



Supporting Planning Statement

136 Withington Road, Manchester

10 February 2023

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Report title: Supporting Planning Statement

Prepared by: NL/JS/LS

Status: FINAL

For and on behalf of Avison Young (UK) Limited

1. Introduction

1.1 This Supporting Planning Statement ("SPS") has been prepared by Avison Young ("AY") on behalf of Views (Holdings) Limited ("the Applicant") in support of a full planning application submitted to Manchester City Council ("MCC") for a residential redevelopment at 136 Withington Road, Manchester M16 8FD ("the site").

1.2 The full description of development as stated on the application form is:

"Partial demolition of existing buildings and redevelopment to provide 35 no. residential homes, consisting of apartments and townhouses, landscaping, access and associated works."

1.3 This application is accompanied by a comprehensive suite of supporting technical reports. The scope of supporting information has been agreed with MCC through pre-application discussions and where relevant technical reports have been prepared in line with an agreed methodology. These supporting documents are listed at **Appendix I** and this SPS should be read alongside the supporting plans and technical documents.

1.4 The purpose of this SPS is to provide a detailed description of both the application site and development proposals, assessing the proposed development against all relevant policies of the Development Plan and other material considerations.

1.5 The following chapters of this SPS are structured as follows:

- **Chapter 2 Site Location and Description** – this chapter provides a description of the application site, the surrounding area and planning history;
- **Chapter 3 Statement of Community Involvement** – this chapter summarises pre-application engagement undertaken by the Applicant with MCC and other key stakeholders;
- **Chapter 4 The Proposed Development** – this chapter provides a description of what planning permission is being sought for;
- **Chapter 5 Relevant Planning Policy** – provides the planning policy context for the proposals;
- **Chapter 6 Key Planning Considerations** – provides an assessment of the proposals and compliance with policy through consideration of the key issues posed by the Development Plan and other material considerations.

- **Chapter 7 Technical Considerations** – sets out a summary of the technical work undertaken to support the planning application;
- **Chapter 8 Planning Balance** – this chapter brings together all the factors to be put into the planning balance to consider whether, when looked at as a whole, the scheme represents a sustainable form of development;
- **Chapter 9 Construction Environmental Management (CEMP) Framework** – outlines a framework for the preparation of CEMP which will be secured by condition; and
- **Chapter 10 Conclusion** – this chapter provides a summary of each of the above chapters and reaches the firm conclusion that the scheme is appropriate for full planning permission to be granted.

2. Site and Surrounding Area

- 2.1 This chapter provides a description of the site and its surroundings. For further detail (and to avoid repetition), please also refer to the submitted Design and Access Statement ("DAS") which has been prepared by Ollier Smurthwaite Architects.

Site Description and Surroundings

- 2.2 The site extends to 0.25 ha and is located at 136 Withington Road, Manchester (grid reference N: 382963, E: 395006). The extent of the application site edged red is shown on the Site Location Plan enclosed at **Appendix II** and Figure 1 outlined below.



Figure 1. Site Location Plan, ref: A686_P_001

- 2.3 The site comprises of an abandoned building which is not currently in use and evidently rundown, derelict and vacant as pictured in Figure 2. The origins of the buildings on site were first recorded in 1911, when it was used as a residential cottage. From 1914 – 1916, the British Red Cross used the building as an auxiliary hospital and eventually sold the property in the 1970's to Walton Cottage Education Trust. During this period, it was formally known as a Nello James Centre, that served as a community venue, and was described as a 'free university'. The building later fell into disrepair, and closed down. In 2020 the site was purchased by the Applicant for redevelopment.

- 2.4 The building, is currently unoccupied, decrepit and has been subject to vandalism, as pictured in Figure 2 below. The building is also considered structurally unsound and access within the building remains restricted for health and safety purposes.



Figure 2. Existing buildings on site, May 2022

- 2.5 In addition, the site contains a small area of open space and existing trees which line the boundary to the north and east. Directly to the north of the site is a residential building, followed by a small strip of retail/ commercial uses such as an off-license, dental practice and café. Existing access to the site is gained from Withington Road, which aligns the site boundary to the east followed by a Co-op food store. To the south and west of the site comprise of semi-detached houses and terrace rows of 3 - 4 storeys in height.
- 2.6 The site does not fall within a District Centre and is approximately 2.5 km south of Manchester City Centre, 1.6 km north east of Chorlton, 2.2km west of Rusholme and 9.5 km north of Manchester Airport.
- 2.7 In terms of public transport, the site is situated in a highly sustainable location, with a number of public transport options available. Alexandra Road South is located approximately 300 m to the east of the site and is a regular bus route running services between Manchester Piccadilly Gardens and Chorlton. The site is approximately 1.5km to the east of Firswood Metrolink Tram Station which links to both the City Centre, the Airport. The site is approximately 1km north of the A6010 road and 1.4km to the north of Princess Road. The site is a short distance to an on-road cycle lane along Alexandria Road and Chorlton Road.

- 2.8 Based on Historic England's Map Search tool, the site does not contain any heritage listed assets. The nearest Grade II Listed Buildings (St Bedes College and Church of St Edmund) are located approximately 350 m to the east of the site. Alexandra Park is a Grade II Listed Park and Garden and is located 370 m to the east. The site is however, located within Whalley Range Conservation Area which was designated in February 1992. The layout of Whalley Range comprises of an area of large houses on tree-lined avenues.
- 2.9 Various sites within the Conservation Area have now been built upon, with applications for demolition of the large old houses and the subsequent redevelopment.
- 2.10 The site is within Flood Zone 1 which has a low risk of flooding. There are no Public Right of Ways which run through the site.
- 2.11 Alexandra Park is the nearest park, approximately 370m to the east, containing various publicly accessible facilities such as sports pitches, fishing lake, playground equipment and heritage walks.

Planning History

- 2.12 The site has not been subject to a planning application in the last 5 years. The last application (ref: 087380/FO/2008/S1) was approved on 6th October 2008 for the erection of aluminium framed conservatory at rear of property to provide additional floorspace for community centre and creche following demolition of existing boiler shed.
- 2.13 It is worth noting, that a planning application (ref: 114187/FO/2016) was approved at 122 Withington Road in November 2017, for a mixed-use scheme comprising of 30 no. of apartments and the erection of a three storey extension at The Madina Hall. However, it does not appear as though this consent has been implemented.

Summary

- 2.14 This chapter of the SPS has described the site's location, the surrounding context and the planning history. The site has been previously developed and is considered to be a brownfield regeneration opportunity, located along Withington Road. The site is within a highly sustainable and accessible location, adjacent to retail and commercial uses, as well as transport networks, local parks and heritage assets. There are no overriding environmental or historical constraints that would limit redevelopment of the site. The next chapter of the SPS details the Statement of Community Involvement.

3. Statement of Community Involvement

- 3.1 This section of the Statement, referred to as the Statement of Community Involvement ("SCI"), sets out the consultation which has been undertaken by the Applicant prior to the submission of the planning application, demonstrating that relevant stakeholders have been informed of the proposals and describes the consultation which took place to obtain their views. These views, subject to their relevance and achievability, have been utilised to inform the evolution of the proposed development.

Planning Policy and Guidance to Community Consultation

- 3.2 The following documents provide an overview of local and national planning policy which promotes community involvement in the preparation of planning applications:

- Statement of Community Involvement, Manchester City Council (adopted in June 2018),
- The National Planning Policy Framework (July 2021); and
- The Localism Act (November 2011).

Statement of Community Involvement (2018)

- 3.3 Manchester City Council adopted a Statement of Community Involvement in June 2018. It sets out how the Council will consult and involve people in the preparation of local plans and in the planning application process. Section nine of the Council's SCI sets out the Council's approach to community involvement in planning applications.
- 3.4 At the pre-application stage the Council advise that development proposals will benefit from engagement with the local community early in the process and encourages applicants to undertake community involvement exercises using a variety of techniques. Specifically, the Council state that, developers will be encouraged to carry out pre-application consultation with interested parties and community bodies to enables issues to be addressed early within the planning process.

National Planning Policy Framework (July 2021)

- 3.5 The updated NPPF was published in July 2021 and contains the Government's most up-to-date planning guidance. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF is a significant material consideration in the determination of this application.

- 3.6 The section on *“pre-application engagement and frontloading”* within the NPPF states how *“early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties”* therefore leading to *“better coordination between public and private resources and improved outcomes for the community”*.
- 3.7 Paragraph 40 further states that whilst LPA’s *“cannot require that a developer engages with them before submitting a planning application”* they should nevertheless *“encourage take up of any pre application services they do offer”*. Furthermore, and where deemed to be beneficial, the LPA should *“encourage any Applicants who are not already required to do so by law to engage with the local community before submitting their applications”*. This is to ensure that any potential issues are resolved as early in the planning process as possible.

The Localism Act 2011

- 3.8 In November 2011 the Localism Act received Royal Assent. This is the Government’s method of devolving greater powers to Councils and neighbourhoods in order to give local communities more control over planning decisions.
- 3.9 Chapter 4, Paragraph 122 of the Localism Act introduces a requirement for developers to consult local communities on a wider range of developments before submitting planning applications. Developers must consider any responses received before proposals are finalised and show how they have been taken into account when submitting applications. The intention is that this will facilitate meaningful consultation and feedback whilst the proposals are in draft.

Pre-Application Discussions with Manchester City Council

Pre- Application Discussions with MCC between 2020 - 2021

- 3.10 Several pre-application discussions with the Council and the community date as far back as 2020, with the first meeting held on the 29th September 2020. It was agreed at the meeting, that the project team would examine a number of design and layout options regarding retaining the existing building to see if this could be viable.
- 3.11 A number of design options were later tabled with the Council which sought to sensitively bring the site back into use and allow for a viable residential scheme. It was proposed that the amount of existing fabric retained would be very minimal and that the existing building could be rebuilt to look similar in appearance. The Council confirmed that the preference would be to retain as much of the existing building fabric as possible.

Pre-Application discussions with MCC in 2022

- 3.12 Further meetings have been held between the applicant, project team and the Council on the 22nd February 2022. Key technical matters for consideration were discussed, such as the proposed quantum of development, parking provision, building heights and green space. It was agreed that the principle of a residential scheme in this location is acceptable.
- 3.13 In April 2022, the project team and applicant met with the Tree Officer at the Council to discuss which trees could be removed due to safety reasons and which trees were preferred to be kept. The proposed scheme is in line with discussions with the Tree Officer.
- 3.14 Following this, a meeting between the Planning Officer and Conservation Officer was held in October 2022, regarding the level of demolition of the existing building on site. The feedback from the Council was that the proposed scheme should retain as much of the existing fabric as possible.

Summary of Pre-Application Discussions and Applicant's Response

- 3.15 Based on all previous discussions with the Council, the following table summarises the key areas of discussion with case officers, regarding the scale, layout, trees, green space, parking, heritage and extent of demolition, outlined in Table 1 below.

Table 1. Table of key areas of discussion with case officers between 2020 – 2022

Planning Theme	Applicant's Response
Scale and layout	The scale of development has been sensitively considered and matches the surrounding built environment in terms of building height and density.
Trees and green space	Several trees have been proposed for removal due to their dying condition. Additional trees will be planted to replace those proposed for removal which results in a surplus of trees on site.
Parking Provision	The proposed parking provision has been discussed with the Council previously, whilst the scheme cannot deliver 100% parking provision, the scheme offers 60% car parking and over 100% cycle parking provision, which encourages the use of public and active transport modes. The site is within walking distance to bus stops as well as cycle paths which link the site to the City Centre and wider region. There are also nearby Car

Club pick up / drop off locations which would benefit the future residents of the development.

Heritage & the Extent of Demolition A heritage impact assessment has been undertaken by Turley which reviews the proposals in light of local and national planning guidance. Part of the existing building is to be redeveloped as requested by the Council.

- 3.16 In summary, the scheme has been subject to detailed and extensive consultation with Planning Officers, Conservation Officers and Tree Officers at the Council since 2020. The scheme positive responds to the comments raised by the Council to reflect a desirable scheme which is sympathetic to the surrounding environment, as pictured in Figure 3.



Figure 3. Amended scheme elevations as part of pre-app discussions

Consultation with the Local Community

- 3.17 Consulting with local people prior to the submission of a planning application is a key part of the Applicant's development process and has been fundamental in developing the plans to regenerate the site at 136 Withington Road, Manchester.

Consultation Approach

- 3.18 The Applicant hosted several online and in-person public consultation events throughout the last 12 months. The letter attached at **Appendix III** was distributed to surrounding local residents, businesses and ward councillors on the 12th May 2022 inviting the community to attend an in-person public

consultation event at the site. The distribution area followed an approach most suited to the scope and scale of the application, targeting those residents most likely to be interested in the plans for the residential proposals. The event was held on the 21st May 2022, and for those that could not attend the in-person event, an online consultation website went live between the 21st May – 31st May 2022 inviting the community to comment on the emerging proposals and to provide feedback.

- 3.19 The in-person consultation event comprised of showcasing the proposal across a number of consultation boards, and a representative from the Applicant's team was able to assist with any questions or queries, as pictured in Figure 4.



Figure 4. In-person consultation event held on Saturday 21st May 2022

- 3.20 Overall, a total of 27 public consultees attended the event and 89% of respondents supported the principle of retaining the existing building and redeveloping the site. The majority of respondents partially supported the proposed site layout and garden area. Half of the respondents felt that on-site parking should be minimised.
- 3.21 The second event was an online consultation held between the 1st September and 11th September 2022. The letter attached at **Appendix IV** was distributed on the 31st August to nearby residents and members of the community, inviting them to comment on the comprehensive proposals. In total, 12 public consultees provided feedback, and found that the information provided was useful and 70% of respondents were supportive of the proposed changes since the last consultation in May 2022.
- 3.22 Overall, the feedback from both consultation events was positive, and the applicant explained the comprehensive benefits of the scheme.

Detailed Project Website

- 3.23 The Avison Young website was updated on 21st May 2022 and the 1st September with information on the proposals with the distribution of letters to residents, local businesses and key stakeholders. The website included information on the proposals, a detailed site plan, CGI imagery and an online feedback form. A selection of the images from the website's consultation boards can be seen at **Appendix V**.

Feedback

- 3.24 The first consultation event received 27 consultation responses and the second event received 11. In accordance with the guidance set out above, all of the comments received as part of the consultation exercise have been considered by the applicant and their professional team. Overall, the consultation had received over 80% support for the residential proposals, with comments stating the site has been an eyesore for many years, and that the new homes and environmental impacts will improve the area. The feedback from the local community, mentioned that the development proposals are positive and will enhance Withington Road. Majority of respondents found the information provided through the virtual consultation was useful. All comments received from both applications have been reviewed and taken into consideration by the design team.

Summary

- 3.25 This Statement of Community Involvement has reviewed public consultation methods used while forming the proposals for the residential redevelopment of a brownfield site. In summary, the Applicant has undertaken meaningful public consultation on its proposal for redevelopment at 136 Withington Road. Overall, the majority of respondents were supportive of the scheme and it's benefits to the local area.

4. The Proposed Development

- 4.1 This section of the Planning Statement provides a summary of the proposed development. A Design and Access Statement ('DAS') has been prepared by Ollier Smurthwaite and had been submitted in support of this application which expands upon the discussion contained below.

Description of Development

Vision for the Site

- 4.2 The Applicant is seeking to deliver a high quality, well-designed residential scheme, which will bring the site back to life. The site is situated in a highly sustainable location in South Manchester and presents an opportunity to create a new residential development, suitable for multi-generational occupancy with sufficient access and retention of onsite assets such as the existing building and valuable trees.

- 4.3 Detailed planning consent is sought for the following development:

"Partial demolition of existing buildings and redevelopment to provide 35 no. residential homes, consisting of apartments and townhouses, landscaping, access and associated works."

Use and Amount

- 4.4 The proposals are to demolish part of the existing building's interior and to erect a new modern extension containing 35 no. of residential dwellings with 21 no. of parking spaces, 36 no. of cycle parking and a resident's lawn.

Partial Demolition

- 4.5 The redevelopment of the site includes demolition of the modern extension to the rear of the site and extending the existing building to the north, south and west, whilst retaining a resident's garden. It is proposed the facades of the existing building are retained but due to their poor condition the timber roofing and flooring will need to be safely removed. A schedule of repairs for the retained facades can be provided, following further investigative work on site which can be conditioned as part of any approval including replacement window and door specifications. It is intended that the existing cement render would be removed from all elevations and replacement timber framed windows installed. Existing hoodmoulds can be repaired and reinstated or replaced. The existing boundary walls and gate piers to Withington Road will be retained and repaired. The retention is required to stabilise the perimeter walls. The figure below demonstrates the condition in which the existing building is currently in and is detailed further in the Holloway Jennings Structural Survey.

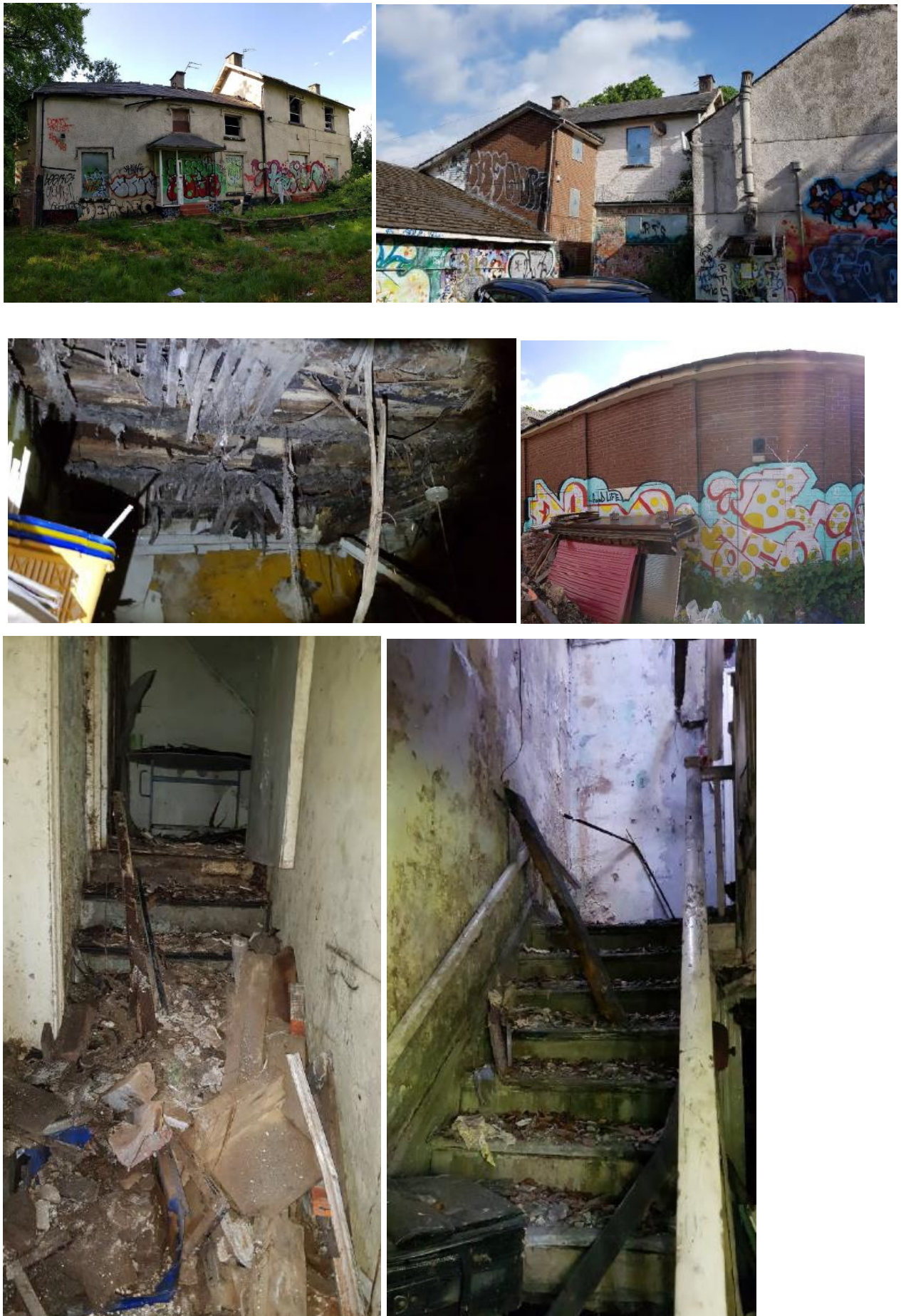


Figure 5. Photographs of the building's interior and exterior's current state

- 4.6 The decision to rebuild upon the existing building and introduce a new extension is based on previous discussions with the Council to retain as much of the building as possible, in terms of preserving its historic value and contribution to the wider Whalley Range Conservation Area.

Redevelopment of the existing building and extension

- 4.7 The proposals are to redevelop the existing building and to introduce a new extension to create a new residential development. The accommodation schedule for the proposed residential units is set out below:

- 12 x 1 bedroom dwellings;
- 19 x 2 bedroom dwellings;
- 2 x 2 bed mews houses; and
- 2 x 3 bed mews houses.

- 4.8 The residential accommodation mix for each floor is reflected in Table 2 below.

Table 2. Residential Accommodation Mix – Houses & Townhouses

Floor	1 bedroom	2 bedroom	3 bedroom
Lower Ground Floor	3	8	2
Upper Ground Floor	4	5	
First Floor	3	6	
Second Floor	2	2	
Total	12	21	2

- 4.9 All proposed residential dwellings comply with the Nationally Described Space Standards ('NDSS') as set out in the Area Schedule, ref: A686_P_901.

Design and Appearance

- 4.10 The appearance, scale and form of the proposed development has been inspired by the surrounding context, and the scheme has been designed to ensure consistency with the character of Whalley Range. The proposals represent a high-quality new residential development to the area. Materials have been carefully considered to complement the existing buildings within the local vicinity, as demonstrated in Figure 6 below.



Figure 6. View of the proposed development in relation to surrounding buildings along Withington Road

- 4.11 The design strategy has been prepared by Ollier Smurthwaite Architects as a high-quality new addition to the area and to ensure the site compliments and is consistent with the surrounding local character.

Windows

- 4.12 Windows have been carefully placed to minimise overlooking into neighbouring properties. Whilst the necessary demolition of existing facades is regrettable, the proposed design seeks to re-introduce as many of the architectural features which are existing such as large bay windows and the choice of materials to closely match the existing appearance.

Roof

- 4.13 The roof materials are proposed as a fibre cement tile in a slate grey colour. The flat roof behind the parapet is to be a modular sedum roof with additional planters containing planting to further enhance the biodiversity of the scheme. Parapet walls are topped with a cast stone coping above a soldier course brick detail.

External Walls and Windows

- 4.14 Red brick has been chosen to complement the surrounding buildings. A red brick soldier course separates retail from residential and matching precast stone window header, sill and mullion add visual interest to the facades. Windows are proposed as modern bay windows with timber frames.

External Works

- 4.15 External works shall include a mix of buffer gravel, and slate grey setts / pavers. Parking spaces will comprise of loose cerney shingle gravel. The private gardens will comprise of tegular concrete block paving material and setts in slate. Boundary treatments will comprise of parkland fencing and 2m vertical cedar fencing to match the timber elements proposed on the housing.

Layout

- 4.16 The proposed layout for the site will follow an L shaped wing, which wraps around the retained building. A resident's lawn is proposed in the north eastern corner of the site. Car parking and cycle parking is proposed adjacent to Withington Road. Bicycle parking is proposed in the top left corner of the site. A drawing of the proposed site layout is shown in Figure 7 and has been submitted as part of the design package prepared by Ollier Smurthwaite.



Figure 7. Proposed Site Plan, ref: A686_P_003C

Scale and Massing

- 4.17 The scale and height of the scheme has been carefully considered, to be sympathetic to the surrounding urban grain, based on feedback from the Council and the public. The current layout considers key views to and from Withington Road and surrounding streets, as pictured in Figure 8 below.



Figure 8. View of the proposed development from Whitby Avenue

- 4.18 The L shaped wing gradually steps down towards the boundary along Whitby Avenue, respecting the lower scale of the adjacent houses, as pictured in Figure 9.



Figure 9. Proposed Section AA, ref: A686_P_400

- 4.19 The maximum proposed height across the scheme is approximately 12 metres to the ridgeline. The height of the building's eaves to the rear is proposed to match the same height as the adjacent houses. The proposed townhouses are a further step down to reduce massing.

Landscaping

- 4.20 A number of new trees are proposed to be planted along the southern and western boundary of the site to enhance the overall biodiversity offer. Existing mature trees are to be retained and installed with nesting boxes and a range of flowers and shrubs that support insects and bees.
- 4.21 As mentioned in the arboricultural assessment, several trees have been identified for removal due to their condition. A total of 7 trees will be removed from the site to allow for development, due to their Category U condition. Category U is a tree classification for trees that are dead or in a dying state. Therefore, it is considered appropriate for their removal. The remaining trees on-site are to be retained and protected. The landscape plan identifies 14 new trees positioned in the grounds to mitigate the loss of existing trees and 3 additional smaller trees are proposed along the retained north façade.
- 4.22 In terms of open space, as mentioned previously, a resident's lawn is proposed, which will provide open green space within the site and consist of mown grass, wildflower meadow mix, woodland groundcover, reinforced ground surface and multi-stem tree planting, as pictured in Figure 10 below.



Figure 10. View of the resident's lawn

- 4.23 Further details on landscaping is presented on the Softworks GA drawing and planting schedule, prepared by Layer Studio (ref: 321-ZZ-DWG-L-1000).

Access and Parking

- 4.24 A Transport Assessment and Travel Plan has been prepared by Curtins which concludes that the proposals are in line with national policy and best practice (Paragraph 3.3.5 of the Transport Statement), and that the site is well located in an area with a range of existing local facilities and plenty of sustainable transport options.
- 4.25 Access to the site will be gained via an existing access point along 136 Withington Road. Overall, 21 no. of car parking spaces are proposed across the site which is a 60% provision. It is acknowledged that some residents who do not own a car may require the use of a car on certain occasions. The Enterprise Car Club offers an efficient vehicle hire service in Manchester and allows users to view cars available for use within close proximity to the site. The locations of the nearby car club services are pictured in Figure 3.1 of the Transport Statement prepared by Curtins. Due to the site's sustainable location, close to public transport links, the parking provision and opportunity for car club use is considered acceptable. It is proposed that each resident will have access to a secure cycle parking space totalling at 36 no. of cycle spaces (over 100% provision), encouraging the use of public and active transport modes. Furthermore, 2 no. of secure e-bike charging enclosures will be provided adjacent to the secure cycle store.

Summary

- 4.26 In summary, this chapter of the Statement details the proposed development regarding the use and amount, layout and scale, appearance and means of access to the development for which planning permission is sought. The proposed development will result in high quality residential accommodation being delivered which meets the provisions contained within the Manchester Residential Quality Guidance.
- 4.27 The design of the proposal has been shaped through collaborative pre-application discussions with the Council and local community to ensure that both existing residents and occupants of the sought development will experience good levels of amenity and high quality design.
- 4.28 The proposals have been carefully and considerably designed to respond to the surrounding context of Withington Road. The proposed use of the site will also introduce activity and natural surveillance into the locality. It is therefore recognised that the proposal will enable a number of benefits to be realised.

5. Relevant Planning Policy

- 5.1 This chapter outlines and assesses the proposals against the Development Plan and all other relevant material considerations, which the decision taker should have regard to.
- 5.2 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990, applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The Development Plan

- 5.3 The Development Plan for the site currently comprises of the following documents:
- Manchester's Core Strategy 2012 – 2027 (adopted 2012)
 - The 'saved' policies of the Manchester Unitary Development Plan (adopted July 1995); and
- 5.4 The Manchester Interactive Proposals Map illustrates that the site is not allocated for a specific use and forms part of South Manchester and is subject to Policies EC 9 and H6 of the Core Strategy.

Manchester Core Strategy (Adopted 2012)

- 5.5 The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.
- **Policy SP1 (Spatial Principles)** outlines the key spatial principles which will guide the strategic development of Manchester to 2027. Emphasis is placed on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a district environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas. New development should maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of public transport. The Policy also lists the Core Development Principles, which states that development in all parts of the City should make a positive contribution to neighbourhoods of choice, including creating well designed places that enhance or create character.

- **CS Policy H1 (Overall Housing Provision)** states that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027, equating to an average of 3,333 units per year. Within the Inner Areas in North, East and Central Manchester, 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. 90% of residential development will be on previously developed land. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. Central Manchester is expected to accommodate approximately 8,200 dwellings (net) within the Core Strategy period.
- **CS Policy H 6 (South Manchester)** 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 be only 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.
- **CS Policy H 8 (Affordable Housing)** states that new development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% as a starting point for calculating affordable housing provision. The proportion of affordable housing units will reflect the type and size of the development as a whole. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target or where material considerations indicate that intermediate or social rented housing would be inappropriate in accordance with the stated circumstances.
- **CS Policy T 2 (Accessible Areas of Opportunity and Need)** states that the Council will actively manage development to ensure that new development is easily accessible by walking, cycling and public transport.
- **CS Policy EN 1 (Design Principles and Strategic Character Areas)** states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. In terms of the City Centre Character Area, developers will

be expected to consider the City's heritage and continue the rich pattern of activity in the core area.

- **CS Policy PA 1 (Developer Contributions)** highlights that, where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance. Through such obligations, the Council may seek contributions for specific factors, such as affordable housing, with priority assessed on a site by site basis.
- **CS Policy DM 1 (Development Management)** states that all development should have regard to the stated specific issues, including appropriate siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas in terms of design, scale and appearance of the proposed development; community safety and crime prevention; and refuse storage and collection.

Saved Unitary Development Plan Policies (Adopted 1995)

- **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.
- **Policy DC18.1 (Conservation Areas)** states that the Council will give particularly careful consideration to development proposals within Conservation Areas.
 - a) The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:
 - i) the relationship of new structures to neighbouring buildings and spaces;
 - ii) the effect of major changes to the appearance of existing buildings;
 - iii) the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);
 - iv) the effect of signs and advertisements;
 - v) any further guidance on specific areas which has been approved by the Council.

b) The Council will not normally grant outline planning permission for development within Conservation Areas.

c) Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area.

d) Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.

e) Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas."

Other Material Considerations

5.6 There are a series of other planning policy guidance documents at local and national level that are relevant to the determination of this application which include:

- National Planning Policy Framework (July 2021)
- Supplementary Planning Documents;
- Planning Practice Guidance (March 2014); and
- Emerging Places for Everyone Joint Development Plan.

5.7 These are addressed in-turn below.

National Planning Policy Framework

5.8 The newly updated National Planning Policy Framework ("NPPF") was published in July 2021 and contains the Government's most up-to-date planning guidance. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF is a significant material consideration in the determination of this application. The overall emphasis of the NPPF is to reiterate the Government's key objectives of facilitating economic growth and securing sustainable development.

Delivering a sufficient supply of homes

- 5.9 Paragraph 60 of the 2021 NPPF states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
- 5.10 Paragraph 74 of the NPPF requires that Local Planning Authorities have a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their local housing need.

The Presumption in Favour of Sustainable Development

- 5.11 Central to the NPPF is the presumption in favour of sustainable development and the need for the planning system to support economic growth. Paragraph 11 of the 2021 Framework sets out the presumption in favour of sustainable development and the application of the policy for decision making states:

"Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay;
or

d) where there are no relevant development plan policies, of 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."

Ensuring the Vitality of Town Centres

- 5.12 Town centre policies are dealt with at section 7 of the NPPF under the title "ensuring the vitality of town centres". Paragraph 86 of the national policy document explains that:

"Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered".

- 5.13 Main town centre uses are defined within Annex 2 of the NPPF as: retail development, leisure, entertainment facilities, more intensive sport and recreation uses (including restaurants), offices, arts, culture and tourism development (including hotels).

Promoting Sustainable Transport

- 5.14 The NPPF sets out that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
- 5.15 In line with NPPF policy, the location and design of the scheme maximises opportunities for the use of sustainable transport modes. The location of the site is within walking distance of Bus stops, national rail and Metrolink stations and maximises the opportunity for users, employees and visitors to utilise existing sustainable transport infrastructure.

Making Effective Use of Land

- 5.16 Paragraph 117 sets out that 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.
- 5.17 Paragraph 123 (c) states that local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Achieving Well Designed Places

- 5.18 Paragraph 124 states that the creation of high-quality 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.
- 5.19 Paragraph 131 sets out that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area.

Supplementary Planning Documents (SPD)

Manchester Residential Quality Guidance

- 5.20 MCC design and quality guidance was adopted by the City Council's Executive in December 2016. The design of the scheme has been cognisant of the guidance and high standards that are presented in the Manchester Residential Quality Design Guidance.
- 5.21 The guidance aims to create places in which people want to live in and can continue to live in, here natural light throughout the home is essential and choice is not restricted. Development should ensure visual and acoustic privacy and should deliver external amenity space.
- 5.22 The guidance also sets out how Manchester encourages sustainable transport and wants to make a growing contribution to transport choices. Residential development is viewed as key in providing the correct facilities to make cycling convenient, safe and practical arrangements. More details on the principles of the proposed development are provided within the Design and Access Statement.

Guide to Development in Manchester

- 5.23 Guide to Development in Manchester SPD was adopted in April 2007. This document provides further non-statutory planning guidance on bringing together environmental, economic and social development principles to assist in the creation of a cohesive and sustainable city.
- 5.24 The document summarises the main development principles in Manchester and encourages developers and investors to apply these consistently. The document also provides details regarding the delivery of achievable and financially viable approaches to all aspects of sustainability.

The Manchester Strategy

- 5.25 The Manchester Strategy sets out a long-term vision for the city following a period of consultation in 2015. The vision includes the objective to 'be a beacon for sustainable design' in order to be a thriving and sustainable city. The planning process is identified as being a facilitator in delivering these objectives. The proposed development of the Site will clearly align with the overarching programmes being promoted by the Manchester Strategy and has been designed alongside the principles contained within this strategy.

Green and Blue Infrastructure

- 5.26 The Manchester Green and Blue Infrastructure Strategy and Action Plan aims to build on investment to date and create a high quality, well maintained green and blue spaces which are integral part of

neighbourhoods. The objectives of the Strategy include using appropriate infrastructure to create successful neighbourhoods and support the city's growth.

Planning Practice Guidance

- 5.27 Further guidance on the process for determining higher density development is provided in the Planning Practice Guidance. Paragraph 004 (Reference ID: 66-004-20190722) states that:

“when planning for a range of considerations should be taken into account in establishing appropriate densities on a site or in a particular area. Tools which can assist include accessibility measures, characterisation and design studies, environmental and infrastructure assessments and assessments of market or site viability.”

The Emerging ‘Places for Everyone’ Joint Development Plan

- 5.28 The Places for Everyone Joint Development Plan (“PfE”) will provide land for employment and residential uses across the Greater Manchester Region excluding Stockport Metropolitan Borough Council. The framework produced by the 9 councils, will ensure that we have the right land available in the right places to deliver the homes and jobs we need up to 2037, and will identify the new infrastructure such as transport, schools, health centres and utility networks required to achieve this.
- 5.29 A strong focus in the Plan is directing new housing towards previously- developed sites within the existing urban area, which seeks to address existing dereliction and poorly used sites, whilst reducing the need to release greenfield and Green Belt land for development.
- 5.30 The PfE Plan was submitted to the Secretary of State on 14th February 2022. The submission documents including the Publication PfE, Sustainability Appraisal reports and Policies map are available for viewing online. The PfE Plan will now be subject to an independent examination to be conducted by the Planning Inspectorate. Due to the early stages of examination only limited weight can be applied to the joint Development Plan.

Summary

- 5.31 This chapter has identified national and local planning policy considerations to be taken into account when determining this application. The following chapter assesses the proposals against the policies set out above.

6. Planning Assessment

6.1 This chapter appraises the proposed development against the Development Plan. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

6.2 Consideration is given to the following key issues:

- Principle of Residential Development;
- Affordable Housing Provision;
- Residential Amenity;
- Green and Blue Infrastructure;
- Heritage;
- Transport; and
- Good Design.

Principle of Residential Development

6.3 The site comprises of brownfield land in South Manchester, located outside of a district centre. The site is comprised of an existing building which is not in use and has been vacant for a number of years. The proposals to develop the site to provide 35 no. of residential units, and associated parking/ landscaping across the site is considered acceptable, due to the site's history and location within the residential settlement of Whalley Range.

6.4 Local planning policy places considerable emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs (Core Strategy Policy SP1). Policy H6 of the Core Strategy states that South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy, and that high density development is directed towards the district centres, as part of mixed-use schemes.

6.5 The NPPF (2021) strongly advocates for the effective use of land, specifically in meeting the need for homes, and planning polices, and decisions are encouraged to promote and support the development of underutilised land and buildings to meet identified housing need (Paragraphs 117 and 118). MCC's

CS also places considerable emphasis on the development of brownfield sites in sustainable locations (CS Policy H1).

- 6.6 The site's location, history, and siting with a Conservation Area necessitates a sympathetic residential development, and the proposals are considered to be in keeping with the form and density of surrounding development, and offer high quality 1 bedroom, 2 bedroom and 3 bedroom apartments as well as town houses. This type of development within this location is supported through the Local Plan and NPPF.
- 6.7 The site is currently occupied by a vacant, structurally unsafe building, which is in need of sensitive redevelopment. The proposals would create a residential redevelopment, which incorporates the rebuilding of the existing building as well as purpose-built new townhouses and contributes positively to the Council's housing figures. A communal outdoor residential area is proposed, which will create a community feel and offer a space for residents to congregate enable social interaction.
- 6.8 The redevelopment of the site for a residential scheme will contribute positively towards Manchester City Council's housing supply, whilst constituting the effective use of land as stated out within the NPPF and significantly enhancing the wider streetscape of Withington Road and the Whalley Range Conservation Area. The Core Strategy states that South Manchester requires 3, 240 of net units by 2027. In addition, the Core Strategy places significant emphasis on residential development on previously developed land, with a target of 90% of residential development to be developed on brownfield sites.
- 6.9 Overall, the proposals comprise of 35 no. of high quality residential units which will make a positive contribution to the housing targets in South Manchester and optimise the potential of previously developed land to come forward, whilst providing social, economic and environmental benefits to the local community.

Residential Amenity and Quality

- 6.10 The proposed development has been designed to a high quality and meets the requirements of the National Described Space Standards (NDSS), and Residential Quality Guidance (RQG), as set out by Manchester City Council. The proposed mix of residential development which includes apartments and townhouses with 1, 2 and 3 bedroom provides a range of housing that will meet different generational needs.
- 6.11 In accordance with the Core Strategy, Policy DM1, the proposed development must also have regard to effects on amenity of new residents and those surrounding the site, including privacy, light, noise, vibration, odours, litter, vermin, birds, road safety and traffic generation. The site is located within an

established residential area, with residential uses located on both sides of Withington Road, along with commercial/ retail uses approximately 40 m north of the site and the Co Op Food Store 30m to the east of the site.

- 6.12 Several supporting technical reports have been prepared which assess noise quality, air quality, odour and daylight / sunlight to ensure the proposed use meets the relevant standards and does not impact on the amenity of surrounding residential uses.
- 6.13 The noise assessment concludes that the local authority's acoustic requirements have been met, and that acoustic specification for glazing/ ventilation elements have been provided in the scheme order to achieve the requirements.
- 6.14 The Air Quality Assessment concludes that assuming dust control measures are implemented during the construction phase, and due to the number of anticipated trips associated with the proposals, the impacts on air quality are predicted to be not significant. The site is considered to be suitable for the proposed residential use from an air quality perspective.
- 6.15 The Daylight/ Sunlight assessment has been undertaken to review the proposed development in terms of its effect on the light receivable by the neighbouring residential properties. The proposals will have a low impact on the light receivable by its neighbouring properties and therefore, it is considered that the proposed development achieves an overall high level of compliance with the Building Research Establishment (BRE) recommendations.

Affordable Housing Provision

- 6.16 The proposals are for the redevelopment of the existing building and the erection of 35 no. of residential units, accordingly, the proposal will be subject to Policy H8 of the Core Strategy. This policy stipulates that where 15 or more units are proposed the target is for 20% to be made affordable; subject to viability.
- 6.17 A Viability Assessment has been prepared by Roger Hannah in support of the application. This document demonstrates that it will not be possible for the Applicant to meet the Council's aspirations of providing 20% affordable units on site and ensure a deliverable, high quality scheme. The proposals will, however, provide significant other planning benefits to the local area including job creation and the delivery of much needed residential accommodation.
- 6.18 As a Viability Assessment has been carried out and demonstrates that the site is unviable to provide affordable housing, the proposals remain in accordance with Policy H8 of the MCC Core Strategy.

Green and Blue Infrastructure

- 6.19 The Manchester Green and Blue Infrastructure Strategy and Action Plan aims to build on investment to date and create a high quality, well maintained green and blue spaces which are an integral part of neighbourhoods. The objectives of the Strategy include using appropriate infrastructure to create successful neighbourhoods and support the city's growth.
- 6.20 The strategy sets out that urban green spaces, including private gardens, pocket parks, street trees, verges, green roofs and green walls are all considered to be green infrastructure. These types of infrastructure plan an important role as part of Manchester's overall resource. The Strategy identifies a number of actions, including embedding green infrastructure as part of residential development and within City Centre developments. The Strategy recommends that Developers should consider how green and open space can work best to achieve this and form an integrated part of the overall scheme.
- 6.21 As part of the proposals, tree planting is proposed along the western and southern boundary of the site, in addition to a new communal area for residents which will include tree planting, shrubs and bat and bird boxes to support ecological habitats. This will add an element of greenery to the development and a biodiversity net gain, which supports the initiatives within the Green and Blue Infrastructure Strategy.

Heritage

- 6.22 A Heritage Impact Assessment has been prepared by Turley, which reviews the application site in the context of the surrounding historic environment. As mentioned previously, the site falls within a Conservation Area, meaning it is within an area of notable environmental or historical interest.
- 6.23 The evolution of the scheme dates back to 2020, where options we're explored which included the demolition of the building on site to accommodate residential development. Since the initial scheme development in 2020 and public consultation with both the Council and community groups, a number of viable options have come forward which seek to retain the onsite building, as requested by the Council and community. The scheme and designs presented to date, sensitively conserve and enhance the existing building on site, by retaining as much of the built fabric as possible and building upon the existing foundations.
- 6.24 A detailed assessment on the impacts on the Whalley Range Conservation Area and Non-Designated Heritage Assets has been undertaken. It was determined that, whilst the local historic interest of the building and the contribution it makes to the conservation area would be reduced to some extent by the proposed development enhancements will also be made through the repair and reinstatement of

the principal elevations and features. Legibility of the existing building phases would be diminished to a degree; however, the design and materials of the extensions is such that the retained building facades will retain.

- 6.25 Overall the redevelopment of the site, does result in some harm to the significance of the Conservation Area, however the harm is considered to be less than substantial, and at very low levels, which complies with Paragraph 201 of the NPPF.
- 6.26 The enhancements of the existing building on site, through repairs and reinstatement, will provide public benefits and regenerate a vacant and derelict site which outweighs the harm of the existing building in relation to the Conservation Area. Furthermore, social benefits of the scheme have been listed in Chapter 8 of this SPS.

Transport

- 6.27 A Transport Statement and Travel Plan has been prepared by Curtins to provide transport and highways advice in relation to the proposed development. The report reiterates that the site is accessible by sustainable modes of transport, and that the surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site. The proposed car parking equates to 60%, whilst cycle parking provision is provided for all residents at 100%. The proposed percentage of car and cycle parking is considered to be sufficient as the site is in an accessible location and there are good levels of walking and cycling infrastructure adjacent to the site. Public transport is also accessible within an acceptable walking and cycling distance. The overall provision of both car and cycling parking is reflective of the highly accessible nature of the development, whilst also considering realistic requirements of future occupiers. The proposed development benefits from sustainable transport links to the City Centre and beyond and should be considered highly in terms of promoting sustainable transport methods and reducing the need to travel by car.
- 6.28 Furthermore, a review of trip generation forecasts has concluded that the proposed development would not result a severe vehicular impact on the surrounding area in terms of highways, traffic, and transportation. Overall, from a traffic and transportation perspective, the report concludes that there are no reasons why the development proposals should not be granted planning approval.
- 6.29 The assessment undertaken and submitted in support of this proposed scheme meets the requirements of local and national planning policy, specifically Policy CC5 and T1 of the Core Strategy and Paragraph 104 and 106 of the NPPF.

Summary

6.30 In summary, it has been clearly demonstrated that the principle of development is fully established when considered against the Development Plan. The following chapter considers the proposed development against the other technical policies in the Development Plan.

7. Technical Considerations

7.1 This section of the Statement summarises the findings of the individual technical assessments which accompany the detailed planning submission and demonstrates that the proposal fully accords with both national and local planning policy criteria. The following technical disciplines are considered:

- Crime Impact;
- Noise;
- Daylight and Sunlight;
- Air Quality;
- Flood Risk and Drainage;
- Ground Investigations;
- Archaeology;
- Broadband Connectivity;
- Arboricultural;
- Ecology; and
- Environmental Standards Statement.

Crime Impact

7.2 A Crime and Impact Statement ('CIS') has been prepared by Greater Manchester Police ('GMP') Design for Security, which reviews the development in terms of the designs and how this contributes towards crime prevention, crime statistics and analysis of the local area and environmental features of the site which may influence crime. It was concluded that, from a crime prevention perspective, the positive features of the development include:

- the proposed development is of a high design standard;
- there is an appropriate balance of types and size of properties;
- a suitable amount of defensible space has been included around the building;

- with appropriate walls, fencing and gates, there will be a clear distinction between public, semi-private and private space;
- entrance doors and principal windows facilitate supervision across the development; private and shared amenity space has been included in the scheme; and,
- car and cycle parking have been included.

7.3 Overall, GMP highly support the redevelopment of the site into a residential scheme. The CIS has provided an assessment of crime impacts of the proposed development and is therefore considered compliant with Policy DM1 of the Core Strategy and Paragraph 92 and 130 of the NPPF.

Noise

7.4 An Acoustic Report has been prepared by Lighthouse Acoustics to undertake an environmental sound survey at the site and to undertake a detailed sound assessment for the proposed residential development. The assessment concludes that the MCC's acoustic requirements for the proposed residential development have been met, and that acoustic specifications for glazing/ ventilation elements have been provided in order to achieve the requirements of the Local Authority. Additionally, the detailed environmental sound assessment indicates that the external daytime requirement in the rear gardens is likely to be achieved.

7.5 The assessment undertaken and submitted in support of this proposed scheme meets the requirements of local and national planning policy, specifically Policy DM 1, Policy C10 of the MCC Core Strategy and Paragraph 185 of the NPPF.

Daylight and Sunlight

7.6 A Daylight and Sunlight Assessment has been prepared by Smith Marston which assesses the impact of light receivable by neighbouring properties in relation to the proposed development. The assessment determined that the proposed development would have a low impact on the light receivable by its neighbouring properties 5 and 6 Whitby Avenue, Whalley Range, and 138 Withington Road, Whalley Range, Manchester, M16 8FD.

7.7 Therefore, the assessment undertaken and submitted in support of this proposed scheme meets the requirements of local and national planning policy, specifically Policy DM 1 of the MCC Core Strategy and Paragraph 125 of the NPPF.

Air Quality

- 7.8 An Air Quality Assessment has been prepared by Redmore Environmental to determine baseline conditions, consider site suitability for the proposed end-use and assess potential impacts as a result of the scheme. The development was assessed on adverse impacts at sensitive locations during construction and operation, as well as the exposure of future residents to poor air quality. During construction, assuming that good practice dust control measures are implemented, effects are considered to be not significant.
- 7.9 With regards to the operational phase of the proposed development, vehicular trips and road traffic exhaust impacts are predicted to be not significant.
- 7.10 The assessment undertaken and submitted in support of this proposed scheme meets the requirements of local and national planning policy, specifically Policy DM 1, Policy EN 16 of the MCC Core Strategy and Paragraph 186 of the NPPF.

Flood Risk and Drainage

- 7.11 A Flood Risk Assessment and Drainage Strategy has been carried out by Curtins to determine flood risks associated with the proposed development and drainage requirements. The site is located within Flood Zone 1 and therefore is considered to be at low risk from flooding. The FRA confirms that from the evidence collated and subsequent negotiations the main types of flooding are considered to be very low risk.
- 7.12 The flooding risk assessment has been prepared and submitted in line with local and national planning policies, specifically, Policy EN 8 and EN 14 of the MCC Core Strategy and Chapter 14 of the NPPF.

Ground Investigations

- 7.13 A Phase 1 Preliminary Risk Assessment report was prepared by BEK to assess potential risks associated with contamination and ground gas, with respect to the redevelopment of the site. Based on the findings, a number of potential risks with contamination have been identified with respect to the proposed residential development. To assess the potential risks of the site associated with contamination, post-determination, BEK has recommended the following works to be undertaken:
- site investigation;
 - chemical testing;
 - risk assessment; and

- reporting and additional surveys.

7.14 It is also recommended that the site investigation includes a full geotechnical assessment to inform foundation design and consideration is given to the requirements of the water supply service provider.

7.15 The assessment conclusions and the recommendations proposed following the ground investigations meet the requirements of local and national planning policy, specifically Policy EN 18 of the MCC Core Strategy, and Paragraph 183 (a), (b) and (c), 184 and 185 of the NPPF.

Archaeology

7.16 Whilst no Archaeological Impact Assessment has been submitted as part of this application, the applicant has engaged with archaeological advisors who consider there is very little merit in undertaking an Archaeological Appraisal of the site. Nevertheless we acknowledge GMAAS may want some level of investigative work undertaken to determine whether any below ground remains from the early building still survive. This work, which could either be a watching brief on groundworks following demolition or the excavation of a couple of trial trenches within the footprint, could be conditioned.

Broadband Connectivity Assessment

7.17 Broadband Connectivity Impact Assessment has been prepared by GTech Surveys Limited to determine the current availability of broadband near to and adjacent to the site. The findings of the Broadband assessment indicate there is existing infrastructure and good connectivity available, with existing fibre installed along streets adjacent to the proposed development.

7.18 The assessments undertaken and submitted in support of the proposed scheme meets the requirements of national planning policy, specifically paragraph 114 of the NPPF.

Arboricultural Impact

7.19 An Arboricultural Impact Assessment has been carried out by Amenitytree and considers constraints posed above and below ground with regards to the onsite trees, and makes recommendations where appropriate, to mitigate impacts associated with the development. It is proposed that a total number of 7 trees identified as Category U are removed. An additional 17 trees will be planted on site as part of the proposals.

7.20 It was assessed that the scheme is in line with guidance provided in BS 5837:2012 *Trees in relation to design demolition and construction – Recommendations* with the aim to achieve a harmonious relationship between trees and structures that can be sustained in the long term.

- 7.21 The assessment undertaken and submitted in support of the proposed scheme meets the requirements of local and national planning policy, specifically Policy EN 15 of the MCC Core Strategy and Paragraph 131 of the NPPF.

Ecology

- 7.22 A Preliminary Ecology Assessment and a Potential Bat Roost Survey was carried out by BEK on the 14th July 2022. The aim of the assessment was to survey the area for wildlife species, including roosting bats, consider the value and suitability of the land and any structures to be affected by the development. The site is overall is of moderate conservation and wildlife value due to the condition of the buildings and the location in the landscape. Biodiversity enhancement and mitigation recommendations will be incorporated into any landscaping and building design.
- 7.23 The assessments undertaken and submitted in support of the proposed scheme meets the requirements of local and national planning policy, specifically Policy EN 15, of the MCC Core Strategy and Paragraph 174 (b) and 179 (b) of the NPPF.

Environment Standards Statement

- 7.24 An Environment Standards Statement has been prepared by Element Sustainability which reviews the sustainability performance and sets out the energy strategy of the proposed scheme. With regards to sustainability performance, the following conclusions were made:
- Water consumption will be minimised and water arising during construction and occupation/operation will be minimised through the implementation of a Waste Management Plan (WMP).
 - The proposed scheme location promotes access to sustainable transport options.
 - The site is located within Flood Zone 1 and is subject to low probability of flooding.
 - A refuse management strategy has been developed to manage waste and recyclables from the operational phase of the development.
 - Materials are proposed to be responsibly sourced and materials with local environmental impact will be selected.
- 7.25 With regards to energy strategy, the development will be designed and specified in accordance with the principles of the energy hierarchy and exceeds the targets and guidance set out in Manchester City Council's Core Strategy. This includes limiting heat gains and losses through the building's fabric,

include electric panels for space heating and low energy lighting, securing carbon dioxide emissions deductions and alignment with the Places for Everyone draft document.

- 7.26 The statement submitted in support of the proposed scheme meets the requirements of local and national planning policy, specifically Policy EN 7 and EN 9 of the MCC Core Strategy and Chapter 2, and Chapter 4 of the NPPF.

Summary

- 7.27 It has been clearly demonstrated that the proposals fully accord with the relevant policies of the Development Plan, including on technical matters, and as such should be approved without delay in accordance with Paragraph 11 of the NPPF.

8. Planning Balance

- 8.1 Section 38(6) of the Planning and Compulsory Planning Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise. As demonstrated in this Statement the application proposals accord with the relevant policies of the Development Plan when read as a whole and should therefore be approved without delay in accordance with the NPPF.
- 8.2 Notwithstanding the above, if the Council does identify conflict with any policies of the Development Plan, or considers there to be less than substantial harm to heritage assets, the potential harm is clearly outweighed by the substantial economic, social and environmental benefits, as set out below:

Economic Benefits

- Significant investment and jobs will be provided through the construction period with additional local training and apprenticeship opportunities, in accordance with Policy PA1 (Developer Contributions);
- The development will provide additional household spend created by the new residents of the development, in accordance with Policy H1 (Overall Housing Provision);
- The development will lead to important wider regeneration benefits for South Manchester through the catalyst effect the regeneration of this site will have on the wider area between the City Centre and Whalley Range; and
- Given the development's highly accessible location within the City Centre, the proposed development represents a regeneration opportunity in Whalley Range, whilst also forming part of its own distinct neighbourhood, which is founded on the principles of Chapters 8 (Promoting healthy and safe communities) and 12 (Achieving well designed places) of the NPPF.

Social Benefits

- The proposals will deliver well designed housing of a range and type to meet local needs and make a positive contribution to the Council's housing in the Borough in accordance with Policy EN1 and Paragraph 124 of the NPPF;
- Secure direct investment into the local economy by improving the area's aesthetics and thereby, along with committed development in the local area, catalysing the regeneration of this location

creating an attractive environment for future investors, a key objective of MCC's Development Plan and in accordance with Policy EN1 (Design Principles and Strategic Character Areas);

- The proposals will enhance community cohesion and activities within the area and the creation of new public spaces, in accordance with Chapter 8 (Promoting healthy and safe communities) of the NPPF;
- Attract new residents which will enhance the skills base available to employers in the local area and potentially benefit businesses productivity, a key principle of Policy H2 (Strategic Housing Location); and
- The redevelopment provides public benefit by transforming a vacant, derelict site into a high quality, well-designed residential development in accordance with Chapter 12 (Achieving well-designed planed) of the NPPF.

Environmental Benefits

- Deliver the sensitive regeneration of previously developed site, which will have significant remediation and restoration benefits for the area; as well as regenerating the area of land which is currently covered by large expanses of hard standing; significantly enhancing the physical appearance of the local area;
- Ensure efficient use of previously developed land by maximising its development potential whilst taking into account key site opportunities and constraints, in accordance with Chapter 11 (Making effective use of land) of the NPPF;
- Be designed to ensure that it can function effectively from an operational perspective whilst also reinforcing an exciting and innovative design in accordance with Policy EN8 (Adaptation to Climate Change); and
- Deliver a scheme which ensures efficient use of land by maximising its development whilst taking into account key site opportunities.

8.3 In summary, the proposed development represents a highly sustainable form of development on a previously developed, but no vacant and unsafe, site which will deliver much needed housing for Manchester. The scheme proposals fully accord with the Development Plan and associated supporting planning guidance. This section has assessed the proposed development against the relevant policy considerations. The principle of the proposed residential development accords with the relevant policies of the Development Plan, notably policies H2, H3, EC2 and EC3 of the Core Strategy.

9. Construction Environmental Management Plan

- 9.1 The purpose of this section is to provide a framework for the preparation of the Construction Environmental Management Plan ("CEMP") which will be prepared prior to construction and delivered via a planning condition. The CEMP will provide details of how the proposed scheme will be managed during the construction.
- 9.2 A Construction Phase Plan is required by The CDM 2015 Regulations for any construction work carried out by contractors. This CEMP will be prepared to satisfy these regulations.
- 9.3 The CEMP will be enforced by the Contracts/Project Manager on receipt of client pre-construction information. The CEMP will be checked by the client team or his appointed Principal Designer for accuracy and robustness before commencement of site works. Following agreement of the Plan, this will be issued to the construction team and be updated/maintained on site by the site manager.

Objectives of the CEMP

- 9.4 The objectives of the CEMP are to:
- Define the existing and proposed ground levels specific to the proposed development.
 - Provide information on any environmental and sensitive local receptors relating to the construction of the development and associated infrastructure;
 - Set out actions required to manage the specified environmental risks, through consideration of design requirements, monitoring schemes and appropriate method statements.
 - Define the requirements for communication of the CEMP to the project team, environmental training and awareness, stakeholder liaison.
 - Define the processes for updating the CEMP – management reviews, incident reporting and investigation, etc.
- 9.5 The key function of the CEMP is to highlight and manage the specific environmental effects of the construction phase and to ensure that the significant negative effects are mitigated, and where practicable that additional environmental enhancements are delivered through completion of the proposed works.

Perceived Environmental Risk from Construction Activities

9.6 The perceived and potential risks which the CEMP will set out to address are:

- Contamination of soils, surface waters and groundwater through spills, run-off etc;
- Production of dust from construction activities;
- Management of construction traffic;
- Production of noise and vibration from construction activities;
- Production of construction waste from construction activities and;
- Damage to habitats (including flora and fauna and watercourses) from construction activities.

9.7 The following sets out the framework and structure of the CEMP.

Chapter 1: Project Method Statement

9.8 The section will provide a detailed description of the proposed approach to the enabling and construction programme and set out the following:

- The construction process – sets out the programme and key construction operations such as setting up of compounds, access, any remediation required, changes in levels etc. At this preliminary stage. It is anticipated that the entirety of the construction process will take 70 weeks to complete;
- Hours of operation – for the avoidance of doubt, the construction working hours will be 07:30 – 19:30 Mondays to Fridays and 08:00 to 13:00 on Saturdays. No construction work shall take place on Sundays or Bank Holidays.

Chapter 2: General Site Management

9.9 The project delivery team structure, roles and responsibilities for the overall development of the site will be presented. Roles include:

- Environmental Manager
- Ecological Liaison Officer
- Principal Contractor

- PCs Contract Manager
- Design Manager
- Sub-Contractors

9.10 Site induction procedures will be set out which will include instruction on emergency procedures and any training required for site-based staff. The project goal is zero reportable or major accidents and dangerous occurrences during construction.

9.11 Other items covered under this section of the CEMP include:

- Selection criteria for contractors and designers
- Security and fencing
- Offices and cabins
- Welfare facilities
- Emergency incidents and management
- Fire and emergency evacuation

Chapter 3: Arrangement for Controlling Significant Site Risks

9.12 Material placement, delivery, removal and waste management will be set out and measures to ensure that site services are protect and maintained.

9.13 Consideration of adjacent land uses and protecting the public to ensure activities will not create unnecessary safety issues will be undertaken. All works will be planned to protect the public and adjacent site workers from the site's activities associated with construction site movement, deep excavations and movement of materials.

9.14 Preventing of falls is considered to be one of the highest control priorities and measures will be set out to control working at height. Fuelling and hazardous liquids has the most potential for environmental impact to surface and ground water and will be tightly controlled through measures set out in this chapter.

9.15 A subsection within this part of the CEMP will set out measures to control deliveries and vehicle movement:

- Parking
- Deliveries
- Site access and vehicle movement
- Road Cleanliness

Chapter 4: Environmental Considerations and Management Measures

- 9.16 This section will set out the key environmental issues such as soil contamination and how any contaminated material will be handled, removal of any asbestos material, ground gas and set out techniques that will minimise noise and vibration. In addition to reduce the impact of dust and air emissions measures such as dust suppressants, stockpile management and speed limits on site will be considered.
- 9.17 The site management team will ensure that all site personnel are appropriately briefed on any ecological issues at the site. Specific site related issues will be set out here.

Chapter 5: Health and Safety

- 9.18 This chapter will set out the information that will be required, by the Principal Designer, for inclusion in the Health and Safety File.
- 9.19 The above sets out the framework for the CEMP. The applicant invites the requirement for a CEMP to be a condition to the planning consent.

Summary

- 9.20 In summary, this chapter of the SPS has described various components of the CEMP. This CEMP will be prepared prior to construction and delivered via a planning condition. The final CEMP once issued will provide details of how the proposed scheme will be managed during the construction.

10. Conclusion

- 10.1 This SPS has been prepared by Avison Young on behalf of Views (Holding) Limited in support of a full planning application made to Manchester City Council for a residential development at 136 Withington Road, Manchester.
- 10.2 This SPS has addressed all relevant planning policy considerations in particular the case for a residential redevelopment at the site, which is considered to fully accord with local and national planning policies when read as a whole.
- 10.3 The site is within a highly sustainable location and has excellent public transport connections to Manchester City Centre, to surrounding District Centres, and the wider region, reducing the need to travel by car and encouraging public and active transport. It is within close proximity to commercial / retail units and has very good accessibility for pedestrians and cyclists. In locational terms, the site provides excellent opportunity for a residential development.
- 10.4 The proposals have been designed with due regard to the technical assessments undertaken by the Applicant's project team. The proposals have been sensitively designed to transform this brownfield site in need of regeneration to provide a suitable residential development which will support Manchester's diverse and growing population. The proposals represent a comprehensive and high-quality scheme undertaken in line with best practice guidance and are a significant improvement on the previous designs, importantly, are deliverable in the current economic climate. The Applicant and the project team have undertaken significant pre-application consultation with the Council and local community and the feedback has been taken onboard. The scheme seeks preserve and conserve as much of the existing built fabric as possible, by retaining the building and including an additional modern extension.
- 10.5 The report has identified a series of Development Plan Documents and other material considerations to be taken into account in the determination of this application. It has clearly been demonstrated that the principle of a residential led development in this location can be robustly justified in line with local and national planning policy.
- 10.6 Furthermore, the proposed development constitutes sustainable development in accordance with the NPPF when taken as a whole. The development will deliver significant positive economic, social and environmental benefits which should be afforded considerable weight in the determination of this planning application.

- 10.7 To summarise, the proposed development represents a high quality, sustainable form of development which will provide a mix of dwelling types and sizes, within a highly accessible location along Withington Road. The scheme proposals accord with the Development Plan and is in line with national planning policy, it is respectfully requested that planning permission is granted without delay.

Appendix I

Schedule of Supporting Plans and Documents

Submission Schedule

Document	Reference / Date (MM/DD/YYYY)	Consultant/ Responsibility
Forms		
Application Form	February 2023	Avison Young
Application Fee	£16,202.20	Views Holdings Limited
Covering Letter	February 2023	Avison Young
Plans		
Location Plan	A686_P_001	Ollier Smurthwaite Architects
Proposed Black Plan	A686_P_002	Ollier Smurthwaite Architects
Proposed Site Plan	A686_P_003C	Ollier Smurthwaite Architects
Existing Context Elevations	A686_P_030	Ollier Smurthwaite Architects
Proposed Ground Floor Plan	A686_P_100	Ollier Smurthwaite Architects
Proposed Upper Ground Floor Plan	A686_P_101	Ollier Smurthwaite Architects
Proposed First Floor Plan	A686_P_102	Ollier Smurthwaite Architects
Proposed Second Floor Plan	A686_P_103	Ollier Smurthwaite Architects
Proposed Floor Plan	A686_P_104	Ollier Smurthwaite Architects
Proposed Front Elevations	A686_P_300	Ollier Smurthwaite Architects
Proposed Rear Elevation	A686_P_301	Ollier Smurthwaite Architects
Proposed Side Elevation (North)	A686_P_302	Ollier Smurthwaite Architects
Proposed Side Elevation (South)	A686_P_303	Ollier Smurthwaite Architects
Proposed Context Elevations	A686_P_310	Ollier Smurthwaite Architects
Proposed Section AA	A686_P_400	Ollier Smurthwaite Architects
Proposed Section BB	A686_P_401	Ollier Smurthwaite Architects
Proposed Section CC	A686_P_402	Ollier Smurthwaite Architects
Servicing Plan	A686_P_500	Ollier Smurthwaite Architects

Access Plan	A686_P_501	Ollier Smurthwaite Architects
Maintenance Plan	A686_P_502	Ollier Smurthwaite Architects
View 1	A686_P_600-View01	Ollier Smurthwaite Architects
View 2	A686_P_600-View02	Ollier Smurthwaite Architects
View 3	A686_P_600-View03	Ollier Smurthwaite Architects
View 4	A686_P_600-View04	Ollier Smurthwaite Architects
Section Detail AA	A686_P_1000	Ollier Smurthwaite Architects
Section Detail BB	A686_P_1001	Ollier Smurthwaite Architects
Waste Management Strategy	A686_Waste Proforma	Ollier Smurthwaite Architects
Softworks GA	321-ZZ-DW G-L-1000	Ollier Smurthwaite Architects
Area Schedule	A686_P_901	Ollier Smurthwaite Architects
Existing Site Access Pedestrian Visibility Splays	76585 CUR XX 00 D TP 04001 P01	Curtins
Swept Path Analysis Large Car	76585 CUR XX 00 D TP 05001 P01	Curtins
Swept Path Analysis 4.6t Van	76585 CUR XX 00 D TP 05002 P01	Curtins
Existing Access Visibility Splays	76585 CUR XX 00 D TP 75001 P01	Curtins
Existing Site Access Pedestrian Visibility Splays	76585 CUR XX 00 D TP 04001 P02	Curtins
Reports		
Air Quality Assessment	28/07/2022	Redmore Environmental
Aboricultural Impact Assessment	02.02.03-V2-SB	Amenity Tree Care
Acoustic Report	09/08/2023	Lighthouse Acoustic
Broadband Connectivity Assessment	23/09/2023	GTech Surveys Ltd

Construction Management Plan and Construction Waste Management Plan (CEMP)	Included in the Supporting Planning Statement	Avison Young
Crime Impact Statement	14/12/2022	GMP Design for Security
Daylight and Sunlight Study	18/12/2022	Smith Marston
Design and Access Statement	02/02/2023	Ollier Smurthwaite Architects
Ecology Assessment	26/07/2022	BEK
Environmental Standards and Energy Statement	November 2022	Element Sustainability
Façade Retention Proposal including cover letter	10/08/2022	Bell Munro
Flood Risk Assessment and Drainage Strategy	12/09/2022	Curtins
Local Labour Agreement	February 2023	Avison Young
Heritage Impact Assessment	January 2023	Turley
Phase 1 Preliminary Risk Assessment	28/07/2022	BEK
Structural Inspection and Report	22/05/2020	Holloway Jennings
Structural Survey Report	15/03/2021	Renaissance
Supporting Planning Statement	February 2023	Avison Young
Transport Statement	23/01/2023	Curtins
Travel Plan	23/01/2023	Curtins
Viability Assessment	12/12/2022	Roger Hannah

Appendix II

Site Location Plan



Appendix III

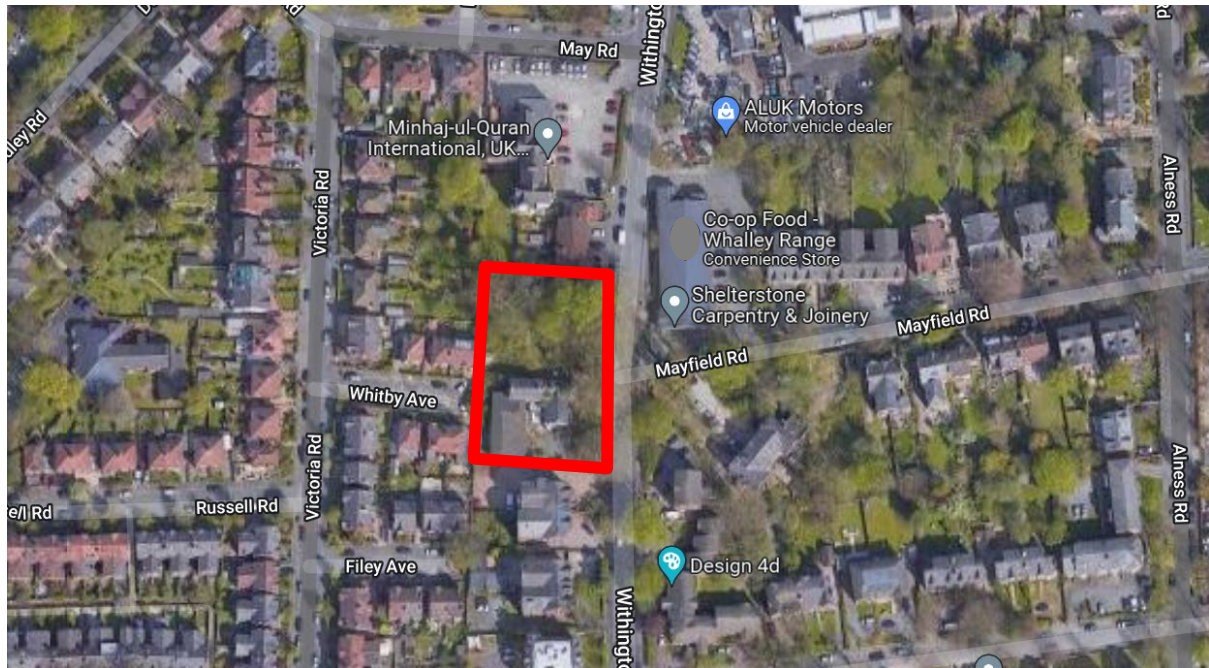
Consultation Letter

12 May 2022

Dear Resident,

PROPOSED NEW HOMES AT 136 WITHINGTON ROAD, WHALLEY RANGE

VIEWS would like to invite you to join them at 136 Withington Road on Saturday 21 May, between 11am and 4pm, for a public consultation on draft proposals for the refurbishment and extension of the building into new homes.



The emerging proposals for 136 Withington Road provide an opportunity to transform the building, breathing a new lease of life into it and creating much needed new homes to support the area's diverse and growing community.

Views have already engaged with Planning Officers at Manchester City Council, who are supportive of the principle of the development and the emerging design. Now we would like to obtain the views of the local community.

I hope to see you at our consultation on Saturday 21 May.

If you can't make it to our event, you will be able to view the emerging proposals and provide feedback through our consultation website which will be live from 21 May to 31 May.

<https://www.avisonyoung.co.uk/planning-consultations>

Yours sincerely

Patrick Sheridan

Senior Development Manager

Appendix IV

Second Consultation Letter

31st August 2022

Dear Resident,

PROPOSED NEW HOMES AT 136 WITHINGTON ROAD, WHALLEY RANGE

Views would like to thank everyone who attended our consultation event, or visited our online display, in May and provided us with useful comments on our initial proposals for 136 Withington Road.

The feedback we received was broadly supportive of our plans to convert the building into new homes and our design team has worked hard to respond to some of the more detailed feedback we received. We have also continued to evolve the scheme to align with Manchester City Council planning policies and we are now in a position to present our updated proposals to you, ahead of the formal planning application.

We would be grateful if you took the time to review the updated proposals via the website address below and provide feedback through our consultation website which will be live from 01 September to 11 September 2022.

<https://www.avisonyoung.co.uk/planning-consultations>

The emerging proposals for 136 Withington Road provide an opportunity to transform the derelict site, breathing a new lease of life into it and creating much needed new homes to support the area's diverse and growing community.



We look forward to receiving your feedback on our latest plans.

Yours sincerely

Patrick Sheridan

Senior Development Manager

Appendix V

Consultation Boards

HISTORIC CONTEXT

WHALLEY RANGE

In the 1830's, prominent banker and industrialist Samuel Brooks had a grand plan to build “a desirable estate for gentlemen and their families” for the wealthy who wanted to live in the countryside, but still be close to Manchester.

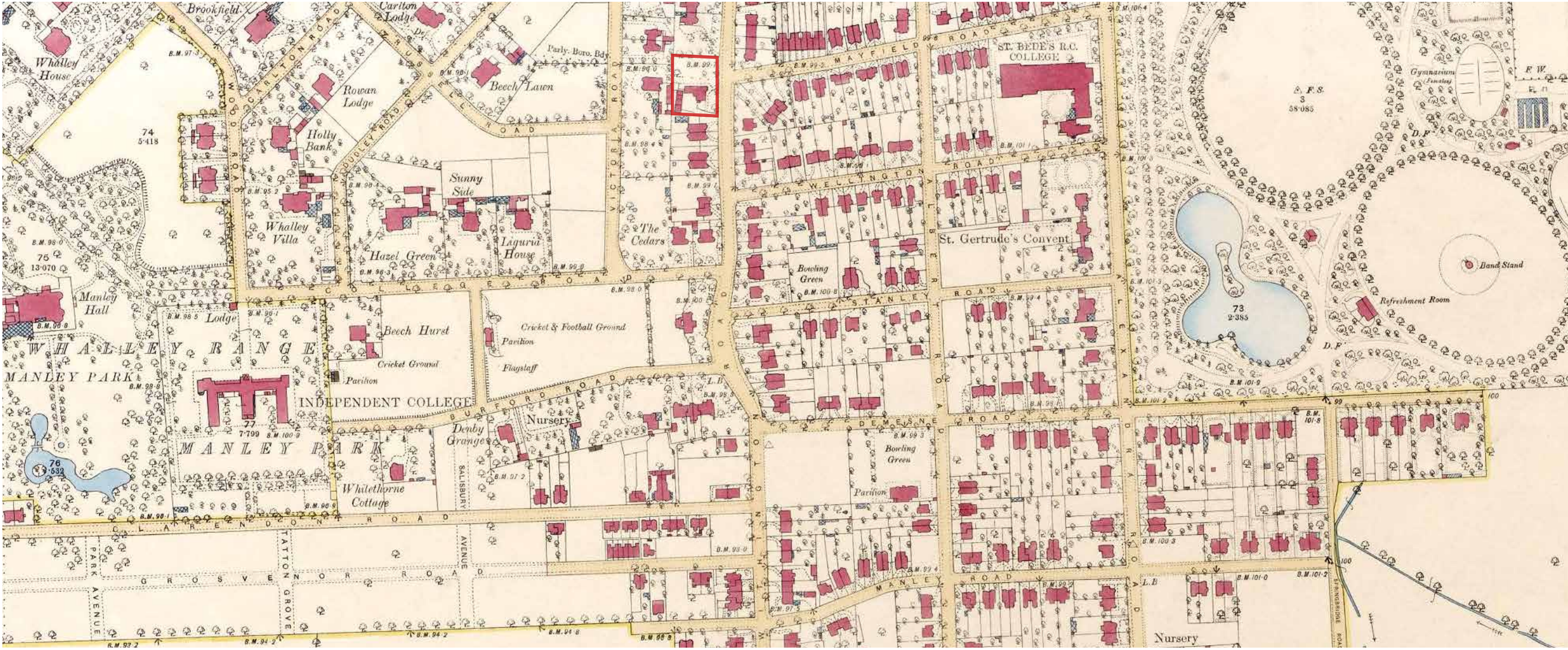
Brooks bought 39 acres of land from Robert Fielden, called Oak Farm and then acquired 42 acres from the Egerton Estate. He drained the land which had been farms and clay pits. Then built the tree-lined avenues including Withington Road, Upper Chorlton Road, Dudley Road and Whalley Road and populated them with handsome villas including one for himself. Individual building plots were also sold with strict rules to ensure the new homes matched Brooks’ vision for the area.

He named the estate Whalley Range after his childhood home Whalley in Lancashire and it was one of the city’s first planned suburbs.

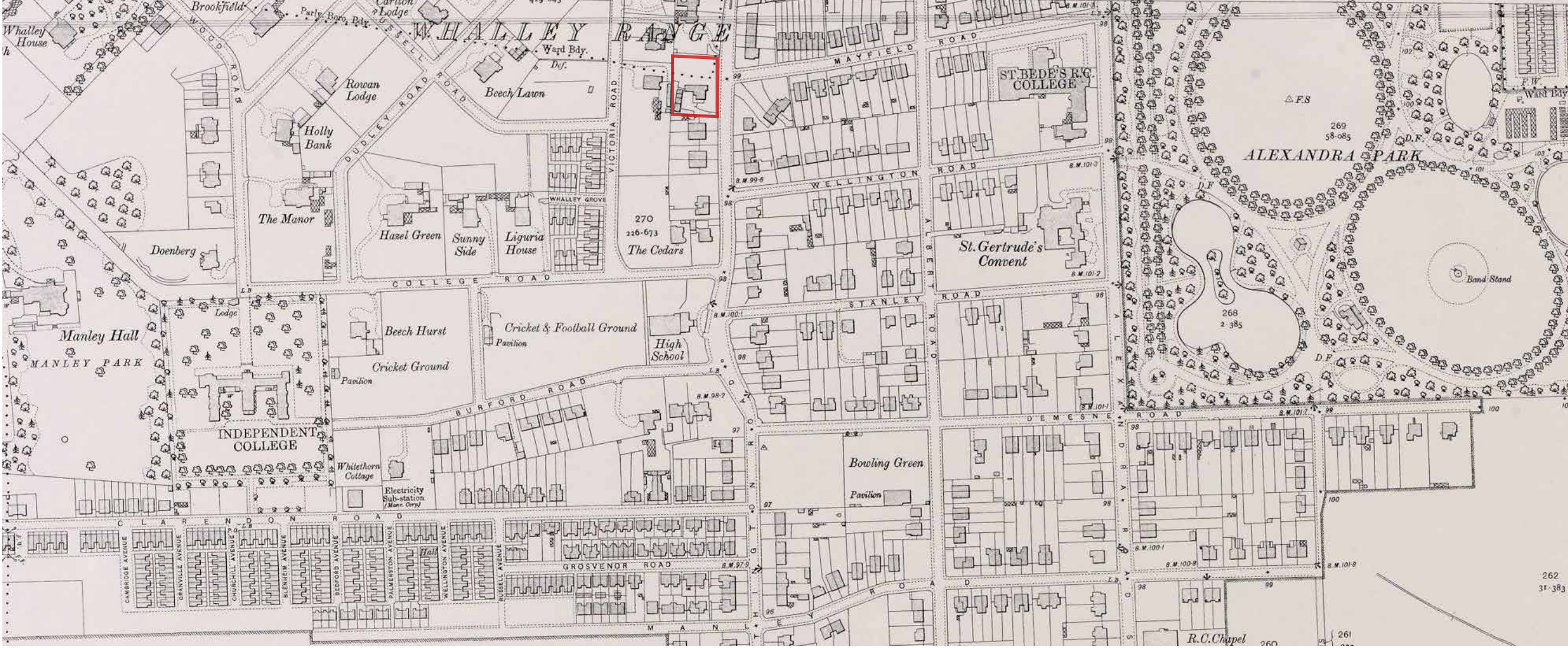
Whalley Range remained a middle class suburb until the mid-20th Century, when opportunistic landlords bought many of the large Victorian villas and turned them into bedsits. In more recent times, following regeneration investment, families have started moving back into the area, joining the established and diverse community.



1848



1894



1907



1930



1950

SITE CONTEXT

WALTON COTTAGE

NELLO JAMES CENTRE

The house can be seen on early maps from 1848, where it is called Rose Cottage, it is in a rural setting and may originally have been a small farm cottage.

In 1887 Emma Ann Richardson acquired the house and moved in with her husband in 1901. They may have added the north wing to the cottage during this time, upgrading the house from a simple farm cottage to a larger family home.

From 1914-16 the British Red Cross used the building as an auxiliary hospital, providing beds for 15 patients, before moving to larger premises at Sunnyside House on College Road.

Records are not very clear but it is understood the British Red Cross owned the building up to 1971 when it was purchased by the Walton Cottage Education Trust, with funds provided by Vanessa Redgrave and it became known as the Nello James Centre.

The centre was named in honour of Ms Redgrave's good friend C.L.R. James, a West Indian born cultural historian, cricket writer and political activist and a leading figure in the Pan-African movement,

The centre was described as the “free university.” Evening classes in a wide range of subjects were offered, legal advice was offered to the community, there was a second-hand furniture shop, Sunday morning food market and artist's market.

The Nello James Centre and its heritage is a point of cultural importance to the community in Whalley Range and is a source of inspiration and many memories for those who used it. The centre closed approximately 10 years ago and fell into disrepair. In 2015 the community organised to try and acquire the centre but unfortunately were unsuccessful.

When they sold the building, we understand the Walton Cottage Education Trust planned to reinvest any profits from the sale back into community facilities. We have spoken to and written to the Walton Cottage Education Trust, they recently replied to our enquiries and told us about new premises on Stretford Rd where they plan to re-provide some of the facilities that existed in the Nello James Centre. Further information about the Trust can be found on the Charities Commission website.



WALTON COTTAGE 1961



WITHINGTON ROAD AND CHORLTON ROAD - 1906



THE ALLIED LIBRARY - 1962



WITHINGTON ROAD - 1961



WHALLEY COTTAGE - 1960



CARLTON ROAD - 1908



OUTBUILDINGS TO 138 WITHINGTON ROAD 1961



136-138 WITHINGTON ROAD 1961

ARCHITECTURAL CHARACTER

The architectural character of the site is dictated by the origins of the area dating back to Samuel Brooks' plan for Whalley Range. Large semi-detached houses and terraced rows, many three or more storeys, still exist and these building types define the architectural character of the area together with the gardens and mature trees that surround them.

Red brick, red/orange brick, yellow brick and stone details are all common materials in Whalley Range as well as large bay windows, projecting bays and gables.

Many houses in the area are three or more storeys or have had lofts converted and dormers added to provide extra floor area. Large driveways, front and rear gardens are common in the area that aligns with the traditional design of avenues lined with mature planting.



NELLO JAMES COMMUNITY CENTRE - PRESENT DAY



77 CARLTON ROAD



27 WELLINGTON ROAD



159 WITHINGTON ROAD



147 WITHINGTON ROAD



31 MAYFIELD ROAD



OVERGROWN LAND TO NORTH OF BUILDING



WALTON COTTAGE VIEW FROM WITHINGTON ROAD

SITE CONSTRAINTS

Before we started to consider any proposals for the site we carried out a constraints study.

The historic importance of the existing building and the longevity of its existence in this location made retaining the building a primary requirement of any new proposals.

The site located in a conservation area and the existing mature trees give the site a unique character so retaining all the trees of any quality and value is also very important.

The Northern end of the site isn't built on and this openness is a unique character of

the site. It also signifies where the historic front entrance of the building was.

There is an established building line along Withington Road which we feel is important to maintain.

The spacing and gaps between buildings within the conservation area are also important so any new buildings should respect these distances from building to site boundary to maintain separation between buildings.

This constraints study, along with the historic and contextual analysis, have informed how the site might be redeveloped.



INITIAL PROPOSALS

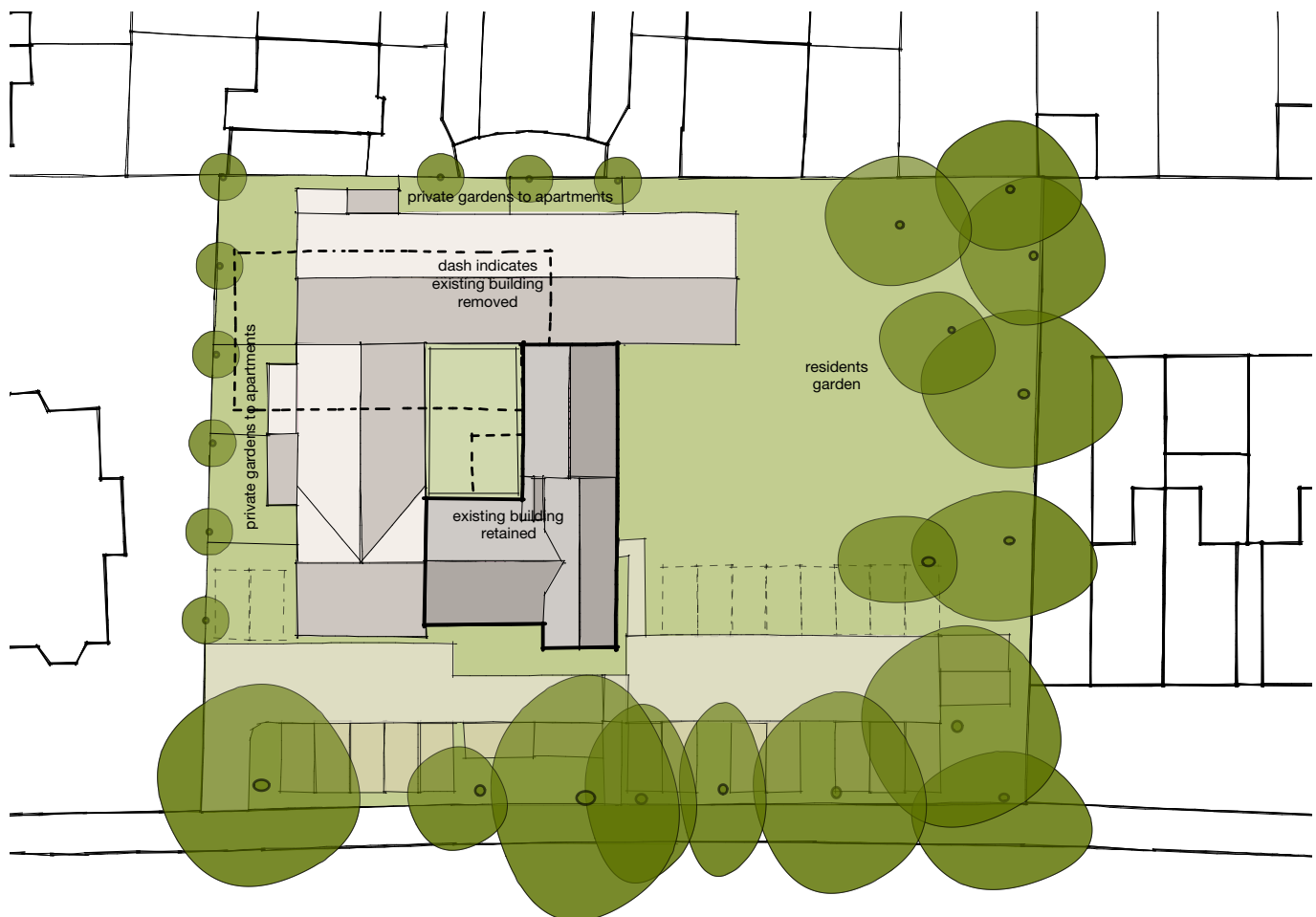
OPTION 1

- Smallest footprint.
- Tallest ridge height matches neighbouring 5 storey dwellings on Withington Road.
- Maximises green space.



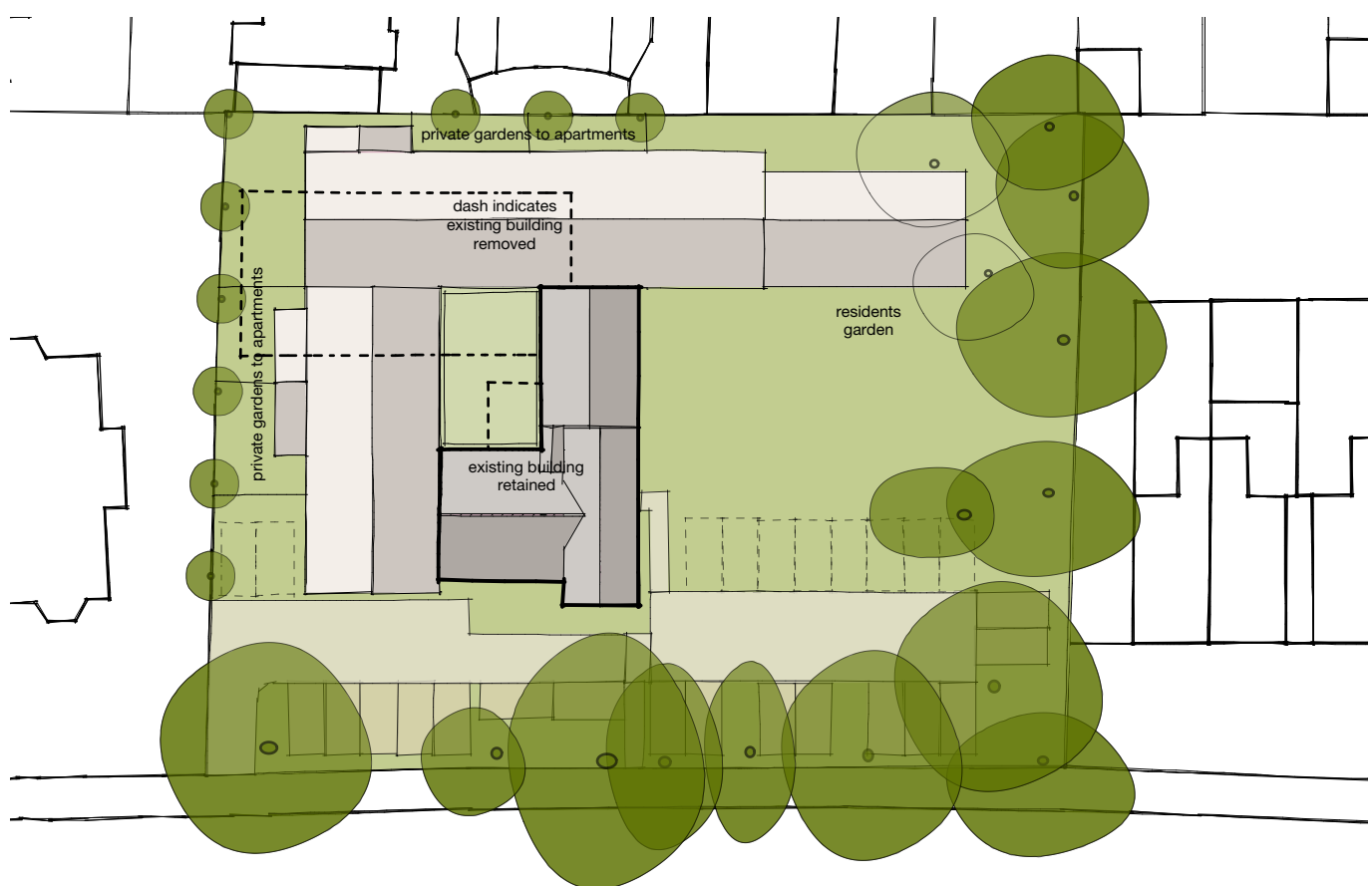
OPTION 2

- Larger footprint.
- Ridge blends with surroundings on all sides.
- Retain most of the green space.



OPTION 3

- Largest footprint.
- Low ridge height complements properties to Whitby Avenue.
- Reduced green space.



ENVIRONMENTAL MEASURES

We propose to implement environmental measures which are focused on minimising carbon emissions and maintaining the rich ecological value of the site.



SUPER INSULATED HOMES

The new homes will benefit from very high levels of insulation to the walls, windows, floors and roofs. This will have a big carbon benefit compared to existing homes and will significantly reduce heating bills.



PHOTOVOLTAIC ROOF PANELS & RENEWABLE ELECTRICITY

Some of the proposed roof area is south facing and may be suitable for installing solar PV panels. The panels convert the sun's energy into electricity for the building and reduces our reliance on the national grid. As we progress the detailed design we will investigate if we can install PV panels.



TRAVEL CHOICES

The site is located close to the city centre and other local centres. Cycling and walking for lots of journeys should be an easy choice for the future residents.

A secure bike store will be included, as part of the development, so each resident has space to store a bike and as part of the detailed design we will be investigating how we can accommodate electric bike charging.

Electric vehicle charging points will be provided in the car parking area, so any resident who owns a car can swap over to an electric vehicle when they want to.

HOT WATER

Hot water will be provided by highly efficient air source heat pumps. The pumps are powered by electricity and while the national grid is not yet fully renewable, the government has set a target for this to happen by 2035.



RECYCLING MATERIALS & LOW EMBODIED CARBON

We plan to recover bricks and other building materials such as roof slates for reuse in our development where possible.

We will be targeting the use of other materials with low embodied carbon such as timber. The facades of any new building are likely to be in brick, to blend in with the existing surroundings. New bricks have a relatively high Carbon footprint but as we plan for the building to last for two hundred years, the initial carbon footprint is not as significant.



ECOLOGY

Thanks to the existing large mature trees, the site benefits from a rich ecology and it is our responsibility to protect it and look at how we can enhance it.

We will investigate installing nesting boxes and planting a range of flowers and shrubs that support insects and bees. We may even introduce a natural pond to enhance the ecology of the site.



Contact details

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Planner

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