

Heritage/Design & Access Statement

Proposed demolition of existing asbestos garage and construction of new single storey garage connecting to main property. Proposed new flat roof.

21 Windsor Road Newton Heath Manchester M40 1QQ.

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38 Repton Avenue
Hyde
SK14 2LG

Email: Info@slhhomedesign.co.uk

Introduction

This statement is submitted on behalf of the applicant in support of a Household planning and Demolition within a conservation area application to construct a new single storey garage in replace of the existing asbestos garage which is to be demolished. A new flat roof is to be constructed over the single storey part of the house which are single storey. This will be extended over the courtyard area and produce a sheltered area as a result.

Site and Surroundings

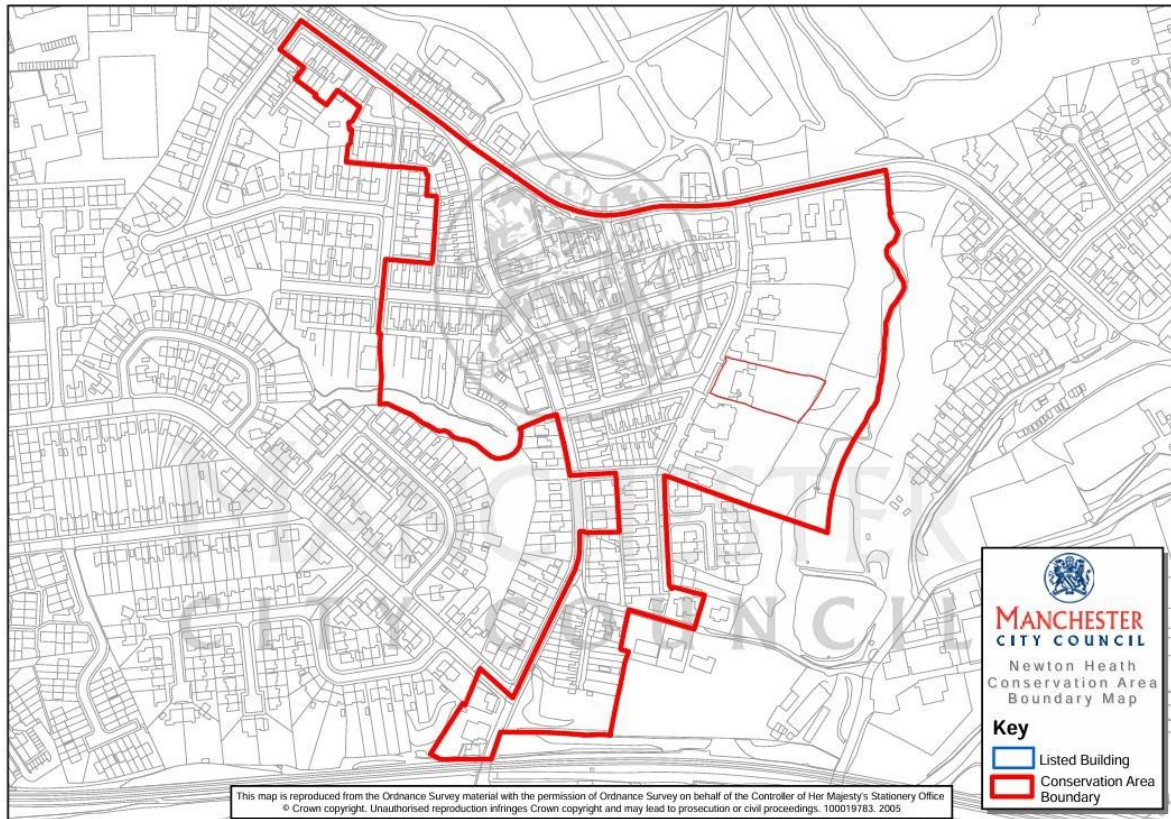
The site is set within a predominantly residential area and is shown edged red on the site application boundary plan (Fig. 1). The site is bounded by privately owned dwellings and has pedestrian and vehicular access from The Crescent.

The house is sited within the Graver Lane Conservation Area (Newton Heath) which is almost entirely in residential use, with individual houses dating back to the 1860s and 1870s. The dwelling is set in a spacious plot in area of low density residential housing.

Figure 1 — Existing aerial OS view



Graver Lane Conservation Area (Newton Heath) 21 Windsor Road Highlighted



Relevant Policy Context

- *4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the Development Plan taking into consideration any material considerations relevant to the determination of the application.*

Manchester Core Strategy

- *4.2 The Development Plan comprises of, at a local level, the Council's Core Strategy (CS), adopted 2012, which establishes the strategic planning policy framework for the period up to 2027. The following policies are of relevance:*
- *Policy DM 1 - states that development proposals should have regard to a range of specific issues such as impacts upon neighbouring residential amenity, accessibility, highway safety, access and car parking provision.*
- *Policy SP1 – sets out the spatial principles that guide development in the City. The policy states that development in all parts of the City should make a positive contribution to neighbourhoods of choice.*
- *Policy H1 - Proposals for new residential development should contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing population. Priority should be given to sites which are in close proximity to centres of high frequency public transport routes and to the re-use of previously developed sites in sustainable locations*
- *Policy H8 - sets out the Council's affordable housing requirements and states that the requirement applies to residential developments where 15 or more units are proposed only*
- *Policy EN3 - seeks to protect the character of the City's heritage assets from the effects of development.*
- *Policy ENV 4 - Proposals should minimise the need to travel by ensuring they are developed in appropriate locations close to existing or proposed services. Consideration should be given to locating new housing, employment and service developments near to each other to give people the opportunity to live and work within a sustainable distance*
- *Policy T2 – new developments should be easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.*

National Planning Policy Framework (NPPF)

- *The NPPF is also relevant and sets out the Government's planning policies. The NPPF lists 12 core planning principles which should underpin both plan making and decision-taking. Within the core principles (paragraph 17) the following should be taken in to account when determining this application:*
- *[Planning should:] “proactively drive and support sustainable economic development to deliver the homes... that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.” - “always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.”*
- *Paragraph 49 states that Housing applications should be considered in the context of the presumption in favour of sustainable development.*

- *Paragraph 50 goes on to state that local planning authorities should deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. 10 4.5 4.6*
- *The general perspective from the NPPF is that planning should proactively drive growth and support sustainable economic development. It also states that planning should make effective use of land by reusing land that has been previously developed and sets out a presumption in favour of sustainable development.*
- *Paragraph 128, requires developers to identify any heritage assets which may be impacted by a proposed development and describe its significance, including any contribution to that significance that may be made by the asset's setting. The level of detail should be proportionate to asset's significance and should allow the planning authority to understand potential impacts to that significance.*
- *Paragraph 129 states Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage assets conservation and any aspect of the proposal.*

Unitary Development Plan (UDP)

- *4.7 Policy DC18.1 Conservation Areas states that the Council will seek to preserve and enhance the character of its designated conservation areas. 11 Other Relevant Policy documents / information Manchester Residential Quality Guidance 4.8 4.9*
- *The Manchester Residential Quality Guidance document sets out guidance for design quality standards for residential development in the city. The document seeks to provide clear direction to all those involved in the development of, the construction of and the management of new homes in the city. The guidance seeks to promote development that will be designed with full regard to the principles of sustainability, including accessibility for all, energy efficiency and the contribution that the public realm can make to the 'greening' of the City. The guidance seeks to promote the development of neighbourhoods that make it easy for people to get around by means other than the car.*

Justification for the development

The existing property is located on a row of large detached properties. Being visible from Windsor Road and Windsor Street. With greenland namely The Dells to the rear.

It is the intention to demolish the existing asbestos garage and replace it with a new wider garage which connects to the main house, the height will remain the same as existing and the materials used will be conservation friendly and they will compliment the main house. There will be a new flat roof, EDPM type to be constructed over the existing single storey side buildings. This new roof will become 1 outdoor seating terrace.

The extension to the property is located wholly within the existing walled garden area. The shared boundary wall and Party wall with No. 23 Windsor Road will be constructed in agreement with the adjoining owners (party wall act).

Design Principles

The UDP provide guiding principles for development taking into consideration issues of layout, density, scale, massing, materials, landscape, access and local distinctiveness and character. These issues have been taken into consideration when developing the proposal and are detailed in the following text.

Mass and height of the building

The existing site (21 Windsor Road) is an established residential detached property with walls constructed in brick and natural slate roof. The proposal is to construct a garage in place of an existing garage which is to be demolished, this will be the same height as the existing garage. The flat roof will be raised higher than existing, but will fall behind the Arched brickwork to the front, so no visible changes will be noticeable.

Siting and density

The proposals allow the full, effective and efficient use of developable land within the site, whilst consideration is given to the surrounding properties amenity and the wider street scene.

It is considered that the relationship with all the existing residential dwellings adjoining the site will be acceptable without causing overlooking or an unacceptable impact on the amenities that the residents currently enjoy.

Distinctiveness and Character

The surrounding area has a variety of housing styles and external materials. However, the proposed materials and design will be closely matched to those of the existing dwelling to maintain its character and appearance. The flat roof will be disguised by the arched brickwork to the driveway and therefore not visible.

Sustainability

The asbestos to the existing garage will be professionally demolished and disposed of.

Access

Located in a mature residential area and providing excellent access to public transport the site is ideally located close to a good public transport network into Manchester city centres and surrounding areas.

Walking and cycling

The surrounding roads are sufficiently wide to promote safe cycling and pedestrian access to all local amenities in the area.

Bus & Rail

Bus stops are located on Berry Brow and Hulmes Road with frequent services to Manchester and other surrounding residential suburbs.

The nearest tram stop is at Edge Lane being approximately 1000 metres of the site and within reasonable walking distance giving access to Manchester city centre.

Car Parking

An existing hard standing area provides car parking for the existing dwelling. There are no plans to change the hard standing for vehicles.

Local Amenities

Newton Heath is within easy walking distance and provides shops/stores, restaurants and many local businesses and services with a mix of retail/office/commercial use.

Conclusion

1. The design of the new garage being the same height as the existing garage, with a slightly bigger footprint causes minimal impact to the surrounding areas and the neighbors. The materials are inkeeping with the main house and will form one building when the garage connects. The flat roof being raised and extended will be hidden behind the Arched brickwork feature, with the walls that extend up to the underside of the roof matching the same construction as existing, This will create an almost unnoticeable roof raise from public view.

