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30th July 2023

Planning Department
Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

Dear Planning Team

Re: Whalley Range - No 86 Clarendon Road, M16 8LA
Full planning application for the sub-division of an existing dwellinghouse to form two new dwellings with landscaping, amenity provision and associated external alterations

Background

We act on behalf of Mr Aneet Kapoor and have been instructed to submit a full planning application which seeks consent for the following works:

- The sub-division of the existing six bedroom property into two new dwellings (1 x 4 bed and 1 x 2 bed);
- The installation of an accessibility ramp and handrail; and
- Landscaping to form a new communal amenity area to the rear.

The application was submitted to the Council via the Planning Portal and comprises the following:

- Completed planning application form;
- Completed CIL questions form;
- Drawings Package comprising:
    - Location Plan;
    - Existing Floor Plans and Elevations;
    - Proposed Floor Plans and Elevations;
    - Existing and Proposed Site Plans.

In addition to the above documentation, this cover letter provides a detailed assessment of the key planning issues and should be taken into consideration in the determination of the planning application.

Site and Surroundings

The application relates to a two storey semi-detached dwelling with habitable roof space located on the northern side of Clarendon Road, a residential street characterised by two-three storey semi-detached and terraced dwellinghouses.

Importantly, the site is not a listed building, nor is it located within a conservation area.

The site benefits from a GMAL score of 5 and is considered to have good access to public transport. In particular the St Werburgh's Road and Morville Road Bus Stops lie just 220 and 260 metres from the site. Moreover, St Werbugh's Road and Firswood Metrolink Stations both lie approximately 1 km away providing further reaching connections throughout Greater Manchester.

Please refer to the site images below.

Image 1: The site as viewed from street level with the adjoining semi detached property of No.88 Clarendon Road to the west

Image 2: Overhead view of the site showing its position within the street scene at the junction of Clarendon Road and Cambridge Avenue

Image 3: Overhead view of the rear of the site currently laid to hardstanding and used for car parking

Planning History

A review of the Council's online records reveals that the property has been subject to a number of historical planning applications, those considered to be of relevance to this proposal are summarised below.

- Initially, an application (**Ref 123293/FH/2019**) was made for the erection of a single storey rear extension to form additional living accommodation (comprising a new W.C.) - Approved 4th June 2019.

- An application (**Ref 12393/FH/2019**) was then made for the conversion of the residential property into 2 (1 x 2 bed and 1 x 4 bed) residential apartments (Use Class C3) – Withdrawn 17th November 2022.

The Proposal

The application seeks consent for the following works:

- The sub-division of the existing dwellinghouse into two self-contained dwellings comprising 1 x 2 bed/3 person property at ground floor level and 1 x 4 bed/6 person property at first and second floor level;

- The installation of an access ramp and handrail to the western side elevation; and

- Associated landscaping to allow the creation of a communal rear amenity space for occupiers.

Planning Policy

Local Development Framework

The City of Manchester's Development Framework comprises the Core Strategy 2012-2017 (adopted July 2012) alongside a number of saved policies within the Unitary Development Plan (UDP) (adopted July 1995). The following policies are considered relevant to the proposed development.

Core Strategy (2012)

Policy DM1 (Development Management) States that development management should have regard to the following specific issues:

- 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;
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

Policy H1 (Overall Housing Provision) States that new housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester. (The distribution of available housing sites is in accordance with the research conducted by AGMA which gives priority to residential schemes in the Regional Centre and Inner Areas of Manchester to support regeneration and the drive for regional growth. The proportionate distribution of new housing, and the mix within each area, will depend on:

- The number of available sites identified as potential housing sites in the SHLAA;
- Land values and financial viability;
- The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester; and preserving and improving the quality of the existing housing stock; and
- The management of areas where Houses in Multiple Occupation predominate.

Within the inner areas in north, east and central Manchester densities will be lower but generally around 40 units per hectare. The type, size and tenure of the housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability. Outside the inner areas the emphasis will be on increasing the availability of family housing therefore lower densities may be appropriate.

90% 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.

Proposals for new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people, people with specific support requirements, BME communities, Gypsies and travellers and travelling show people;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate, usable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). Schemes should make provision for parking cars and bicycles and the need for appropriate levels of sound insulation.
- Address any existing deficiencies in physical, social or green infrastructure or future deficiencies that would rise as a result of the development, through a developer contribution or on site provision;
- Prioritise sites which are in close proximity to centres or high frequency public transport routes;
- Take account of any environmental constraints on a site's development;
- Be designed to give privacy to both its residents and neighbours.

Policy H6 (South Manchester) Outlines that south Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in south Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme and Withington as part of mixed-use schemes. Outside the district centres priorities will be for housing which identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Furthermore, development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. Development will also be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. Development proposals should make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

Policy H8 (Affordable Housing) Advocates that affordable housing contributions will be required on sites of 0.3 hectares and above, or where 15 or more units are proposed.

Policy DC5 (Flat Conversions) Outlines that in determining planning applications to convert properties into flats, the Council will have regard to:

- The standard of accommodation for the intended occupiers of the premises;
- Effects on adjoining houses as a result of noise from flats passing through party walls and affecting adjoining houses;
- 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;
- General effects on the character of the neighbourhood, including the extent to which flat conversion schemes and the retention of existing trees and shrubs;
- Adequate private outdoor amenity space;
- 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);
- The satisfactory provision of refuse storage and collection facilities.

There will be a general presumption in favour of flat conversions within residential areas, on the upper floors of businesses within commercial areas and in properties on main road frontages, subject to other relevant policies of the plan. They will be particularly welcome where large, old, difficult to re-use properties are involved, and where proposed schemes provide investment enabling the retention and improvement of housing stock.

Notwithstanding this the Council will normally refuse permission for any developments in this category which:

- Do not provide accommodation to the Council's current approved standards;
- Are in tightly packed residential streets where there is no scope for off-street car parking and where there is an already acknowledged problem of on-street congestion;
- Involve conversion schemes without adequate private external amenity space;
- Are schemes without satisfactory refuse storage and collection facilities.

In determining applications of this kind the Council will give particularly careful consideration to situations in which the conversion of small terraced properties are proposed; and where a scheme is the first in a street of otherwise single family dwellings, the Council will give weight to the desirability of maintaining the character of the street in that respect.

Planning Issues

Principle of Development

The site relates to an existing dwelling located within an established residential area. As such, the principle of sub-dividing the property for an intensified residential use is considered acceptable provided that there will be no adverse impact upon the amenity of the occupiers of any neighbouring properties or upon the visual character of the street scene.

Moreover, it is confirmed that a family size dwelling will be retained as part of the development in accordance with Policy H6 of the Core Strategy.

Design

As summarised above, the application seeks no external alterations further to the installation of an access ramp and associated handrail to the western elevation of the property.

As a result, the character of the existing property and Clarendon Road street scene will be wholly preserved in accordance with Policies DM1 and H1 of the Core Strategy.

Amenity

A landscaped rear communal amenity area is proposed in place of the existing informal car parking arrangement, full details of which may be secured by way of condition.

Additionally, it is noted that the site lies just 120 metres to the east of Manley Park which benefits from a range of facilities including a children's playground, landscaped gardens, football/basketball pitch and a community sports club.

On the basis of the above assessment, our view is that a range of high quality amenity space and outdoor recreational facilities will be provided for future occupiers in accordance with Policy H1 and DM1 of the Core Strategy.

Residential Living Standards

The proposed scheme has been designed to provide a high quality living environment for all occupiers.

As demonstrated on the enclosed floor plans, each habitable room will be served by at least one window to ensure acceptable outlook and sunlight/daylight for future occupiers.

Although it is noted that two habitable rooms at first and second floor level benefit from a westerly outlook towards No. 88 Clarendon Road this replicates the longstanding relationship established by the host dwelling and will have no adverse impact upon neighbouring properties.

As a result, a high quality living environment for residents will be created in accordance with Policy DM1 of the Core Strategy.

Highways, Cycle and Refuse

It is not considered that the conversion of the existing house to two flats would generate a noticeable increase in parking pressure, have an unacceptable impact on highway safety or a severe residual cumulative impact on the road network in accordance with Paragraph 111 of the NPPF.

Moreover, the site is well served by a variety of modes of public transport with a GMAL score of 5 and close proximity to Bus and Metrolink services as demonstrated within the site and surroundings section of this covering letter.

There is substantial scope within the site for secure covered storage of both bicycles and refuse full details of which may be provided at the assessment stage as requested.

Conclusion

The proposed dwellings will provide a high quality living environment for occupiers through the provision of communal amenity space, close proximity to Manley Park, highly sustainable location and exceedance of internal floorspace standards.

Accordingly, the proposal complies with Policies DM1, H1 and H6 of the Core Strategy and should be approved on this basis.

Next Steps

We look forward to receiving confirmation of receipt and registration of the application, however, in the meantime if you require any further information or have any queries in respect of the submitted documentation, please contact the undersigned in the first instance.

Yours faithfully

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