



**123 BARLOW MOOR ROAD
DIDSBURY
MANCHESTER
M20 2TS**

**APPLICATION TO DEMOLISH THE EXISTING BUILDING AND
REDEVELOP THE SITE WITH A PAIR OF 4 BED/3-STOREY SEMI-
DETACHED HOUSES AND ANCILLARY 1 BED/2-STOREY SEMI-
DETACHED ANNEXES AT REAR, WITH PARKING AND
LANDSCAPING OF SITE**

PLANNING STATEMENT

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LUDLAM ASSOCIATES
OCTOBER 2022**

INTRODUCTION

This Planning Statement has been prepared for a Planning Application in respect of a site at 123 Barlow Moor Road, Didsbury, on behalf of the owner Marco Investments.

SITE DESCRIPTION

The site is a rectangular shape which is 0.11Ha (0.276 acres) in area. It lies on the south side of Barlow Moor Road, close to the junction with Palatine Road. Immediately to the west is a block of 3-storey flats, Broomfield Court, developed and managed by Anchor Housing Association. To the east is a detached 2-storey private dwellinghouse which is sited at an angle facing the traffic light junction. There are 2 other detached 2-storey dwellings on this boundary. To the southern rear boundary is a large 3-storey building converted to flats (201 Palatine Road).

The site is flat and laid out to tarmac at the front and west, providing frontage car parking. The rear garden is laid out to grass with planting to the boundaries.

LAWFUL USE

The property is a 1950's 5 bedroomed bungalow which has been adapted to meet the needs of people with physical disabilities and mental health issues. It was leased by the Anchor Housing Trust to a charity, Creative Support, from 1997 on a 20-year term to provide supported accommodation for that groups needs. It ceased that use in 2017, was marketed and recently acquired by Marco Investments.

A Local Authority search revealed no record of any planning permissions for the above use. A Building Regulations Application Ref: FP/96/22566 dated April 1996 referred to "*Alterations to a house in Multiple Occupation*".

PLANNING POLICY

THE MANCHESTER LDF CORE STRATEGY was adopted on 11th July 2012. The site has no specific allocation, but the following general policies are applicable:

Policy **H6** - South Manchester (Housing)

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

PLANNING HISTORY

- 126591/FO/2020** Erection of a 3-storey building to form 12 self-contained apartments with associated landscaping, car parking, cycle and bin stores following demolition of existing building.
Refused 4th November 2020
Appeal Dismissed 12th July 2021
- 034160** Outline application for the erection of a 24-bedroom nursing home, alterations to existing building.
Approved.
9th August 1990
- 033323** Erection of a 32-bedroom nursing home with 12 car parking spaces after demolition of existing building.
Withdrawn.
3rd March 1989

SUBMITTED INFORMATION

Dwg. 318 PD 0000	Location Plan	<u>JDA Architects</u>
Dwg. 318 PD 0001	Existing Site Plan	
Dwg. 318 PD 0002	Existing Streetscape	
Dwg. 318 PD 1101	Proposed Site Plan	
Dwg. 318 PD 1102	Proposed Streetscape	
Dwg. 318 PD 1103	Proposed Site Section S1	
Dwg. 318 PD 1104	Proposed Ground Floor Plan	
Dwg. 318 PD 1105	Proposed First Floor Plan	
Dwg. 318 PD 1106	Proposed Second Floor Plan	
Dwg. 318 PD 1107	Proposed Main House Plan	
Dwg. 318 PD 1108	Proposed Main House Plan	
Dwg. 318 PD 1109	Main House Sections and Elevations	
Dwg. 318 PD 1110	Proposed Annex Plans	
Dwg. 318 PD 1111	Proposed Annex Section	

Design and Access Statement

4420	Landscape Strategy	<u>DEP Landscape</u>
4420.04 Rev A	Landscape Layout	
4420.05	Planting Plan	

PM.FULL.05.09.22	<u>Peter Murray</u> <u>Tree Consultant</u>
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2829.BCL.00-XX-C-RP-0001 Drainage Strategy Report	<u>Brennan Consult</u>
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Planning Statement	<u>Ludlam Associates</u>
Bat Survey Update 2022	<u>Dunelm Ecology</u>

PROPOSED DEVELOPMENT

The proposal is to *“Demolish the existing building and redevelop the site with a pair of 4 bed/3-storey semi-detached houses and ancillary 1 bed/2-storey semi-detached annexes at rear, with parking and landscaping of site”*.

PLANNING POLICY

This is currently reported to the Planning and Highways Committee:

The National Planning Policy Framework (NPPF) (February 2019)

The NPPF sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Para. **11** states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

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

Para.**59** 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.

Para.**68** states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

Para.**102** states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Para.105 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Para.155 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

Para.163 states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere.

Core Strategy Development Plan Document

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 replaces significant elements of the Unitary Development Plan (UDP) as the document that 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. Relevant policies in the Core Strategy are detailed below:

Policy SP1 - Spatial Principles

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 and protect and enhance the built and natural environment.

Policy H1 - Overall Housing Provision

This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation

- Prioritise sites which are in close proximity to centres of high frequency public transport routes
- Be designed to give privacy to both its residents and neighbours.

Policy **H6** - South Manchester

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

Policy **EN 1** - Design Principles and Strategic Character Areas

This policy states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

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

This policy states that all developments must follow the principle of the Energy Hierarchy; to reduce the need for energy through energy efficient design and features; and, meet residual energy requirements through the use of low or zero carbon energy generating technologies.

Policy **EN 8** - Adaption to Climate Change

This policy requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy **EN 16** - Air Quality

The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

Policy **EN 19** – Waste

This states that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.

Policy **T2** - Accessible areas of opportunity and need

This seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.

Policy DM1 - Development Management

This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document

- Appropriate siting, layout, scale, form, massing, materials and detail
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes
- Community safety and crime prevention
- Design for health
- Adequacy of internal accommodation and external amenity space
- Refuse storage and collection
- Vehicular access and car parking
- Effects relating to biodiversity, landscape, archaeological or built heritage
- Green Infrastructure including open space, both public and private
- The use of alternatives to peat-based products in landscaping/gardens within development schemes
- Flood risk and drainage
- Existing or proposed hazardous installations
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply).

Saved UDP Policies

Policy DC26 - Development and Noise

This states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses

will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow. Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Manchester Residential Quality Guidance 2016

This sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016).

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards, and this has been applied to an assessment of the size and quality of the proposed houses.

Guide to Development in Manchester Supplementary Planning Guidance

This recognises the importance of an area's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas

should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

STRATEGIC HOUSING LAND AVAILABILITY ASSESSMENT (SHLAA) 2020

The SHLAA is produced annually to identify the deliverable housing land supply figure. The latest data is to 31st March 2020 and indicates there are sufficient deliverable sites to meet Manchester's local housing need for the period of April 2019 to March 2024.

The application site was not identified in the SHLAA and is therefore a windfall site. Para.68 of the NPPF states that:

"To promote the development of a good mix of sites local planning authorities should:

- a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;*
- b) use tools such as area-wide design assessments and Local Development Orders to help bring small and medium sized sites forward;*
- c) support the development of windfall sites through their policies and decisions giving great weight to the benefits of using suitable sites within existing settlements for homes; and*
- d) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes".*

Policy **H6** – South Manchester states that: *"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".*

None of the sites identified in the SHLAA are within or adjoining a district centre (in this case Didsbury); none are designed to meet the needs of elderly people and none add to the stock of affordable housing.

THE FOLLOWING ISSUES ARE RELEVANT

The principle of residential development

The site lies within an established residential area and has been used for residential purposes in the past, albeit for a specific group of people requiring supported living.

The site has not been used for a single-family dwelling for over 20 years and the adaptation works to the building have rendered it unsuitable for the original use.

The site is in the close proximity to 3-storey flat developments, both on Barlow Moor Road and Palatine Road. These include Broomfield Court (No.121 Barlow Moor Road) immediately adjacent, Victoria Grange (No.119 Barlow Moor Road) Lismore (No.54 Barlow Moor Road) and No.173 Palatine Road opposite the site.

The proposed development would provide multi-generational living which would meet an identified need for family housing in the area. This type of accommodation is flexible and can adapt to the needs of a family as they change over time. The Annexes would not be separately occupied to the main houses, but each would form one planning unit, to be occupied as a house and ancillary annexe. This can be controlled by condition on any planning approval.

Layout/Design Considerations

This is described in detail in the Design and Access Statement which is submitted.

The proposed layout makes the best use of the site, respecting the front and rear building lines of the adjacent Broomfield Court and meeting privacy distances to the surrounding residential uses.

The layout utilises the existing frontage car park which would be divided between the 2 properties and screened by supplementary planting. The amenity spaces would also be landscaped.

The submitted Proposed Streetscape to Barlow Moor Road demonstrates how the height, scale and massing of the proposed building is appropriate in its context and makes a positive contribution as compared to the existing out of character bungalow.

The design of the building would be a high-quality, traditional architectural style in keeping with the surrounding area and using an appropriate palette of materials.

Highways/Parking

The existing access to Barlow Moor Road would be utilised and an additional access created.

There would be 2 car parking spaces for each dwelling and turning space. This is a highly sustainable location, within easy walking distance to the local parade of shops on Barlow Moor Road and nearby public houses, restaurants, park and school; slightly further walking distances are the larger centres of Didsbury and West Didsbury. There is a bus stop immediately outside the site, with regular and frequent

bus routes. There is also a cycle route along Barlow Moor Road, and a cycle store within the building. The expected traffic generation would be minimal and easily accommodated on Barlow Moor Road.

Trees

An Arboricultural Implications Assessment is submitted.

Affordable Housing

The proposed development would fall below the threshold in Core Strategy Policy **H8** 'Affordable Housing'.

Ecology

A Bat Survey conducted by Dunelm Ecology in 2022 confirmed there is no evidence of bats roosting on the site.

Drainage

A Drainage Scheme is submitted.

Pre-Application Consultation

A Pre-Application Consultation was carried out with David Lawless, Senior Planner. The proposals were amended following receipt of his comments.