



# **Land at 359-361 Wilbraham Road Whalley Range, Manchester, M16 8WR**

## **Planning Statement**

**On behalf of Airshack Projects 359**

Report No. URC.002.23

April 2023

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# 1 Introduction

- 1.1 This Supporting Planning Statement ('Statement') has been prepared by Urban Roots (UR) support a planning application by Airshack Projects 359 (the "Applicant") for a proposed new single detached six-bedroom dwelling, on land at 359-361 Wilbraham Road, Whalley Range, Manchester, M16 8WR ("the site").
- 1.2 The application proposes to develop the existing garden to the rear/side of the property between 359-361 Wilbraham Road and 1 Woodlands Road, with access directly off the privately owned Woodlands Road.
- 1.3 The six-bedroom dwelling gross internal of approximately 307m<sup>2</sup>, and comprises infill development, located Following comments raised by MCC the design have been developed and refined accordingly with the proposed building footprint being moved approx. 1m South thus increasing the separation for 359-361 Wilbraham Road, to both minimise the impact on the living accommodation in 359-361 Wilbraham Road and to maximise the external area/loss of amenity space to the apartments in 359-361 Wilbraham Road.
- 1.4 The project team consists of Edmunds Architects (architect), Urban Roots Consultants (planning) and Urban Green (Arboricultural Consultants).
- 1.5 This Statement sets out the reasons why the applicant believes that the proposals for revised drawings for the development at 359-361 Wilbraham Road provided by Edmund Architects, now submitted for the property is wholly acceptable in planning terms.

## Pre-application discussions with officers

- 1.6 The scheme has evolved as a result of pre-application discussions Manchester City Council (MCC). The pre-application request was submitted on 31<sup>st</sup> August 2022 with the comments received on 29<sup>th</sup> September 2022.
- 1.7 The following points were raised by officers:
  - Use of the external area/loss of amenity space to the apartments in 359-361 Wilbraham Road
  - Impact on the living accommodation in 359-361 Wilbraham Road.
  - Impact on the living accommodation in 1 Woodlands Road.
- 1.8 All comments were taken on-board and on the 7th October 2022, the applicant submitted further amended proposals that seek to address the concerns raised in the initial pre-app submission. The limited response was:

*"unfortunately, it is still not believed we would be in a position to support an application if one were to be submitted"*

- 1.9 Further changes have subsequently been made to further address the concerns expressed by MCC and these have been incorporated into this final design for submission of the planning application.

### **This statement**

- 1.10 The purpose of this statement is to identify and address the main planning issues associated with the proposed development, demonstrating how the proposal would be acceptable in the context of the Development Plan (DP) and other material planning considerations.
- 1.11 The statement is structured as follows:
- Section 2 describes the application site and its surroundings
  - Section 3 describes the proposed development
  - Section 4 looks at the planning history
  - Section 5 identifies the planning policies and statutory requirements relevant to the determination of the application;
  - Section 6 identifies the key planning considerations raised by the proposed development; and
  - Section 7 concludes that planning permission should be granted.
- 1.12 This Statement should be read alongside the submitted planning application forms, Design & Access Statement, Arboricultural Impact Assessment (AIA) and drawing package.

## 2. Site Description and Context

### 2.1 Introduction

- 2.1.1 The application site comprises a parcel of land circa xxx square metres in size located in the suburb of Whalley Range, Manchester, south of Manchester City Centre, and within the administrative boundary of Manchester City Council. The application site is situated at OS Grid Reference SJ 83232 94072 (centre of the site). The application area is shown on the aerial plan in Figure 1, below:

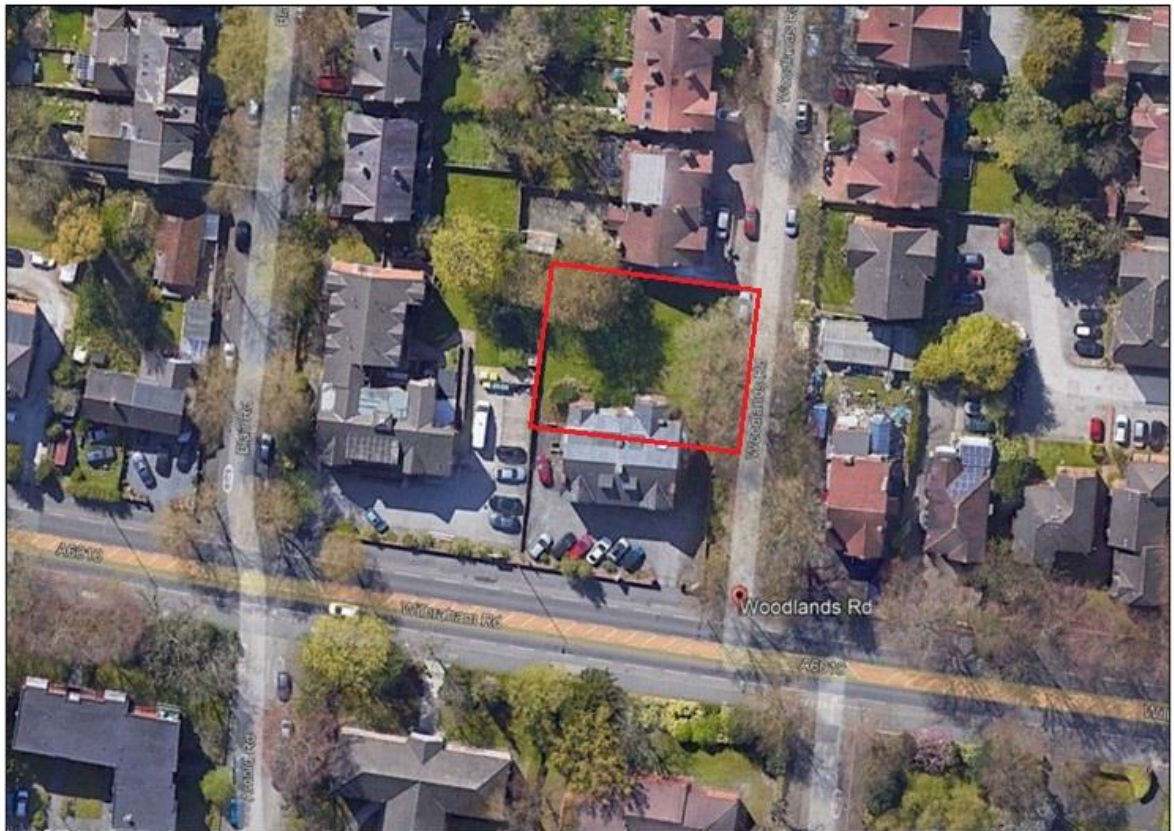


Figure 1: Aerial photograph showing context of the site (Source Google Earth)

- 2.1.2 The site is bounded on all four sides by other residential properties of different styles, ages and density. The site is not in a Conservation Area and there are no other site designations or allocations relating to the site. There are three established trees within the boundary of the site, although it has been established in the Arboricultural Impact Assessment (AIA) that there are no TPOs in effect on the site and two off-site. The site is dominated by two mature trees, one on the privately owned Woodlands Road, and the other to the rear of the site. The description and quality of the trees are set out in the AIA.
- 2.1.3 The application site is identified as within South Manchester in the Council's adopted Proposals Map for the Local Development Framework.

- 2.1.4 The surrounding neighbourhood is a mixed residential area, set within the suburb of Whalley Range, Manchester, with established residential properties dating from the Victorian villas on Wilbraham Road to mid twentieth century semi-detached properties and more recent additions opposite the application site on Woodlands Road.
- 2.1.5 359-361 Wilbraham Road, which adjoins the site, is currently being converted from Office (Class E) to 14 self-contained flats (Class C3) (12561/P30PA/2019). The change of use was approved 24th March 2020, and work is still ongoing with completion scheduled for later in 2023.
- 2.1.6 Vehicular and pedestrian access to the site is gained via Woodland Road. The arterial route of Wilbraham Road immediately to the north offering a range of bus services and on to the Metrolink stops at Chorlton to the north west and St. Werburghs Road to the south west.
- 2.1.7 The application site is situated approximately 4½ km from the city centre of Manchester and approximately 1½ km from Chorlton and Disdbury, which offer restaurants, offices, shops, and supermarkets. The site has good access to the city centre by bike, on foot or by tram, bus, or car.
- 2.1.8 Green spaces area located nearby on Alexandra Park and Hough End Playing Fields, with other sports centre within easy walking distance. Further gyms, rugby, football and cricket facilities are located within a 1 km radius of the site.

## 3. Proposed Development

### 3.1 Design and Use

- 3.1.1 Following on from the pre-application response, the design have been developed and refined accordingly with the proposed building footprint being moved approx. 1m south, this has been to facilitate an increase in the separation between the proposed development and 359-361 Wilbraham Road and to maximise the external area and amenity space to the apartments in 359-361 Wilbraham Road.
- 3.1.2 The building space between the proposed new dwelling and 1 Woodlands Road is still very generous in comparison to all the other developments along the road.
- 3.1.3 The proposal is for a single dwelling that provides six bedrooms that sits comfortably with the existing street scene. The two mature trees already mentioned are a key feature of the site and are proposed to be retained (please refer to Urban Green's Arboricultural Impact Assessment.)
- 3.1.4 The Design and Access Statement prepared by Edmunds Architects provides clear and informative diagrams that illustrate how the proposed development sits in the street scene and the relationship with adjoining buildings and creates a natural transition between the scale of 359-361 Wilbraham Road and the lower more domestic scale of 1 Woodland Road.

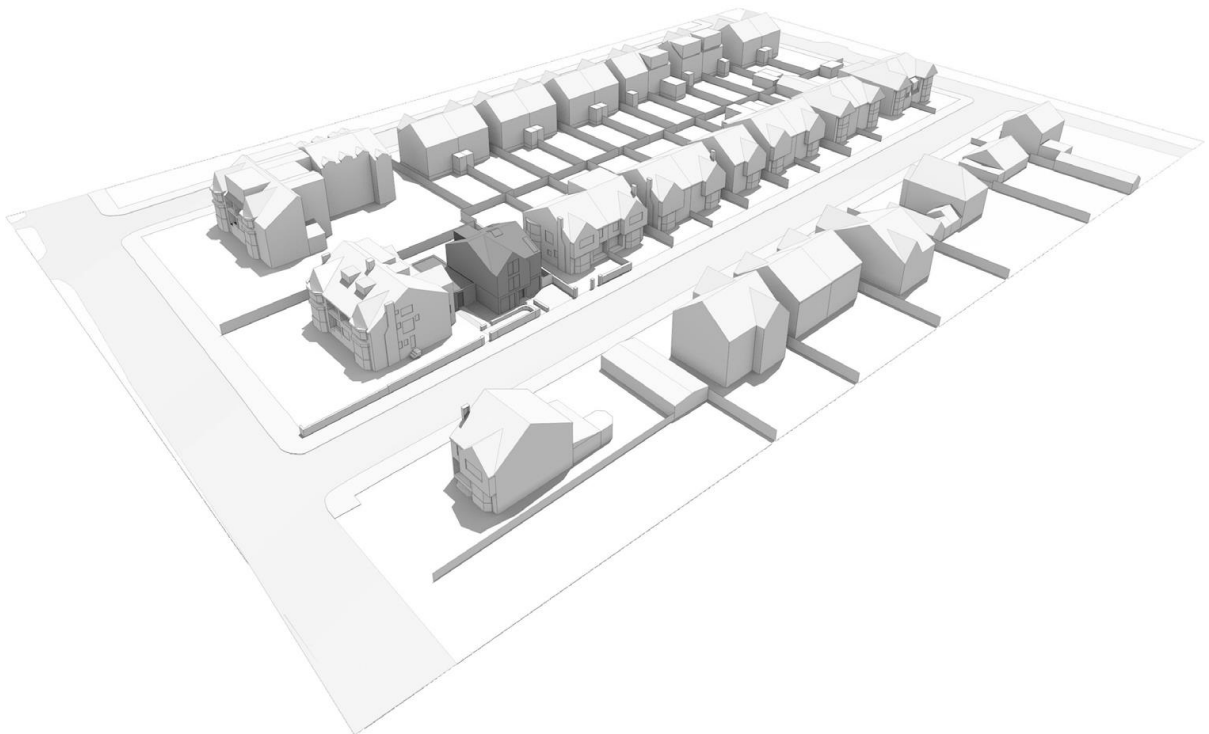


Figure 2: proposed Concept Model (Source: Edmund Architects)

## **3.2 Scale**

- 3.2.1 As the model in Figure 2 shows, the proposed scale of the building sits comfortably within the established area and is significantly smaller in scale in comparison to the development undertaken on a very similar site to the rear/side of 355 Wilbraham Road and to the rear of the proposed development site. The proposal is no larger than the other residential properties on the Woodlands Road and provides a natural transition between 359-361 Wilbraham Road and 1 Woodlands Road.
- 3.2.2 The surrounding streets are predominantly a mix of residential properties with many alerted and infill developments taken place and approved planning applications for the conversion of existing buildings into apartments.
- 3.2.3 The proposed use of residential units is therefore considered to be entirely appropriate and commensurate with the surroundings land uses.

## **3.3 Layout**

- 3.3.1 The application seeks full planning permission for the new property and in designing the house, the architect has had due regard to Manchester Residential Quality Guidance and the national described space standards, with acceptable gross internal areas achieved. This section of the Statement explains the design principles and concepts that have been applied in preparing the planning application.
- 3.3.2 In arriving at the layout, the architect has based the design around the retention of the two mature trees whilst still providing vehicle access onto the site and respecting the adjoining properties. Proposal creates a floor plan with a large open plan living/kitchen/dining area to the rear of the ground floor that provides views of the large mature tree to the rear whilst still providing privacy from the flats created as part of the conversion of 359-361 Wilbraham Road.
- 3.3.3 The 1st and 2nd floors both provide 3 bedrooms each with double height spaces and lightwells ensuring the centre of the plan is provided with natural daylight without the need for additional windows in the side elevations at 1st or 2nd floor levels, thus preventing any overlooking or privacy issues with the neighbouring properties.

### **Building Line**

- 3.3.4 The proposed development retains the main building line with a projecting gable feature set approximately in line with the projecting gables on 359-361 Wilbraham Road and 1 Woodlands Road, providing a seamless addition to the streetscene.
- 3.3.5 The design features of the building will reflect local walling and roofing typologies, to integrate the proposed development within the existing urban grain. The mix of materials proposed will ensure the development is visually attractive and commensurate with existing buildings in the locality. It is considered that the proposal, in terms of its design, is appropriate to the site context and the improved street frontage will enhance the character of the area and its visual amenity.

### **Landscaping**

- 3.3.6 Currently, there is poorly maintained vegetation within the site boundary and the proposed development, however, the proposed development will be fully landscaped based around the retention of the two existing mature trees on and adjacent to the site in accordance with the recommendations of the Arboricultural Impact Assessment (AIA). The front low level landscaping/planting will be carefully chosen on the basis it will predominantly be in the shade of the mature tree on Woodlands Road.
- 3.3.7 The front boundary wall will be re-built to provide a continuation of the low level brickwork front boundary walls evident on the street.

### **Access**

- 3.3.8 Access to the site will be to the front of the site, taken from Woodland Road and the existing vehicle access will be widened to provide spaces for parking of 2 cars. The existing telegraph pole will need to be moved to accommodate this new wider entrance.
- 3.3.9 The site is adjacent to a main arterial route into Manchester City Centre and is serviced by a comprehensive bus service. As such, the site is considered to be a highly sustainable location, facilitating a car free residential scheme. The site layout is considered acceptable in terms of highways safety to Woodland Road (Private Drive) and onto Wilbraham Road, enabling vehicles to access and egress the site safely, as per the existing arrangements.
- 3.3.10 The design team are also highly committed to a policy of equality, inclusion and accessibility in the delivery of the development and recognise the individual abilities of future users of the building and have been active in ensuring that any potential sources of discrimination are addressed.

### **Objective of the scheme**

- 3.1.1 The overall aim of the proposal is to:
- Provide an active use with a long term comprehensive development solution.
  - Provide the best and most efficient use of land compatible with local context, given the site's highly accessible location in the urban area.
  - Find opportunities to enhance the streetscene.
  - Provide much needed family housing within the Whalley Range suburb.
  - Respect neighbouring uses, occupiers and development proposals.
  - Enhance the local townscape and streetscape through the delivery of excellent architecture and the use.

## 4 Planning History

### 4.1 Introduction

- 4.1.1 This chapter details the planning history of the site and identifies any planning applications on adjacent land which may need to be considered as part of this planning application.

### 4.2 Planning History

- 4.2.1 From searching historical planning records on Manchester City Council's website there is no planning history for the site, however, the following applications were found to be of relevance to the application site:

- Erection of a single-story rear extension and raised terrace following demolition of existing conservatory 14 Woodlands Road Manchester M16 8WR App. No: 117133/FH/2017 | Validated: Wed 16 Aug 2017 | Status: Decided
- Erection of a detached, two-storey, five-bedroom house with amended site access following demolition of existing bungalow. 12 Woodlands Road Fallowfield Manchester M16 8WR App. No: 114582/FO/2016 | Validated: Tue 03 Jan 2017 | Status: Decided
- Erection of a single storey side extension with rear dormer window and a conservatory at rear 12 Woodlands Road Whalley Range Manchester M16 8WR App. No: 090287/FH/2009/S1 | Validated: Tue 09 Jun 2009 | Status: Decided
- Retrospective application for a part single/part 2 storey rear extension 19 Woodlands Road Whalley Range Manchester M16 8WR App. No: 084524/FH/2007/S1 | Validated: Tue 18 Sep 2007 | Status: Decided
- Erection of a first floor rear extension, over existing kitchen, including Juliet balcony to form additional living accommodation 17 Woodlands Road Fallowfield Manchester M16 8WR App. No: 083302/FH/2007/S1 | Validated: Tue 22 May 2007 | Status: Decided
- Erection of first floor rear extension to form additional living accommodation 17 Woodlands Road Whalley Range Manchester M16 8WR App. No: 082765/FH/2007/S1 | Validated: Tue 10 Apr 2007 | Status: Decided
- Part single part two storey rear extension to form additional living accommodation 19 Woodlands Road Fallowfield Manchester M16 8WR App. No: 077308/FH/2005/S1 | Validated: Thu 27 Oct 2005 | Status: Decided

## 5 Planning Policy

### 5.1 Introduction

- 5.1.1 This chapter provides an overview of planning policies relevant to the proposed development at both national and local levels and a review of the proposed development against these policies is set out in section 7 of this Statement.

#### National Planning Policy

- National Planning Policy framework (NPPF) (2021); and

#### Regional Planning Policy

- Places for Everyone submission version (October 2021) - prepared by Greater Manchester Combined Authority for nine councils except for Stockport MBC

#### Local Planning Policy

- Manchester's Core Strategy 2012-2027 (2012)

### 5.2 National Planning Policy Framework

- 5.2.1 The National Planning Policy Framework (NPPF) is the current national planning policy document in England, updated in 2021.

Paragraph 8 of the NPPF states:

***"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 opportunities can be taken to secure net gains across each of the different objectives):***

- ***an economic role*** –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 role*** –to support strong, vibrant and healthy communities, by ensuring that sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- ***an environmental role*** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."

- 5.2.2 Paragraph 9 states that "Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area".

5.2.3 Paragraph 10 sets out that for sustainable development to be pursued in a positive way at the heart of the Framework is a presumption in favour of sustainable development.

5.2.4 Paragraph 119 states:

***“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”***

5.2.5 Paragraph 124 (c) promotes the ambition to reduce car trips, stating:

***“Planning policies and decisions should support development that makes efficient use of land, taking into account... the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use.”***

5.2.6 Paragraph 130 sets out 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 and are sympathetic to local character and history.

### **5.3 Places for Everyone**

5.3.1 A key objective of the Places for Everyone Plan is to meet each authorities Local Housing Need **(Objective 1)**. By working together, the nine authorities are looking to direct development to the most sustainable areas – primarily the city and town centres – and enable most efficient use of the brownfield land supply **(Objective 2)**.

5.3.2 The Plan sets out our aspirations for neighbourhoods – inclusive, well designed, resilient, safe and well served by local services. The nine authorities are adopting a brownfield preference policy.

5.3.3 The Plan sets out proposals to support the Greater Manchester ambition to be a carbon neutral city-region by 2038. A key element of this is to require all new development to be net zero carbon by 2028 at the latest. They do not want to build homes and workplaces which require retrofitting in the future **(Objective 7)**.

5.3.4 **Policy JP-Strat 1 Core Growth Area** – Complementary to, but not at the expense of, its economic function it will see a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities.

5.3.5 **Policy JP-S 1 Sustainable Development** - To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. Preference will be given to using previously developed (brownfield) land and vacant buildings to meet development needs. In bringing forward previously

developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.

## 5.4 Manchester's Core Strategy 2012-2027 (2012)

- 5.4.1 Manchester's Core Strategy 2012-2027 was adopted on 11<sup>th</sup> July 2012 and is the key document in the Manchester Local Plan. It sets out the long-term strategic policies for Manchester's future development and will form the framework that planning applications will be assessed against.
- 5.4.2 The Council's adopted proposal map shows the site is within the City Centre and the Whitworth Street Conservation Area, see figure 5.

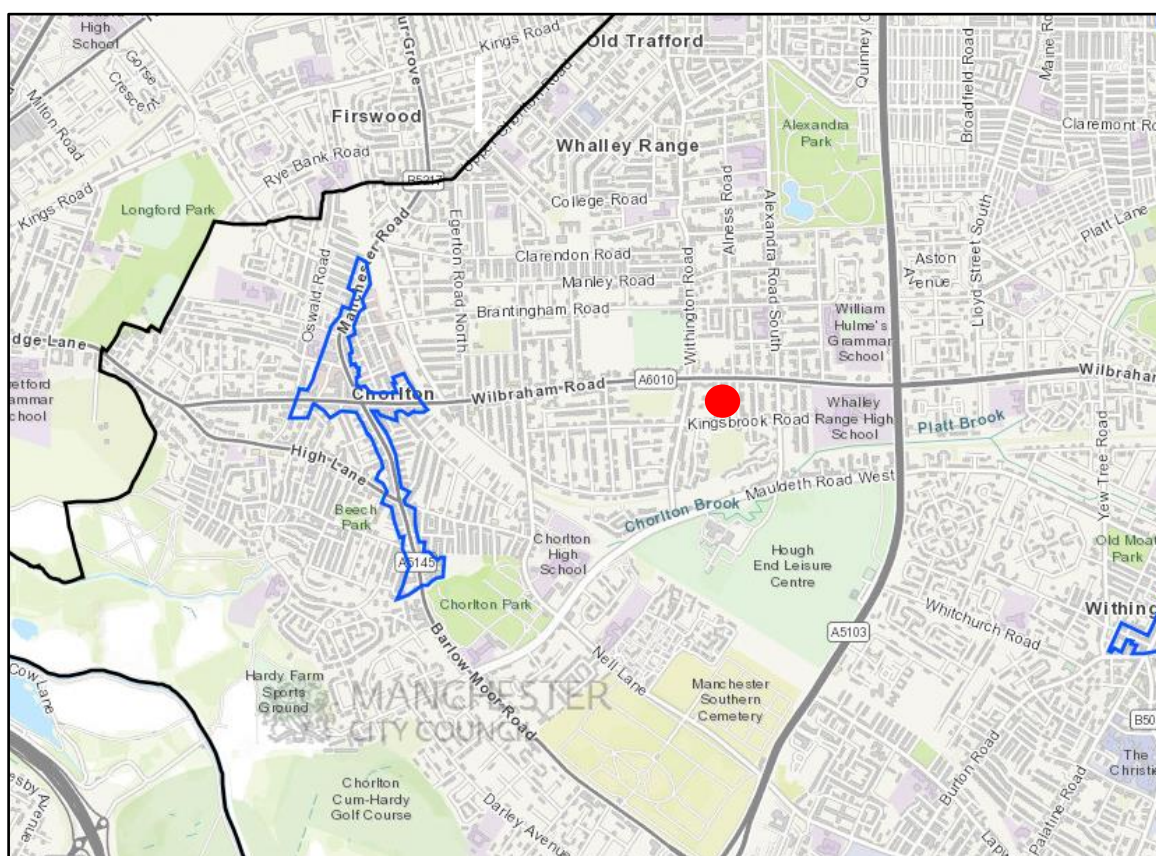


Figure 3 – Policies map (The application site is indicated by the red circle).

- 5.4.3 The Development Plan also comprises saved policies of the Unitary Development Plan (UDP) for the City of Manchester (1995).
- 5.4.4 The policies considered relevant to the proposed development are below:

### Core Strategy

- 5.4.5 **Policy CC 3 Housing** – The policy sets out that a minimum 16,500 units will be provided during the plan period in the City Centre, and that this residential development will comprise apartment schemes, with Manchester City Council encouraging accommodation of a high standard which is large enough to suit a range of occupants, in terms of both the number of rooms and their size.

- 5.4.6 **Policy DM 1 Development Management** – This policy relates to how the Council's approach to Development Management is intended to ensure that new developments contribute to the overall aims of the Core Strategy, with a focus siting, layout, scale, form, massing, materials, access, residential amenity, and detailed design.
- 5.4.7 **Policy H 1 Overall Housing Provision** – The policy states that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027, of which 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.
- 5.4.8 **Policy H 6 South Manchester** – The policy states 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 meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.
- 5.4.9 **Policy T 1 Sustainable Transport** – This policy sets out that MCC shall encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The sustainable location of the development shall ensure this is actively pursued.
- 5.4.10 **Policy T 2 Accessible areas of opportunity and need** – The policy states that MCC shall actively manage the pattern of development to ensure it is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space, and educational opportunities.

#### **Saved Policies of The Unitary Development Plan (UDP)**

- 5.4.11 **Saved UDP Policy DC7 (New Housing Development)** – The policy sets out how new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and can be accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable

#### **Policy Assessment**

- 5.4.12 It is considered the proposal is fully policy compliant, in that it intends to use the underused vacant land currently associated with 359-361 Wilbraham Road, Manchester which is currently being converted to apartments and was formerly an office. The conversion taking place under permitted development with prior notification to Manchester City Council.

- 5.4.13 The proposal is delivering much needed family residential units within a highly sustainable location, according with Policies CC3 and CC9 of the Core Strategy. The development will bring new life to an underutilised space, which is presently having a negative impact upon the streetscene, with the emphasis on sustainability, accessibility, local distinctiveness, and quality in design, in compliance with Policies CC9, H1 and DC19.
- 5.4.14 There is an identifiable need for family housing within Manchester, indeed, the city has a growing population that has increased by 31% since 2000. The application, in developing back land is not unusual in such an urban location and indeed there are recent examples along Wilbraham Road. The conversion of 359-361 into apartments under Permitted Development via Prior Approval means that the need for such an extensive rear garden is not the same as the occupants will be generally the proposal fully complies with the NPPF and is in accordance with Core Strategy Policies DM1 and H1.
- 5.4.15 The site lies within the South Manchester, as shown on the Council's Policy Map. Policy H6 supports development within South Manchester, provided the development is appropriate in scale and function to its location.
- 5.4.16 Bringing an underutilised site into productive use and providing additional housing provision will help the viability of the local area, create an improved street frontage with additional natural surveillance introduced.
- 5.4.17 The site is located on Woodland Road/Wilbraham Road, a location well-served by key public transport routes through Manchester in the immediate area, and therefore the development is considered to be in a highly sustainable location with future residents having a plentiful supply of public transport options connecting to other non-car transport nodes. The development therefore complies with Policies T1, T2.
- 5.4.18 The proposed dwellings provide suitable living space and amenity for the future residents, as demonstrated by the drawings submitted, according with Policies DM1 and DC7. The dwelling meets with the nationally described internal spacing standards, as set out by the Department for Communities and Local Government in March 2015.
- 5.4.19 The Manchester Housing Strategy (2022–2032) states the Council is committed to delivering 36,000 new homes by 2032, seeking to ensure at least 80% of all homes built by 2032 are on brownfield sites close to public transport. It is considered that the proposed two-bedroom apartments and the townhouse will directly address this identified need and aspiration.
- 5.4.20 Due to the site being in a highly sustainable location, onsite car parking provision is not considered necessary for the scheme, particularly as there is public car park provision to the north of the site.
- 5.4.21 It is demonstrated via the submitted drawings and based on the planning consent (application ref: 12561/P30PA/2019) It is calculated that the minimum required amenity space for the number and size of units proposed to be 89 m<sup>2</sup>. Drawing sk016-A (submitted on 7/10/22) illustrated that based on the proposed dwelling the remaining available amenity space was approx. 139 m<sup>2</sup> which is considerably more than the minimum requirements (of 89 m<sup>2</sup>). (see D & A, Edmund Architects).

- 5.4.22 There is access to green space in the locality for the use of the future residents, with Alexandra Park and Hough End only c.700m – 900m to the north and east of the site, providing an established location within easy walking distance.
- 5.4.23 In terms of environmental impacts, the site occupies an area of underused neglected land, and the reuse of this vacant site shall eradicate the possibility of anti-social behaviour in and around the site, whilst simultaneously creating an attractive place to live in Whalley Range.

#### **Guide to Development in Manchester Supplementary Planning Document and Planning Guidance Adopted April 2007**

- 5.4.24 This SPD, whilst out-of-date (2007), still provides useful guidance and sets out the council's approach for determining applications by bringing together those development principles that it is believed will assist in the creation of sustainable city. This document applies to all development proposals, including conversions and extensions. It covers the following issues: Design Accessibility - Design for Access 2 Environmental Standards Street Hierarchy Parking Guidelines Housing Density Promotion of a Safer Environment Design for Health Internal Design Principles. The SPD sets out a number of general principles that must be adhered to.

#### **Visual amenity**

- 5.4.25 Factors considered include the degree of prominence; building lines; the scale and layout of built form in the street; how varied the character of the area is; the size and arrangement of windows and doors; the shape of the roof; design details. It will normally be expected that materials, windows, doors and the angle of pitch of sloping roofs will match the existing building. Design of sufficiently high quality may depart from the vernacular, and such schemes will be assessed on a case by case basis. Blank elevations facing a highway should be avoided.

#### **Residential Amenity**

- 5.4.26 Development that does not give rise to significant adverse impacts on residential amenity will be supported. Proposals will be assessed to ensure that amenities such as privacy, outlook, and light are acceptable for both the dwelling being altered and neighbouring dwellings. In particular, windows and main outdoor private amenity spaces e.g. gardens and patios, can be adversely affected by new development.
- 5.4.27 Having regard to 'separation distances', normally, there should be a minimum distance of 21 metres between facing windows of main habitable rooms and 13 metres between windows of main habitable rooms and blank walls, although other considerations including separation distances in the immediate surroundings, and the orientation and heights of land and buildings will be considered.
- 5.4.28 Based on the planning consent (application ref: 12561/P30PA/2019) there were several existing windows on the South elevation of the existing property. However, as these building works are currently ongoing and due to the proximity of the proposed dwelling the client confirmed that they would be happy to apply to undertake some changes to the existing building to address the concerns

raised. The windows in close proximity could be blocked up (and made good) on the basis that there was already a window for the bedroom on the West elevation at ground floor level and we would also propose an additional window on the first floor level (to match the ground floor window below) as the drawing sk017-A (submitted on 7/10/22).

- 5.4.29 In reference to the windows that will need to be retained (in the centre of the existing property) we proposed an angled bay window to control and provide views past the proposed dwelling as drawing sk017-A (submitted on 7/10/22). The height of the single storey element of the proposed dwelling was only approx. 820mm above the existing window cill heights to the ground floor level within the existing building, and the ridge height of the proposed dwelling was only approx. 450mm above the proposed dormer window cill heights at second floor level within the existing building thus helping to minimise the impact on both sets of windows.
- 5.4.30 We confirm that the space/gap between the proposed dwelling and the neighbouring property to the South (and their associated secondary windows) has been maximised. This proposed space/gap was much greater than almost all the other developments on the street and it is also worth noting that we were not proposing any windows within our South elevation, even though most properties on the street do have secondary windows on the side elevations (including the new apartment schemes) some of which are as close as 3.7m as illustrated on the drawing sk018-A (submitted on 7/10/22). We felt that we had been considerate to the impact of the neighbour and worked to a much greater distance than is evident within suburban grain of Woodlands Road.

## 6 The Issues for Consideration

### 6.1 Introduction

- 6.1.1 Section 38(6) of the Planning and Compensation Act 2004 requires that planning applications should be determined in accordance with the statutory development plan unless other material considerations indicate otherwise. This Section will demonstrate how the scheme complies with the statutory development plan in Manchester and, other material considerations including the national planning policy and considers the accompanying technical assessments.

### 6.2 Design (Mass, scale, layout and detailing)

- 6.2.1 The mass and scale of the proposed house has evolved from a detailed understanding of the area and the proportions and rhythm of the adjoining buildings. The scheme continues the established building line within the street, building set back from the pavement. The height and set back at roof level also respect the proportions of the adjacent buildings on Wilbraham Road and Woodlands Road.
- 6.2.2 The new home will bring additional vitality to this under-developed site and the broader area. The living spaces will enliven the streetscene and help to provide natural surveillance. The proposals are therefore consistent with Section 8 of the NPPF and Policies SP1 (Spatial Principles) and DM1 (Development Management).
- 6.2.3 The proposed material palette for the scheme make it appear visually distinct yet appropriate in its sensitive setting as required by the relevant statutory tests, NPPF, Core Strategy Policy CC9 and EN3, and saved UDP Policies DC18 and DC19.

### 6.3 Flood Risk

- 6.3.1 A search of the GOV.UK's flood map identifies that the site falls entirely within Flood Zone 1 (low probability of flooding) and is entirely suitable for the proposed development in respect of flooding as shown in Figure 4. As the site area is under 1ha a Flood Risk Assessment is not required in support of this planning application.

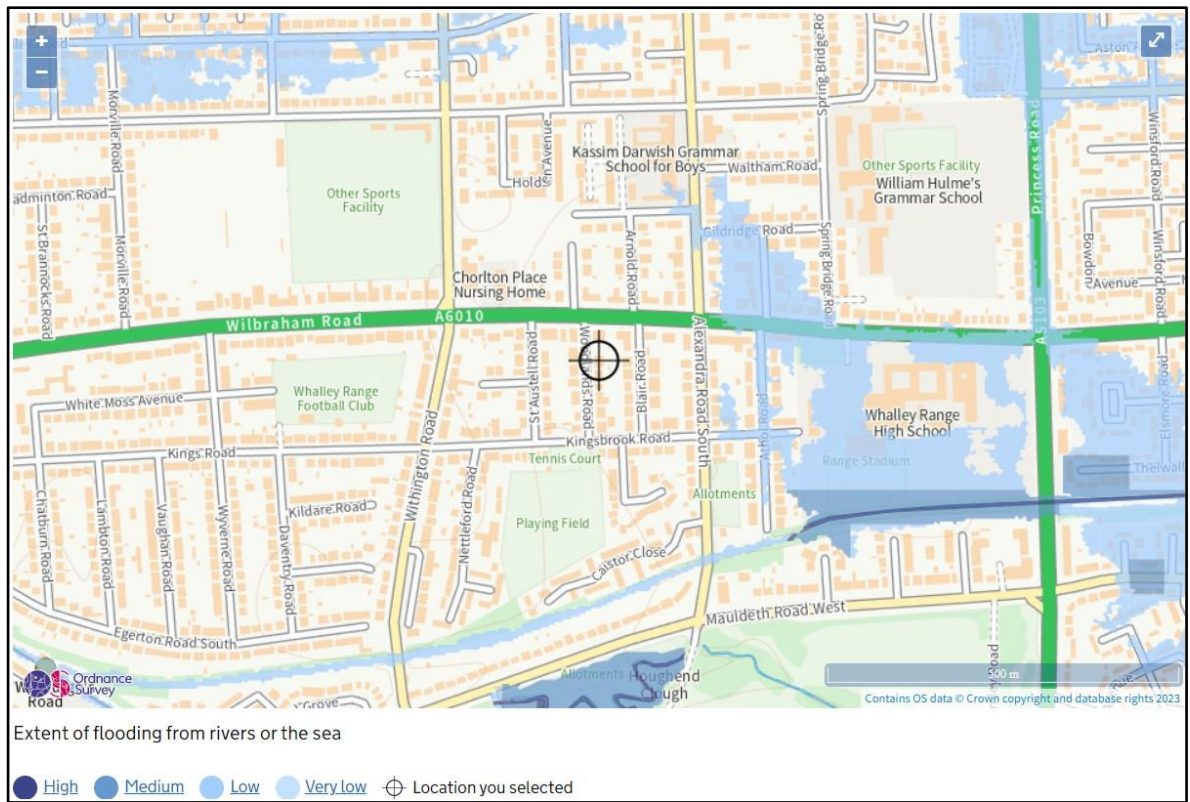


Figure 4 – Flood Risk Map – Rivers and Sea (source: Flood Map for Planning 2022)

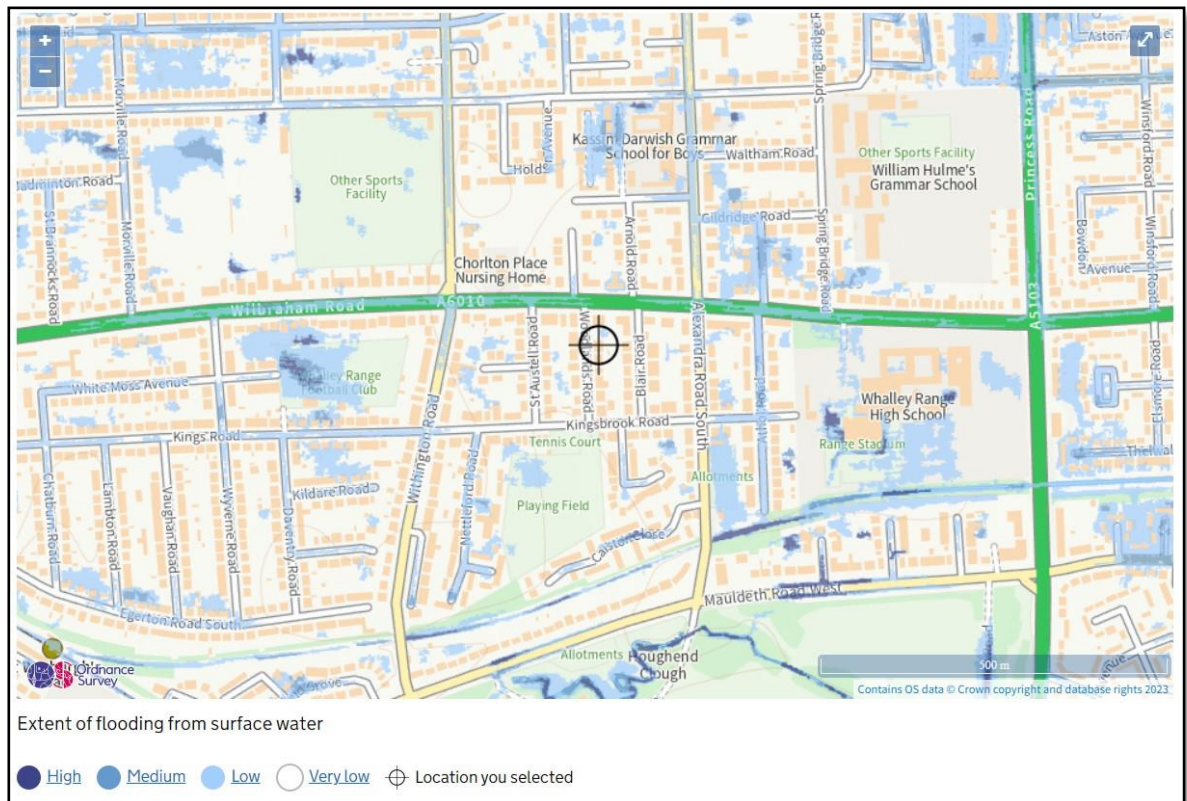


Figure 5 – Flood Risk Map – Surface Water (source: Flood Map for Planning 2022)

6.3.2 It is proposed the development shall use the existing drainage arrangements and utilities in the vicinity of the site, which have served the historic use of the building.

6.3.3 The proposed development is considered acceptable in terms of flood risk and would not measurably increase flood risk elsewhere.

#### **6.4 Waste and recycling**

6.4.1 The waste storage for the new property will be in a secure bin store within the curtilage of the property.

6.4.2 The waste / recycling will be served by Local Authority collection and the bins are taken out to street on a designated collection day.

#### **6.5 Transport**

6.5.1 Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments.

6.5.2 This is a highly sustainable location with excellent access to tram and bus travel across the City and beyond. Given the highly sustainable location of the application site, within the expanded City Centre, the level of car parking that is necessary to support a development of this nature needs to be considered. Policy T2 of the Core Strategy states that *"all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types: 159 Objective 5 Transport 11 Manchester City Council | Manchester Core Strategy 2012 to 2027 District Centres Areas not within the City Centre or District Centres The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate"*

#### **6.6 The Character of the Surrounding Area**

6.6.1 The case officer provided feedback on the proposals at the Pre-application Stage and the applicant has acted upon that advice and the proposals have been modified accordingly.

6.6.2 The proposed scheme now provides a well-designed, sensitive response to the plot and the adjoining buildings which will preserve and enhance the street scene and comply with local plan policies set out above and SPD.

6.6.3 Internally the plans would provide six bedrooms with ancillary bathrooms and open up the living, social and utility spaces at ground floor to a more flexible, useable arrangement common in many contemporary family houses.

6.6.4 The applicant is now confident that the proposal demonstrates:

- that it has been sensitively designed, having regard to the location;
- that key views of neighbouring properties will not be adversely affected;
- the design shows careful attention to spaces between neighbouring buildings in terms of scale, height, mass and architectural detail, respecting the building lines, building hierarchy and urban grain;
- the materials are appropriate to the building and its setting;

6.6.5 The original contemporary design whilst bold and architecturally strong, has been changes and the design now much more sensitive and respectfully subordinate to the character of the area.

## 7 Conclusions

- 7.1 This Statement has demonstrated that the proposed dwelling adjacent to 359-361 Wilbraham Road and Woodlands Road is not contrary to the NPPF, Manchester City Local Plan Policies CC 3 Housing, DM 1 Development Management, H 1 Overall Housing Provision, H 6 South Manchester, T 1 Sustainable Transport and T 2 Accessible areas of opportunity and need.
- 7.2 The policies provide guidance that is clear, and the proposals are now appropriate within the context of the local setting. There are numerous properties within the surrounding area that have or are being extended and altered with infill plots being utilized.
- 7.3 The applicant firmly believes and has demonstrated that the proposal is proportionate and in keeping with the surrounding area, provides the necessary space in line with standards and a high quality architecturally designed house. The applicant strongly maintains that there would be no materially harmful effect on the character or appearance of the adjoining property or the surrounding area. It is therefore in accordance with the NPPF, the Manchester City Local Plan and relevant legislation.

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