

PLANNING, DESIGN & ACCESS STATEMENT

1. INTRODUCTION

1.1 This statement is prepared in support of a planning application which seeks to secure planning permission for the creation of a dormer to rear, erection of a second floor extension to rear, use of the ground floors of the properties comprising the site as a retail unit (Use Class E) and creation of an additional 2-bed flat at the upper floor of the buildings at 305/307 Great Western Street, Manchester, M14 4BZ.

1.2 The Statement aims to demonstrate that the proposed development, in terms of the usage, mass, scale and design, respects the amenity of the neighbouring properties, character of the host buildings and character of the surrounding area in general. The proposed development is considered to accord with the general thrust of the National Guidance and local planning policies adopted by Manchester City Council.

1.3 In addition to this statement, the planning application accompanies the following supporting documents:-

- Site Location Plan shown as edged in red (Scale 1:1250).
- Proposed Site layout plan (Scale 1:50)
- Proposed internal layout of the ground/first/second floors of the building (Scale 1:50).
- Proposed front, rear and side elevations of the building (Scale 1:50)

2. THE APPLICATION SITE AND THE SURROUNDINGS

2.1 The application site consisting of two 3-storey mid-terrace buildings is located at 305/307 Great Western Street, Manchester, M14 4BZ. It is located within a row of properties with business use at the ground floors and residential at first/second floors. Currently the business use of the properties within the row provide a variety of small-scale retail, community and commercial services. The row of properties within which the site lies, is located on the northerly side of Great Western Street.



2.2 The buildings comprising the site have been used as a retail shop/cafe at the ground floors, two 2-bed flats at the first and second floors and the associate storage at the basement. Access to the shops and flats is gained via separate entrance doors from the front of the buildings on Great Western Street.

2.3 The site buildings are of red brick construction, with lean to roof and tall windows at the first floor and square shaped windows at the second floor (the roof space) facing the street. Together with the other buildings in the row, the application buildings are covered with a pitched designed roof. The rear yards of the buildings are covered with a single storey structures with a lean-to roof. There is a gated alleyway to the rear of the properties. Currently the buildings are empty and being renovated.

2.4 The site is situated in a mixed-use area of predominantly housing and business uses. There is another similar row of business/residential properties located in close vicinity of the site on the opposite side Great Western Street.

3. PROPOSED DEVELOPMENT

3.1 The proposal entails:

- a) Use of the ground floors of the buildings as a single business retail unit (Use class E) comprising a mini-market (Use Class E(a)) and cafe (Use class E(b)).
- b) Creation of a dormer and erection of a second floor extension over the first floor of the rear outrigger of the buildings to facilitate an additional 2-bed flat. This would necessitate re-arranging the internal layout of the existing two flats.
- c) Use of the basement for the storage of goods associated with the business use at the ground floor of the buildings (Use class (E))
- d) Formation of a new shop front to be covered with perforated metal shutters.

It is proposed that the retail shop will open between:

08.00 hrs to 22.00 hrs Monday to Sunday and the cafe

08.00 hrs to 22.00 hrs Monday to Sunday including Bank Holidays.



4. RELEVANT PLANNING HISTORY

4.1 The following applications are considered relevant:

Application No.124425: **Retrospective application for the retention of the ground floor as a Cafe (Class A3) at 307 Great Western Street, Manchester.** Approved on 15.10.2019.

Application No. 119572: C/U of vacant ground floor from shop (Class A1) to Cafe (Class A3) at **307 Great Western Street, Manchester.** Refused on 25.7.2018

Application No. 092352: C/U of ground floor from shop (Class A1) to restaurant (Class A3) at **305 Great Western Street, Manchester.** **Approved on 23.4.2012**

Application No. 081032: C/U of ground floor from retail (Class A1) to take away hot food shop (Class A5) at **305 Great Western Street, Manchester.** **Refused on 10.1.2007**

5. PLANNING POLICY CONTEXT

Relevant planning policies

5.1 National Planning Policy Framework (NPPF)

The Framework (NPPF) states that the purpose of the planning system is to contribute to sustainable development, to which there are three dimensions - economic, social and environmental. The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

Paragraph 14: States that at the heart of the Framework is a presumption in favour of sustainable development and, in 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay.



Para 119: States that planning policies and decisions should promote an 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. 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.

Para126: States 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 better places in which to live and work and helps make development acceptable to communities"

Para 127: States that planning decisions should ensure that developments:

- will function well and add to the overall quality of the area
- 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.

5.2 Local Development Framework

The Manchester city local development framework comprises the Manchester Core Strategy, saved UDP policies and other Local Development Documents. Planning applications in Manchester must therefore be decided in accordance with the policies set out in these documents.

There does not appear to be any site specific policy relating to the application site. However the following city-wide policies of the Core Strategy are considered relevant to the proposal:

Policy SP1: Sets out the key spatial principles which will guide the strategic development of Manchester to 2027. Policy SP1 states, amongst other things, that:



a) Beyond the regional centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living. There will be an emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

b) All development should have regard to the character, issues and strategy for each regeneration area, in this case the Strategic Regeneration Framework for Central Manchester.

c) New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport.

Policy SP1 specifies the Core Development Principles for parts of the City. The following principles are considered relevant to the proposed development:

a) Makes a positive contribution to neighbourhoods of choice including the creation of well-designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;

b) Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

c) Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy DM1: States that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Relevant considerations are:

a) Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation.

b) Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes.



- c) Community safety and crime prevention.
- d) Design for health, including the impact of noise, disturbance and pollution.
- e) Adequacy of internal accommodation and external amenity space.
- f) Refuse storage and collection.

Policy EN 1- Design Principles and Strategic Character Areas: Outlines that all development in Manchester will be expected to follow the seven principles of urban design and listed above, as identified in national planning guidance 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.

Policy EN19 (Waste): Requires all developers to demonstrate the proposals' consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

Policy T2 - Accessible areas of opportunity and need: States that the Council will actively manage the pattern of development to ensure that new development is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Policy requires that appropriate car parking and cycle storage is provided.

Outside the City Centre, the City Council will expect development to make adequate provision for their car parking requirements. In deciding whether the level of car parking associated with any development is acceptable, the Council will have regard to the environment capacity of the site both in terms of the physical appearance of the car parking and its effect on neighbouring activities and also the ability of the local road network to accommodate the traffic generated by the development.



5.3 Unitary Development plan (UDP) for the City of Manchester (Saved Policies)

The Following policies of the Unitary Development Plan (saved policies) are considered relevant to the proposal:

Policy DC5.1 Flat Conversions: In determining planning applications to convert property to flats, the Council will have regard to:

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

Policy DC 14 (Shop fronts and related signs):- Applies to all retail premises and to other commercial premises which have similar physical characteristics e.g. betting shops, banks, building society offices, opticians premises etc.

Policy DC14.1 In determining applications relating to these premises for shop fronts, security grilles, advertisement signs, canopies and awnings, the Council will seek to ensure that proposals are in keeping with the character of the building and adjoining buildings, of adjoining shop fronts, where appropriate, and of the area within which the premises are located.

Policy DC14.2 Shop fronts should allow full access for people whose mobility is impaired. The only exceptions which the Council will normally permit are where the cost is unreasonably high or where there are particularly difficult physical constraints, or where the architectural character of a listed building would be damaged.



Policy DC14.3 Externally mounted security grilles or shutters will not normally be permitted if they are of solid construction.

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, or visiting, the city and that it will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

The guidance to development in Manchester (Supplementary Planning Document and Planning Guidance) (2007):

States that a high quality environment is created by buildings that reflect their purpose and respect the place in which they are located. Each new development should be designed having full regard to its context and the character of the area. The Guide also states that buildings should front onto streets but have an adequate level of enclosure if streets and open spaces are to provide a sense of place. The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings and enhance the street scene. In terms of site boundaries, the Guide states that the impact of site boundaries can be significant and must be taken into account and incorporated into the design of new developments.

6. PLANNING APPRAISAL

Principle of development

6.1 The proposal relates to two 3-storey mid-terrace shop premises with residential accommodation at first and second floors, located within a parade of shops surrounded predominantly by business/residential properties. The proposal involves use of the ground floors of the buildings as a cafe/mini market and creation of an additional 2-bed flat at the upper floors. It is considered that the change of use of ground floors of the buildings from the existing use as shop/cafe to the proposed use as cafe/mini market falling within Use Class E, does not require expressed planning permission. The proposed extensions to the buildings, creation of a dormer, formation of an additional 2-bed flat and installation of a new shop front, however would require planning permission.



6.2 The site fronts onto Great Western Street which is a busy local traffic route between Wilmslow Road to the west and Princess Road to the east. It is considered that the site, due to its existing business/residential use and relationship with Wilmslow Road shopping centre, is situated within a sustainable location and the proposal offering identical use, should be accepted in principle, subject to the assessment of the impact in terms of the siting, design, appearance, scale etc.

7. ASSESSMENT OF IMPACT OF THE PROPOSED DEVELOPMENT

Scale/Design/appearance

7.1 The proposed dormer would be built on the rear slope of the roof and would have a pitched roof with maximum height of 9.2m to the ridge. The dormer would be approximately 8.8m high and project beyond the rear slope of the roof by approximately 4.2 m. It would be constructed with facing materials (brick) to match existing. The dormer would be fitted with sky light windows in the roof. The proposed second floor extension, approximately 5m x 6.3m would be erected over the existing first floor of the outrigger to the rear of the proposed dormer. It would be constructed with facing materials (brick) to match existing and covered with a pitched designed tiled roof with maximum height of 9.3m to the ridge. The extension would have upvc framed glazed windows in the rear elevations.

Both the dormer and extension would be used to facilitate residential accommodation for the flats.

7.2 The proposed shop front would be set back from the front building line by approximately 600 mm and would consist of large glass panels fitted in aluminium frame with two glazed entrance doors. The shop frontage would be mounted with modern see-through roller shutters which would be used during out of opening hours. The proposed shop front has been designed to give a simple, elegant and tidy appearance to the shop and it is considered that the use of the modern see-through shutters would help improve visual interest of the shop from outside during the none opening hours of the shop. The third entrance door in the front elevation would be used exclusively by the occupiers of the flats at the upper floors.



7.3 It is considered that the proposed extension and the dormer, due to the design, scale, materials and appearance, would respect the character and appearance of the existing buildings and the adjacent properties in the area. Furthermore, it is considered that the new shop front with separate doorway to the flats in the front elevation, would present a befitting feature in the street scene which would make a positive contribution towards enhancing the street scene and character of the area. It is therefore considered that the proposed development, in terms of the scale, design and appearance, is in accordance with the guidance contained in NPPF and policies DM1, EN1 of the Core Strategy and saved policy DC14 of the UDP.

Residential flats: Standard of accommodation

7.4 As stated previously there are two existing 2-bed flats located at the first /second floors of the buildings comprising the site. This proposal seeks permission for creation of a third 2-bed flat which would be formed by re-arranging the interior set up of the existing flats and utilising the floor space likely to be created by the proposed dormer and second floor extension to rear. It is considered that the floor space available at the existing flats together with additional floor space likely to be created by the proposed dormer and second floor extension, would provide adequate floor space to accommodate reasonable sized three 2-bed flats (one new and two existing flats) as shown on the submitted drawings. As such, each flat would have two bed rooms at the second floor and the associated facilities such as living/dinning room, kitchen and toilet/shower etc at the first floor.

7.5 All three flats would provide the following living floor space:

Flat 1: 64 sqm

Flat 2: 73 sqm

Flat 3: 63 sqm

7.6 It is considered that all three flats (one new and two existing), due to their size and facilities, would satisfy standard of living accommodation for the enjoyment of the future residents in accordance with the requirements of the saved policy DC5.1 of the UDP.



Residential Amenity

7.7 It is acknowledged that due the proposed activities at the ground and upper floors of the buildings would result in the generation of additional noise/disturbance, compared with the existing use. However, given that the nature of the proposed activities at the ground floors of the shops (retail sale of goods) and the upper floors of the buildings (residential) are identical to the existing permitted use, it is not considered that the proposal would give rise to unacceptable levels of noise/disturbance either during the day time or the unsociable hours during the evening time. Furthermore, it is considered that due to the location of the site within a row of business/commercial premises, restricted opening hours for the shop/cafe and background noise generated by traffic on Great Western Street, the impact of the anticipated additional noise/disturbance, would be insignificant and would not therefore be detrimental to the residential amenity of the occupiers of the flats or the nearby residents in the area.

7.8 With regards to the loss of privacy and visual outlook, it should be pointed out that the windows proposed in the rear elevation of the flats, would not directly look into any habitable room windows displaced in the rear elevations of the residential properties to rear. The applicant believes that the windows displayed in the rear elevation of the properties facing the flats are non-habitable room windows (i.e. either bathroom or kitchen windows) and the proposed development would not therefore cause any privacy or overlooking problems. As such it is considered that the proposed development, in terms of the amenity related issues such as noise, disturbance, loss of privacy/overlooking etc, is in accordance with the guidance contained in NPPF and policy DM1 of the Core Strategy, and (SPD Guidance) (2007).

Car parking/ Highway safety

7.9 The site is virtually fully developed and there is neither parking space available within it nor vehicular access possible both from the front and rear of the buildings. Currently parking in front of the site on Great Western Street is restricted by the imposition of double yellow lines under Traffic Regulation Orders.



7.10 There is no doubt that due to the proposed activities at site, the proposal would give rise to additional vehicular movements in the area requiring further car parking provision, particularly in close proximity of the site. However it should be pointed out that the ground floors of the buildings have always been used as retail shops and the existing two flats at the upper floors provide low cost housing accommodation attracting people of low income group. Given the location of the site and the surrounding environment, it is assumed that likewise the existing flats, the new flat would also be more popular/attractive to people of low income group who normally rely on public transport or prefer cycling/walking as mode of transport.

7.11 As stated above, the site lies within a parade of business premises on Great Western Street, a well serviced bus traffic route linking Wilmslow Road to the west and Princess street to the east. Furthermore, due to its close proximity to the Wilmslow Road shopping centre, the site is well placed within a shopping centre location. In view of these considerations, it is contended that provision of on-site parking, in this instance, is not necessary. It should be emphasised that the proposal includes the provision of a bicycle rack to contain 5 bicycles in front of the shop. Visitors to the shop, particularly those working at the shop, would be encouraged to use cycles or walk as mode of transport. It is therefore considered that the proposed development would neither cause traffic problems in the area nor risk to highway safety. It is contended that the proposal accords with the general thrust of the guidance contained in NPPF and policies DM1, T2 of the Core Strategy..

Refuse storage

7.12 It is proposed that a waste storage area would be provided in the north-westerly corner of the rear yard adjacent to the side boundary with the adjoining property No. 303 Great Western Street. The waste storage area will be able to accommodate necessary number of waste bins in accordance with the submitted scheme. It is considered that the bin storage area, due to its location, would neither cause obstruction to the highway nor would have an unacceptable impact on visual amenity of the area or the neighbouring residents. Furthermore, it would have no detrimental impact on the street scene.

7.13 The applicant would like to emphasise that necessary arrangements would be secured to ensure that the waste bins are brought to the front of the building on the collection day by the Council and following collection of the waste, they are taken back to the bin storage area. In view of these considerations, it is considered that the proposal is in accordance with policies DM1 and EN19 of the Core Strategy.



8. CONCLUSION

1. The site is located within a row of business/commercial properties and the proposed use of the buildings is considered identical to that of the existing.
2. The retail activities at the ground floor of the shop would provide increased shopping choice and create job opportunity for the local community.
3. The proposed additional flat would make positive contribution by providing much needed varied type of housing accommodation in the area.
4. Whilst the proposed development would have no impact on the frontage of the buildings, however the new shop front, it is considered, would help enhance significantly the appearance of the site buildings and the street scene.
5. The proposed development, in terms of the scale, design and appearance, is considered to accord with the main thrust of the guidance contained in the NPPF and the Council's adopted policies of the Core Strategy and UDP..

