new development is located to ensure access to the City's main economic drivers; is easily accessible by walking, cycling and public transport; have regard to the need for disabled and cycle parking and the maximum car parking standards set out in the Core Strategy; and includes proportionate traffic impact assessments and travel plans for all major applications.
- 4.10 The application site is located within a sustainable location close to the district centre in Didsbury, and the Metrolink and bus networks. It is also accessible by bicycle and on foot enabling future residents to access services across the city by alternative modes of transport to the car. The level of car parking at 1 space per unit is considered acceptable together with the provision of cycle storage. The application is supported by a Transport Statement. It is considered that the proposals accord with policies T1 and T2 of the Core Strategy.

Policy EN1 - Design Principles and Strategic Character Areas

- 4.11 Developments in Manchester are expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located and should be commensurate in scale with the surroundings.
- 4.12 The application proposals have been designed to reflect the context and residential character of the area.

Policy EN 4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development

- 4.13 The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions:

- 4.14 All development must follow the principle of the Energy Hierarchy, being designed to reduce the need for energy through design features that provide passive heating, natural lighting and cooling to reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero carbon energy generating technologies. Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.

Policy EN6 - Target Framework for CO2 reductions from low or zero carbon energy supplies

- 4.15 This policy sets out that major developments are expected to meet the targets set out in the policy which are to be demonstrated through an energy statement.

Policy EN9 - Green infrastructure

- 4.16 This policy indicates that new development will be expected to maintain existing green infrastructure in terms of quantity, quality and function. Opportunities to encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

Policy EN14 - Flood Risk

- 4.17 The policy reflects national planning policy to direct development away from sites at greatest risk of flooding, and towards sites with little or no risk of flooding. Site specific flood risk assessments are required for all development proposals on sites greater than 0.5 hectares.
- 4.18 The site falls within Flood Zone 1 and is at low risk of flooding, the applicant has provided a drainage strategy to accompany the application.

Policy EN16 - Air Quality

- 4.19 This policy indicates that the Council will seek to improve the air quality within Manchester and particularly Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers are expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness Of locations for new development the Council will consider the impacts on air quality this includes cumulative impacts, particularly in AQMAs.
- 4.20 The applicant has provided an Air Quality Assessment of the air quality impact of the proposed development and the potential to expose future users to elevated pollution levels.

Policy EN18 - Contaminated Land

- 4.21 The policy outlines that the Council gives priority for the remediation of contaminated land to strategic locations. Proposals for development of contaminated land must be accompanied by a health risk assessment.
- 4.22 The application is accompanied by a ground conditions report that has been assessed by Environmental Health and it is recommended that a suitably worded condition be attached to any approval.

Policy DM1 - Development Management

- 4.23 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.
 - Flood risk and drainage.
 - Existing or proposed hazardous installations.

The Unitary Development Plan for the City of Manchester (1995)

- 4.24 The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There

are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

- 4.25 Policy DC6.1 (Housing on 'Backland' Sites) states that the Council will not normally grant consent for residential development on 'backland' sites unless the following tests are met:
- No loss of privacy to adjoining dwellings and associated rear gardens.
 - Proposed access and parking arrangements do not significantly increase noise and disturbance for occupiers of existing adjoining dwellings.
 - The scale and design of the development is compatible with the character of buildings in the surrounding area.
 - There is sufficient space between the proposed and existing dwellings to avoid problems of significant overshadowing or of over-dominant appearance affecting either the existing or the proposed dwellings.
 - The proposal does not involve the loss of important trees or other natural features of high amenity value or the loss of locally important wildlife habitats.
 - The proposed and existing dwellings retain adequate levels of private amenity space; and
 - In the case of development within a Conservation Area, in particular, the built form and the surrounding spaces maintain or enhance the character of the area.
- 4.26 Saved policy DC26, Development and Noise, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments. The proposal has been designed to minimise the impact from noise sources.
- 4.27 Policy DC7.1 (New Housing Development) states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable.
- 4.28 It is considered that the proposal is consistent with the policies contained within the UDP.

Supplementary Planning Guidance

- 4.29 The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (2007)
- 4.30 In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide

states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area.

- 4.31 Planning Guidance provides a framework for all development in the city and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines and appropriate elevational detailing and strong design particularly to corner plots.
- 4.32 The proposals are considered to have been designed to reflect the sites context and relationships with the surrounding area.

Residential Quality Guide

- 4.33 Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.
- 4.34 Executive at its meeting on 14 December 2016. The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.
- 4.35 The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards, and this has been applied to an assessment of the size and quality of the proposed houses.

South Manchester Regeneration Framework

- 4.36 South Manchester is identified as an area with a rich and diverse group of neighbourhoods, with a wide range of issues and needs. Some areas are already successful, so the SRF is needed to help continue and build on this success. Other areas, in contrast, have particular issues that the SRF will help to tackle, such as poor housing and high levels of deprivation and worklessness.
- 4.37 The opportunity for the SRF is to build on and improve its assets - the distinctive, successful neighbourhoods and centres, the high-quality parks and the strong heritage and character of South Manchester - and use these as a model to drive forward the future of the area. These qualities should be applied across South Manchester to raise the quality of the built environment and expand the number of successful neighbourhoods.

- 4.38 The SRF identifies a key issue for the area as providing a wider choice of housing to attract and retain residents. The SRF states future housing developments need to focus on providing high quality family accommodation. It identifies that high-quality sustainable new housing developments should meet the housing needs of the existing and future population of South Manchester.

National Policy

- 4.39 The National Planning Policy Framework (December 2023) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.
- 4.40 The purpose of the Framework is to contribute to the achievement of sustainable development and advises that planning serves three roles: an economic role, a social role, and an environmental role. The roles should not be undertaken in isolation as they are mutually dependent, and the planning system should play an active role in guiding development to sustainable locations.
- 4.41 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be considered in preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

Sustainable Development

- 4.42 The NPPF states at paragraph 7 that the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 4.43 Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

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.*

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 well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*

an environmental objective – to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

4.44 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, so that sustainable development is pursued in a positive way.

4.45 With reference to paragraph 11 of the NPPF, it is important to note that for decision-making this means:

- Approving development proposals that accord with an up-to-date development plan without delay; or
- Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Decision-Making

4.46 Further advice on decision-making which is of relevance to the current scheme is provided at paragraph 38 of the Framework:

'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.'

Delivering a Sufficient Supply of Homes

4.47 The NPPF supports the Government's objective of significantly boosting the supply of homes, requiring a sufficient quantity and variety of land to come forward.

4.48 As stated in paragraph 61 "[...] strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance". This places importance on the site in question which has been allocated as a strategic site to provide housing.

4.49 Paragraph 66 states that where major development involving the provision of housing is proposed, planning decisions should expect at least 10% of the total number of

homes to be available for affordable home ownership¹. This is also guided by the assessment of housing requirement for the whole area to reflect pattern and scale of development any sites that are allocated.

Promoting Healthy and Safe Communities

- 4.50 Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

“a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages.

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high-quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.”

- 4.51 The allocation of the site subject to this Outline Planning Application places importance on the abovementioned objectives, offering a pleasant and sustainable living environment.

Making Effective Use of Land

- 4.52 Paragraph 123 highlights the importance of making effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

- 4.53 As stated in paragraph 125 *“Local Planning Authorities, and other plan-making bodies, should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs”*. Therefore, it is important to highlight that allocated land for housing has been advised by thorough assessment to understand the suitability of land to meet identified local needs.

Achieving Well-Designed and Beautiful Places

- 4.54 The NPPF emphasises in paragraph 131 that *“the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve”*. Good design is a key aspect of sustainable development, creates between places in which to live and helps make development

¹ As part of the overall affordable housing contribution from the site.

accessible to communities. Effective engagement between applicants, communities, Local Planning Authorities, and other interests throughout the process is paramount in sustainable well-designed places. Hence this Planning Application has been through various consultation and engagement preparations to advise the overall scheme and details of design will be provided at the Reserved Matters stage.

4.55 As stated in paragraph 135, planning decisions should ensure all 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.*

4.56 As per the allocation and the preparation of this Outline Planning Application, the housing development will accord with the abovementioned paragraph to create a sustainable space and community which contributes positively to the local area.

5. Principle of Development

- 5.1 This section of the statement summarises the planning application proposals in the context of the scheme's compliance with the Development Plan and the key themes of the NPPF.
- 5.2 The NPPF states that where a Local Plan was produced prior to the Planning and Compulsory Purchase Act 2004, that its policies should be given due weight according to their degree of consistency with the NPPF, with greater weight to be given where the level of consistency is high. The remaining "saved" policies of the Manchester UDP are therefore addressed in this context.

Principle of development

- 5.3 The site lies within an unallocated area in South Manchester as set out in the Core Strategy. The site is in a highly accessible location close to various modes of public transport and a wide range of services and facilities.
- 5.4 The application proposals would contribute to the overall provision of new residential units in the City in a sustainable location close to services and public transport routes including Metrolink and Bus network in line with Policy H1. The proposals create an additional 4 homes adding to the housing choice across the city.
- 5.5 The South Manchester Strategic Regeneration Framework (SRF) also identifies a specific requirement to deliver more family housing, ensure high quality development and to attract and retain residents. On this basis the proposals are considered to accord with the policy H1 of the Core Strategy subject to consideration of matters set out within the issues section of this report.
- 5.6 The Core Strategy identifies South Manchester as an area to accommodate 5% of new homes over the lifetime of the Core Strategy under policy H8. Outside the district centre of Didsbury, the policy specifies priority will be for new housing which meets identified shortfalls including family housing. The development of the site for 4 no. new family sized residential property is therefore entirely consistent with the Core Strategy for this general area.
- 5.7 In respect of affordable housing (policy H8) the proposals do not include any allowance for this given the minor nature of the development.
- 5.8 Paragraph 119 of the NPPF identifies that planning should promote an effective use of land in meeting the need for homes. The proposal effectively and efficiently would reuse this site for new family homes in accordance with this principle.
- 5.9 The site, in principle, is deemed acceptable when considering the above. However, given the current status of the site is unallocated within the local plan and comprises an underused and overgrown 'backland' site. Any development proposed on the site will be assessed based on the sitting and layout of a residential scheme and the criteria set out within UDP saved policy DC6.1 (Housing on 'Backland' Sites).

- 5.10 This policy provides the criteria for building dwellinghouses on “backland” sites, which are sites with limited access to a road because they are surrounded by housing or other uses. Under point DC6.2, a series of criteria are set out which all need to be adhered to before development is permitted:

DC6 CRITERIA

ASSESSMENT OF PROPOSAL

THERE IS NO LOSS OF PRIVACY TO ADJOINING DWELLINGS AND ASSOCIATED REAR GARDENS;	Whilst there is no specific guidance on separation distances within Manchester's development plan or guidance, the general parameters set for separation distances is 21m between habitable rooms. The proposed layout allows for at a minimum 24.5m between habitable rooms. Separation distances between habitable rooms and gable ends is usually 13m. The proposed layout allows for 15m for the unit furthest north. It should also be noted that the proposed dwellings would sit as 1.5 storeys, lower than those surrounding. As such, there will be no lose of privacy and clear adherence to these criteria.
ACCESS AND PARKING ARRANGEMENTS DO NOT SIGNIFICANTLY INCREASE NOISE AND DISTURBANCE FOR OCCUPIERS OF EXISTING ADJOINING DWELLINGS;	The proposal is for 4 units and associated access and parking arrangement. Given the limited number of proposed properties it is not considered that the introduction of further residential properties into an existing residential area would give rise to significant or adverse impacts beyond those that would normally be anticipated for such a use. General activity associated with the proposed residential dwellings would be of a similar nature to those residential properties already in the area and would not be expected to lead to unusual or unacceptable levels of noise. The introduction of additional car parking would create associated movements and noise with vehicles along the access road. However, this is adjacent existing areas of car parking associated with adjacent residential properties and is separated by a boundary fence that would assist in reducing such impacts. Such activity and movements of vehicles is not considered to be so significant given the

	relatively small number of proposed dwellings to warrant refusal of the proposals.
THE SCALE AND DESIGN OF THE DEVELOPMENT IS COMPATIBLE WITH THE CHARACTER OF BUILDINGS IN THE SURROUNDING AREA	The scale of the buildings sits below the existing residential dwellings at 1.5 storeys. Whilst more contemporary in approach to design, queues have been taken from existing dwellings which allows for compatibility with the areas character.
THERE IS SUFFICIENT SPACE BETWEEN THE PROPOSED AND EXISTING DWELLINGS TO AVOID PROBLEMS OF SIGNIFICANT OVERSHADOWING OR OF OVER-DOMINANT APPEARANCE AFFECTING EITHER THE EXISTING OR THE PROPOSED DWELLINGS;	The proposed housing is 1.5 storeys and therefore sits below the existing properties around the site. The proposals therefore will not cause overshadowing or have an over-dominant appearance.
THE PROPOSAL DOES NOT INVOLVE THE LOSS OF IMPORTANT TREES OR OTHER NATURAL FEATURES OF HIGH AMENITY VALUE OR THE LOSS OF LOCALLY IMPORTANT WILDLIFE HABITATS;	As detailed through the Tree Survey and Arboricultural Impact Assessment, some trees are required to be removed but these are not high value or classed as important. The report states that only majority of trees on site are classed as C or U with only one category B tree which is being retained through the proposal.
THE PROPOSED AND EXISTING DWELLINGS RETAIN ADEQUATE LEVELS OF PRIVATE AMENITY SPACE;	All proposed and existing dwellings will retain good levels of private amenity space. The proposed dwellings have amenity space comparable to existing housing around the site and above the requirements set out under design guidance.
IN THE CASE OF DEVELOPMENT WITHIN A CONSERVATION AREA, IN PARTICULAR, THE BUILT FORM AND THE SURROUNDING SPACES MAINTAIN OR ENHANCE THE CHARACTER OF THE AREA	Not relevant as the site is not situated within a Conservation Area.

- 5.11 It is not considered that the proposal would be contrary to this policy. As set out above the proposals are not considered to give rise to a loss of privacy to adjoining dwellings and associated rear. The provision of building is considered to be compatible with the character of the area. The contemporary design utilising traditional materials would assist in ensuring that the proposals successfully assimilate into the area.

Design

- 5.12 Core Strategy policy DM1 and extant UDP policy DC7.1 seek to ensure good quality design with regard to appropriate siting, layout, scale, form, massing, materials, and details.
- 5.13 The above policies seek to ensure development should have regard to the character of the surrounding area and be safe and accessible for everybody including disabled persons. The Guide to Development in Manchester SPD continues this theme in more detail setting down seven key areas for consideration consisting of Character and Context; Continuity and Enclosure; Legibility; Ease of Movement; Quality of the Public Realm; Diversity; Adaptability.
- 5.14 The proposed dwellings would respect the variety of prevailing property types of the area in terms of design, size, and appearance. Whilst taking a more contemporary approach, the materials proposed take cues from the surrounding street scene. As a result, the development would act as a simple but effective continuation of the existing character and sit comfortably in position and scale and would remain in keeping with the wider surrounding area. To ensure that materials are acceptable for the character area, it may be that a condition can be applied to require materials to be agreed prior to the construction is attached.
- 5.15 The proposal also offers the opportunity to tidy up and improve the appearance of this site which currently is overgrown, subject to fly tipping and therefore is not a condition whereby it contributes to the visual and residential amenity. The development of the site for a new dwelling as proposed therefore has inherent benefits to improve the immediate local environment.
- 5.16 In summary, the proposal will deliver high quality design paying regard to the prevailing character of the area and is considered to comply with all relevant design related policy (MCS policy DM1 and extant UDP policy DC7.1) and associated SPD guidance of the council.
- 5.17 The proposals are considered to have been appropriately designed and sited to be successfully accommodated into the area. There would be a visual change from the current condition of the site which would be a positive improvement and the introduction of modern contemporary designed residential accommodation is considered to be acceptable in this instance. Accordingly, there are no design related reasons to resist the proposal. Planning conditions can be used to secure the final approval of any necessary finer aspects of detail.

Scale and Massing

- 5.18 Policy EN1 of the Core Strategy and the Guide to Development in Manchester SPD seek to ensure that scale of new development is informed by its context. The surrounding area is characterised by larger two storey detached dwellings.
- 5.19 The proposed development would sit under this established scale at 1.5 storeys however this has been designed intentionally to ensure limited impacts upon amenity or cause an overbearing impact.

Residential Amenity

- 5.20 The proposed residential properties have been sited to maximise rear amenity space and accommodate off-street car parking to benefit incoming residents.
- 5.21 In terms of overlooking and loss of privacy implications to neighbouring properties given the 1.5 storey nature of the proposed dwellings and the considered placements of the windows it is not expected to result in overlooking or loss of privacy for the existing and proposed residential properties. It is considered that the proposed development would be pursuant to policy DM1 and SP1 of the Core Strategy.
- 5.22 The proposed dwellings would provide a good level of amenity for its intended residents internally and externally comparable with the prevailing amenity levels of the area. The proposal dwellings will have no negative impact physically or visually on any adjoining land, buildings, or neighbours. There would be no loss of residential amenity to neighbouring dwellings.
- 5.23 The introduction of new properties in this area would give rise to some general noise and disturbance associated with the use of the properties, however, given the limited development, it is not considered that these impacts would be so great to give rise to unacceptable impacts on residential amenity. Given the context and character of the area where similar relationships exist the proposals are considered acceptable.
- 5.24 The relationship and distance between the property's are similar to other residential developments and whilst, there is not specific guidance on separation distances within Manchester's development plan or guidance, the general parameters set for separation distances is 21m between habitable rooms. The proposed layout allows for at a minimum 24.5m. Separation distances between habitable rooms and gable ends is usually 13m. The proposed layout allows for 15m for the unit furthest north.
- 5.25 It is considered that the application would not result in a detrimental impact on the residential amenity currently enjoyed by the occupiers of the neighbouring properties nor that of the present and future occupiers of the application site.

Standard of accommodation

- 5.26 The Manchester Residential Quality Guidance provide the minimum requirements and mandatory standards that all new residential proposals will be required to satisfy or exceed in order to be considered sustainable development. In this case the gross internal area for each of the dwellinghouses does comply with all part of the guidance and the Manchester space standards.
- 5.27 The required space standards for a 4-bedroom, 7-person single storey dwelling house is 124 square metres with 3 square metres for storage. The proposed dwellinghouses would be over 177 square metres therefore the dwellings would comply with a 7-person dwellinghouse and would be significantly over the space standards and policy DM1 of the Core Strategy which requires consideration as to the adequacy of the internal accommodation.

Parking and Highways

- 5.28 Policies SP1, T1, T2, H1 and DM1 of the Core Strategy seeks to ensure that all new developments adequately cater for their car parking needs and are located in sustainable locations, preferably on good bus routes. The application site is considered to be in a highly sustainable location. The site is a short walk from Parrs Wood retail centre, located around Kingsway, where there is access to a range of shops and services and buses into the City Centre.
- 5.29 While MCC doesn't have defined parking standards for suburban development, in our experience, the parking provision within the proposals provide two spaces for each dwelling totalling 8 spaces. In providing spaces for each residential unit the proposal adequately caters for its parking needs which should not result in any pressure on on-street parking demands. Secure cycle storage is shown as being provided for each dwelling.
- 5.30 Rear and front cycle parking spaces are provided for the dwellings which again aligns with the Manchester Residential Design Guidance.

Security

- 5.31 The development would remove an area that is currently used as an informal are with some instances of fly tipping. The site is enclosed by high boundary treatment. It is not an area that currently benefits from good natural surveillance due to its solid boundaries.
- 5.32 The residential properties replacing this will have the benefit of natural surveillance from other areas of the estate, together with the new properties contributing to natural surveillance of existing properties. The proposals incorporate robust boundary treatments to rear garden areas up to 1.5 metres in height, a suitable worded condition is proposed to be attached to any approval to ensure the proposals achieve secured by design accreditation.

Summary

- 5.33 Both national and local policies seek to boost the supply of housing significantly and the NPPF requires that housing applications be considered in the context of the presumption in favour of sustainable development.
- 5.34 The proposed scheme is considered to have a satisfactory relationship with adjoining properties and replacement dwelling would not result in an intensification of the site, and there are no concerns about whether the site can, accommodate this form of residential development. The proposal therefore complies with the NPPF and the Core Strategy.

6. Technical Assessment

- 6.1 The following section presents the assessment of all other material considerations, not covered within the previous sections. The summary table as detailed below provides a high-level indication of report summaries with the sections following assessing this against the relevant policy requirement.

Highways

- 6.2 To support the application, a transport technical note and access drawings have been prepared by SCP.
- 6.3 The road safety record of the local highway network has been examined, which does not appear to represent a material concern in the context of the proposed development with no accidents recorded in the vicinity of the site during the reviewed study area over the past five years.
- 6.4 The scheme will generate 3 vehicle movements two-ways in the AM peak hour and 2 vehicle movements two-ways in the PM peak hour. Volumetrically, this equates to around an additional two-way vehicle movement every 20-30 minutes in the AM and PM peak hours. This volume of traffic will not have a material impact on the operation of the local highway network.
- 6.5 Vehicular access to the site will be from Wilmslow Road, located to the east of the application site. It is proposed that the existing bus stop on the site frontage is relocated. Wilmslow Road is subject to a 30mph speed limit, which results in the required visibility splays being 2.4m x 43m in either direction based on Manual for Streets guidance.
- 6.6 As such, the proposals comply with CS policies T1 and T2 seek to promote sustainable transport and manage the pattern of new development so that is concentrated in the areas of opportunity and need.

Waste

- 6.7 The submitted waste management strategy has been assessed as being adequate for the proposals, with the existing waste arrangements along the street will apply to the proposed properties.
- 6.8 As such a suitably worded condition is to be attached to any consent granted to ensure the measures are implemented.

Ecology

- 6.9 To support the application, an Ecology Appraisal and Bat Preliminary Roost Assessment by Anser Ecology has been submitted. Preliminary site surveys, including an 'extended' Phase 1 habitat survey and bat Preliminary Roost Assessment (PRA) of buildings, were conducted on 22nd February 2024.

- 6.10 The report confirms that there are no internationally designated areas (i.e., Ramsar, SAC, SPA) within 5km or nationally designated areas (i.e., SSSI) within 2km of the site. However, there are four non-statutory locally designated sites within 1km:
- Parrs Wood Site of Biological Interest (SBI) – 450m east
 - Fletcher Moss Park SBI – 590m west
 - Mersey Valley Nature Park (SBI) – 740m east
 - Abney Hall Park SBI. – 760m southeast
- 6.11 There is no priority habitat on or adjacent to the site within the zone of influence, based on priority habitat inventory mapping available. The site is dominated by dense bramble scrub on top of disturbed ground. There are numerous scattered trees including semi-mature and early mature specimens, but overall, the very small scale of the site and 'land-locked' location means that the habitats have limited ecological value beyond the context of the site.
- 6.12 The buildings were also examined externally and internally for Potential Roost Features (PRF) or any evidence of roost bats.
- Building B1 (garage) has negligible bat roost potential. No further surveys or mitigation will be required in relation to future planning proposals or demolition.
 - Building B1 (stable) has negligible bat roost potential. No further surveys or mitigation will be required in relation to future planning proposals or demolition.
 - Two derelict caravans are also present which do not have potential to support roosting bats.
 - No trees with suitability for roosting bats were recorded during the site survey.
- 6.13 No other priority species have been recorded on site and the site does not have the potential to be utilised.
- 6.14 Policy EN15 of the Core Strategy states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the Site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.
- 6.15 There are no identifiable adverse impacts to protected species. It can therefore be considered that the proposals are compliant with Paragraphs 170 to 177 of The Framework and Policy EN15 of the Core Strategy.

Trees

- 6.16 An Arboricultural Report by Murray Tree Consulting has been prepared to support the application.

- 6.17 A total of eight individual trees, nine groups and one hedge were surveyed and plotted in order to assess their health and dimensions. In summary the trees surveyed were categorised as below:
- U – 8 trees/groups (G1, T5, G2, G3, G4, G5, G7 & T7)
 - A – 0 trees/groups
 - B – 1 tree (T1)
 - C – 9 trees/groups (T2, H1, T3, T4, G6, T6, G8, G9 & T8)
- 6.18 In summary, the proposals require the removal of 4 trees for development purposes, of these trees all have been classed at lower category C trees. Whilst this is regrettable, it is considered that there is a lot of scope for strategic replacement tree and hedge planting on the boundaries of the proposed development.
- 6.19 There are also 6 trees/groups which are also proposed to be removed, but these are required due to the condition of the trees and all categorised as U.
- 6.20 Policy EN9 of the Core Strategy states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises, the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.
- 6.21 The proposals would result some loss, however there will be as part of the proposal to be secured under Reserved Matters, a landscaping scheme to fully mitigate the loss. As such, the proposal accords with Policy EN9.

Ground Investigations

- 6.22 A desktop and walkover survey has been prepared by Sub Surface to support the application which includes a historical, geological and environmental appraisal together with a conceptual ground model.
- 6.23 The report concluded that the conceptual ground model indicates that a ground investigation is not required to assess the ground conditions for contamination. However, if after site clearance a significant depth of made ground, or contamination is identified, a ground investigation should be carried out to obtain soil samples for contamination analysis and asbestos detection and, where possible, ground water and surface water samples for contamination analysis.
- 6.24 A Flood Risk Assessment is likely to be required, due to the site being within a Flood Zone 2 and the risks associated with surface and groundwater within the site. This has been prepared and as detailed below.
- 6.25 A Phase II ground investigation should be completed at detailed design stage.

Flood Risk and Drainage

- 6.26 Policy EN14 of the Core Strategy states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding.
- 6.27 TRP has prepared a combined Drainage Strategy and Flood Risk Assessment in support of the application. The key findings and summary on matters of flood risk are:
- The site is located in Flood Zone 2. Flood Zone 1 is land assessed as having a medium risk of flooding from rivers and the sea, less than 1 in 1,000 in any year. As assessment of all potential sources of flooding on the site has been undertaken.
 - The overall risk of flooding to the site has been assessed as low to medium. The site is protected from flooding by flood defence systems that are in good to fair condition.
 - The development floor levels will be set above floor levels and safe access will be provided to and from the dwellings. Resilient forms of construction will be used.
 - Initial ground studies suggest that infiltration may be possible. However local knowledge suggests that soakaways are unlikely to be acceptable. Initial proposals, subject to ground investigation verification therefore assume that infiltration drainage systems would not provide a suitable means of surface water disposal from the site.
 - It is considered that connecting the development to the adjacent combined adopted sewer would be most solution. The surface water drainage from the proposed development will discharge through a central underground storage tank. Flow from the tank will be attenuated with a hydro brake restricting the flow to 5 l/sec.
 - A review of SuDS techniques has been undertaken. Local attenuation of surface water flows will be achieved by use of permeable paving connected to the central underground tank.
- 6.28 The application site is located within Flood Zone 2. The NPPF is clear however that Flood Zone 2 is defined as having a medium risk of flooding, with an annual probability of flooding from rivers of less than a 1 in 1,000 annual probability of river flooding. The residential use proposed falls under the "More Vulnerable" classification.
- 6.29 The NPPF describes the principles of the sequential test which aims to steer new development to areas with the lowest probability of flooding (Para 162). The sequential test is a decision-making tool designed to promote sites at the lowest risk of flooding in preference to sites in areas of higher risk. This test can be applied either at the plan making level or be applied to individual development on sites which are not allocated which is the case on this site. As the use falls within a "More Vulnerable" classification a sequential assessment would be required.
- 6.30 The accompanying Sequential Assessment which supports this application details the approach and subsequent conclusions which demonstrates that no other sequentially preferable sites have been identified.

- 6.31 Given the sites location it is proposed that appropriately worded conditions are attached to any approval relating to a final surface water drainage scheme and that reserved matters applications through the final design of the buildings reflects the recommendation on finished floor levels.
- 6.32 Therefore, the proposed development accords with Policy EN14 of the Core Strategy and paragraph 159 of the Framework. Consequently, the Assessment concludes that the development of the Site should not be precluded on flood risk grounds.

Conservation and Heritage

- 6.33 None of the site falls within a Conservation Area and there are no listed buildings within the site or adjacent to it.

7. Summary and Conclusions

- 7.1 This Planning Statement has been prepared on behalf of AM7 Group for the proposed outline application for 4 no. dwellings.
- 7.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the statutory Development Plan unless material considerations indicate otherwise.
- 7.3 The NPPF seeks to achieve sustainable development and clearly defines that this should be the priority running through decision making. Paragraph 11 of the NPPF specifies there should be a presumption in favour of sustainable development and that development proposals that accord with the development plan should be approved without delay.
- 7.4 The application seeks to redevelop this vacant, unused, and overgrown area. The proposal would efficiently deliver new housing with development respectful of the prevailing residential character of the area. Given the location to the rear of existing properties, the relevant requirements under Policy DC6.2 have been assessed and the proposals justified.
- 7.5 The site is in a highly accessible location within South Manchester. The application would provide high quality design and the reuse of the site to provide new family housing in accordance with the aspirations of the development plan for the South Manchester.
- 7.6 Both national and local policies seek to boost the supply of housing significantly and the NPPF requires that housing applications be considered in the context of the presumption in favour of sustainable development.
- 7.7 It is submitted that the individual merits of the proposal, in respect of compliance with local and national planning requirements, as set out within this statement, should be given full and significant weight in the determination and support of the application as follows:
- It will deliver new homes in South Manchester, an area constrained by land supply and identified as in need of family housing.
 - It will deliver high quality development with high quality design in keeping with the character of the area.
 - It will deliver appropriate separation distances and design measures to safeguard privacy which are in keeping with the surrounding character, scale and density.
 - Sustainable design measures to contribute to tackling climate change are incorporated into the design through maximising natural lighting and cooling, use of permeable surfaces for sustainable drainage, and a proposed green roof with solar panels.

- The proposal incorporates appropriate access, parking, and waste storage.

7.8 This proposal is considered to both accord with the development and represent sustainable development. For the reasons set out within this statement the proposal therefore offers economic, social, and environmental benefits and amounts to sustainable development as required by the NPPF. On this basis it is respectfully requested that the application be approved.

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party. Any such party relies on this report at their own risk.

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