Paul Butler Associates
Planning, Development & Heritage Consultants

105 - 111 Egerton Road, Manchester, M14 6RD

Planning Statement

August 2026

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Appendix 1: Photographs of the Existing Accommodation

1. Introduction

1.1 This Planning Statement has been prepared by Paul Butler Associates Ltd on behalf of FWD INVESTMENTS (NW) LTD. The statement has been provided in support of a planning application for a residential development at 105 - 111 Egerton Road, Manchester, M14 6RD. The site currently comprises 12 x 1 bed apartments however these are currently in need of investment and refurbishment (see photographs at Appendix 1). The proposals are for the refurbishment and extension of the property to deliver 14 x apartments (comprising 9 x 1 bed and 5 x 2 bed). A three-storey rear extension is proposed with minor elevation alterations. The proposal will provide a significant enhancement to the quality and size of the accommodation, whilst also providing new residential accommodation through the redevelopment of previously developed land, in a sustainable and accessible location.

1.2 To provide a clear understanding of the application proposal this statement includes:

- A description of the application site and surrounding area;
- A review of relevant planning history;
- A description of the proposed scheme;
- A review of national and local planning policies of relevance to the scheme;
- An appraisal of the scheme against relevant planning policies and an assessment of the scheme in relation to its immediate and surrounding context; and,
- A conclusion.

1.3 The Statement should be read alongside the application forms and drawings prepared by Martin Degnen and James, and the following specialist reports:

- Design and Access Statement (prepared by Martin Degen and James)
- Energy and Sustainability Statement (prepared by Civic)
- Flood Risk Assessment and Drainage Strategy (prepared by Urban Water)
- Preliminary Roost Assessment for Bats (prepared by Pennine Ecological)
- Waste Management Strategy (prepared by Paul Butler Associates)

2. The Application Site and Surrounding Area

2.1 The subject site comprises 105 - 111 Egerton Road, Manchester, M14 6RD (see figure 2.1 below). The site lies on the eastern side of Egerton Road and is bounded by an apartment block to the north, and two storey terraced housing on Ellesmere Terrace to the east. To the south of the site there are terraced properties which front onto Mauldeth Road and have commercial units at ground floor. The site is broadly rectangular in shape and approximately 915 sqm in area.



Figure 2.1: Aerial view with the approximate boundary of the application site outlined red.

2.2 The application site is occupied by a residential apartment block, with associated car parking and bin storage to the rear (accessed via Ellesmere Terrace). The apartment block is set back from Egerton Road behind an area of lawned front garden. The application building currently comprises 12 x 1 bed apartments, which have been formed from the conversion of four former terraced houses. The end terrace at the southern end does not form part of the application building / the application site.

2.3 The application property is constructed of red / brown brick with a concrete tile pitched roof. The building is two storeys with a basement and accommodation in the roofspace. On the front elevation there are bay windows at ground floor and flat roof dormers have been inserted at eaves level. Windows are uPVC throughout. The rear elevation has been altered with various window sizes, rooflights and two – three storey projections.



Figure 2.2: View of rear elevation.

2.4 The surrounding area is mixed in nature. Residential development varies in date of construction, style and dwelling type including semi-detached houses, two and three storey terraced housing and apartment blocks. There is a cluster of commercial uses to the south east of the site located along Mauldeth Road. They include everyday amenities such as convenience stores, take-aways, a barbers and hair dressers, a medical clinic and bakery. Other uses in the wider area include religious buildings and high quality recreational spaces such as Withington Bowling Club and Ladybarn Park.

2.5 The site is approximately 2km to the south of Manchester City Centre, and approximately 500m to the south of Fallowfield District Centre. The property is close to high frequency bus stops on Mauldeth Road which are served by regular bus services to destinations including Gorton, Stockport, Openshaw, Newton Heath, Moss Side, and the Trafford Centre.

2.6 In terms of planning policy designations, the site is located within South Manchester. The site is not located in a Conservation Area and does not include any listed buildings. The closest listed building is 188 Ladybarn Lane (Grade II listed), which is located approximately 20m to the northeast of the site boundary. No TPOs have been identified on site.

2.7 The site is not located within an air quality management area (AQMA). The site is located partly in Flood Zone 3.

3. Planning History and Pre-application Consultation

Planning History

3.1 A planning history search of Manchester City Council's online planning map was undertaken in August 2026. Only one application was identified for the property and is presented in the table below:

Address	Reference	Description	Decision
105-111, Egerton Road, Fallowfield Withington	022785	Conversion of four houses into a total of twelve self-contained flats, with new dormers, rear extensions and external alterations	Approve 06/2/1985

Pre-application Consultation

3.2 Prior to submission of this planning application pre-application consultation has taken place with Manchester City Council Planning Department. An initial scheme for the refurbishment and extension of the building to provide a net increase of two apartments was submitted and pre-application feedback was provided by Steven McCoombe (Senior Planner).

3.3 The feedback confirmed that the principle of the development was likely to be acceptable. Comments were made in relation to materiality, car parking provision, landscaping and opportunities for tree planting. These matters are addressed within this Statement and supporting specialists reports which are referenced.

4. The Proposed Scheme

4.1 The proposed development involves refurbishment and extension of 105-111 Egerton Road to deliver a net gain of 2no. apartments. The existing building is currently in need of improvements externally in order to provide a positive contribution to the streetscene, while internally the apartments also require upgrades in order to make a more efficient use of floorspace and to provide living accommodation which meets the expectations of modern day occupiers.

4.2 The description of development is:

'Refurbishment and extension of the existing block of apartments to deliver a net increase in dwellings from 12 apartments to 14 apartments, together with associated cycle parking, car parking and enclosed bin storage.'

4.3 The existing building comprises 12 x 1 bed apartments, the proposal will increase this to 14 apartments comprising the following mix:

- 9 x 1 bed apartments
- 5 x 2 bed apartments

4.4 Internal reconfiguration of the apartments, stair and circulation spaces will allow for an improved layout, modernised apartments and a mix of apartment sizes. The proposed apartments have been designed to meet / exceed Nationally Described Space Standards. The apartments will benefit from good levels of natural light and outlook. They will comply with all relevant building regulations in terms of energy performance and efficiency. The accommodation will be attractive to a wide range of future occupiers including young professionals and couples, key workers as well as people wishing to downsize. It will contribute to the mix of accommodation in the area and meet local needs.

4.5 The rear of the property will be extended to provide a net increase in floor area of c.157 sqm. The rear extension will largely occupy land which is already developed with ancillary single storey built form. The proposed extension will remodel the existing two storey lean-to

rear outrigger to provide a three storey flat roof element, which will also infill the gap between the existing three storey pitched roof outrigger at the southern end of the building. The extension will have a contemporary design which blends with the traditional nature of the former terraced properties. The extension will use brickwork at lower levels to reflect the materiality of the existing building, with standing-seam cladding to the upper floor and recessed elements to provide a contemporary architectural expression.

4.6 The proposals will also include improvements to the operational performance of the building through installation of internal insulation and taking a fabric first approach to energy efficiency. Air source heat pumps will be installed to achieve energy efficiency targets.

4.7 In terms of external areas, the proposals will retain the existing boundary treatments. Cycle storage with space for 15 bikes will be provided within the building. A dedicated timber bin store enclosure with lattice screens will be provided which will improve the existing situation where bins are stored out in the open. The existing parking arrangement will be reconfigured to provide 14 spaces (100% provision), including two EV bays and one disabled space. New landscaping and soft planting will be introduced to soften the car parking area, and to the front grassed area which will enhance its appearance and usability by residents of the building.

4.8 The scheme will facilitate the refurbishment of the building which has a dated appearance externally, inefficient layouts internally, and is in need of investment (see photographs at Appendix 1). The proposal will modernise the living accommodation, provide a more efficient use of land and enhance the visual appearance of the property and the wider streetscene.

5. Planning Policy Context

5.1 Planning policy guidance of relevance to the proposed scheme, and which provides the context for its assessment, is set out within the following:

- The National Planning Policy Framework (NPPF);
- National Design Guidance (NDG);
- The Development Plan for Manchester; and
- Other relevant supplementary policy and guidance.

National Policy

National Planning Policy Framework

5.2 The National Planning Policy Framework (NPPF) was revised in August 2026, and replaces the Framework published in December 2024. The updated Framework sets out national planning policy in a clearer and more comprehensive manner and incorporates a number of substantive reforms designed to boost housing supply and unlock economic growth in the years ahead. A presumption in favour of sustainable development continues to be at the heart of the NPPF which ensures that development is pursued in a positive way.

5.3 The Framework separates decision-making policies in the Framework from those relating to plan-making. The approach is intended to:

- make development management more certain, consistent and streamlined
- standardise policies that apply across the whole of England
- reduce duplication and avoid unjustified local deviation from national policy in local plans

5.4 The following decision-making policies are considered to be of relevant to the determination of the application proposal:

Section 3: Decision-making Policies

5.5 **DM1: Preparing development proposals** — Proposals for major development should be informed by early engagement with the local planning authority and other to seek to resolve key planning matters prior to the submission of a planning application. Applications should be accompanied by a Planning Statement which should identify how a development proposal is consistent with relevant development plan and national decision-making policies; outline the outcome of pre-application engagement and identify the proposed use of any planning obligations to make the proposal acceptable in planning terms (where relevant).

5.6 **DM2: Information requirements** — To ensure a clear and consistent approach to the information required to determine development proposals, local validation lists setting out the information required in support of an application for development should include the information specified in the relevant national decision-making policies (summarised in Annex C).

5.7 **DM3: Determining development proposals** – Advises that when considering development proposals, local planning authorities should: work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision; take a proportionate approach to the consideration of the planning matters raised by the proposals, in a way that reflects their scale, complexity and potential impact; and take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals.

5.8 **DM6: Use of planning conditions and obligations** – Advises that planning conditions should only be attached to planning permissions and other associated consents for development where they are: necessary to make the development acceptable in planning terms; relevant to the development and to planning considerations generally; sufficiently precise to make them capable of being complied with and enforced; and reasonable in all other respects.

Section 4: Achieving Sustainable Development

5.9 **S3: Presumption in favour of sustainable development** – States that decisions on development proposals should apply a presumption in favour of sustainable development. This means that Policy S4 in this Framework should be applied when considering development proposals within settlements; and in in all locations, development proposals that accord with both an up-to-date development plan and the decision-making policies in this Framework should be approved without delay.

5.10 **S4: Principle of development within settlements** – States that development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework. In applying policy S4, the circumstances in which the benefits of approving development are likely to be substantially outweighed by adverse effects include (but are not restricted to) situations where the development proposal would:

a. Have a substantial adverse impact in relation to:

i. The allocation or safeguarding of land or buildings for particular uses in the development plan, unless there is no reasonable prospect of an application coming forward for the allocated use, or there is evidence that the safeguarding is no longer appropriate; or

ii. The application of the policies in this Framework for existing recreational land and facilities (HC7), Local Green Space (HC8), areas of particular importance for biodiversity and geodiversity (N6), Protected Landscapes (N4) and development within residential curtilages (L2(1)(d)).

5. Meeting the Challenge of Climate Change

5.11 **CC2: Mitigation of climate change** - In order to contribute to climate change mitigation and the transition to net zero, development proposals should, where relevant to the proposal: accord with policies TR3 and TR4 so that sustainable patterns of movement are prioritised, opportunities are taken to improve walking, wheeling, cycling and public transport, and infrastructure is provided to support the transition to zero-emission vehicles; support good

access to facilities in order to limit the need to travel, whether through the development's location, through development densities which improve catchment populations for local services, or by incorporating community facilities and premises to support local employment opportunities; Use design approaches which conserve energy and other resources in accordance with policy DP3(2)(b); and take advantage of opportunities to reuse existing structures and materials, including by reusing non-contaminated excavated soil and hardcore within the site.

5.12 **CC3: Adaptation to climate change** – Advises that development proposals should take into account the current and potential impacts of climate change over the lifetime of the scheme, and in order to minimise vulnerability to these impacts should, where relevant to the proposal: be located where the risk of flooding is minimised, or can be managed and the development made safe without increasing risk elsewhere, in accordance with policies F4, F5, F6, F7 and F8; incorporate sustainable drainage systems to manage surface water flow rates and reduce volumes of runoff in accordance with policy F8; and, use design approaches which minimise risks from overheating in accordance with policy DP3(2)(b), and include green infrastructure and suitable tree planting in accordance with policies DP3(2)(c) and N3.

6. Delivering a sufficient supply of homes

5.13 **HO7: Meeting the need for homes** – States that substantial weight should be given to the benefits of providing homes which will contribute towards meeting the evidenced accommodation needs of the community, as identified through needs assessments prepared for the area of the local planning authority and other relevant evidence.

12. Making Effective Use of Land

5.14 **L2: Making effective use of land** – States that substantial weight should be given to the benefits where a development proposal would achieve one or more of the following:

a. Remediating despoiled, degraded, derelict, contaminated or unstable land;

b. Making better use of vacant and underutilised land and buildings (such as: by bringing back into residential use empty homes and other suitable buildings; converting space above shops; redeveloping underutilised retail and business sites; and building on or above service yards, lock-ups, car parks and other transport infrastructure which are no longer required);
c. Making effective use of previously developed land and buildings through temporary uses; or
d. Creating additional homes or floorspace within settlements by using the airspace above existing residential and commercial premises, or through sensitive redevelopment or additional development within existing plots (including, but not limited to, the addition of mansard roofs, proposals to fill gaps in the existing roof line, the introduction of higher buildings at street corners and additional units within residential curtilages).

5.15 **L3: Achieving appropriate densities** – States that development proposals should make efficient use of land, taking into account the identified need for different types of housing and other development, local market conditions, the availability of infrastructure (including that supporting sustainable transport modes) and its scope for improvement, a site's connectivity and the importance of securing well-designed, attractive and healthy places. To contribute to making efficient use of land within settlements, development proposals for residential and mixed-use development should contribute to an increase in the density of the area in which they are situated. The only exception is where there is a clear justification that this is either inappropriate or not possible (for example, where the prevailing density is already very high, the nature of the accommodation required precludes higher densities, or where it would conflict with other policies in this Framework).

5.16 Where development proposals for residential or mixed-use schemes are within reasonable walking distance of a well-connected station (applying the definitions in the glossary at Annex B), a density of at least 35 dwellings per hectare should be achieved within the net developable area of the site. Higher densities – of at least 45 dwellings per hectare – should be achieved where the service frequency is at least twice that of the minimum required for a well-connected station. Exceptions to meeting these minimum standards should be made only in the case of:

i. Sites which fall below the threshold for major development where it can be demonstrated that meeting the standard is either inappropriate or not possible; or

ii. Development for traveller sites.

5.17 The minimum densities in paragraph 2(c) of this policy should be exceeded where possible, especially in areas of high connectivity, to optimise the efficient use of land. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development.

14. Achieving Well-Designed places

5.18 **DP3: Key principles for well-designed places** – Advises that development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets. This should not preclude innovation or change where appropriate, especially where an increased scale or density of development is justified in accordance with policies L2 and L3. The policies goes on to set out other principles that contribute to the achievement of well-designed places, including liveability, climate, nature, movement, built form, public space, and identify.

15. Promoting Sustainable Transport

5.19 **TR3: Locating development in sustainable locations** – States that so development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location.

5.20 **TR4: Street design, access and parking** – States that to contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should: give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services; incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport; ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility); and, provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations.

5.21 **TR6: Assessing transport impacts** – States that in assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)). Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.

17. Pollution, public protection and security

5.22 **P3: Living conditions and pollution** – States that development proposals should be appropriate for their location, taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, whether these effects are on or off-site; and whether this is as a result of the development itself or the product of preexisting conditions in its vicinity. The policy refers to achieving adequate living conditions for occupiers and users, and identifies natural light, air quality, artificial light, noise and water quality.

5.23 **P4: Impact of development on existing activities – S**tates that existing businesses, community facilities, public services and defence and security activities should not have unreasonable restrictions placed on their current or permitted operation as a result of development being approved after they were established.

5.24 **P5: Maintaining public safety and security –** States that development proposals should anticipate and address possible malicious threats and other hazards (whether natural or man-made). This includes identifying potential safety risks and proportionate mitigation opportunities through the design of the scheme, including where particular groups may be vulnerable to crime, or to the fear of crime.

18. Managing Flood Risk and Coastal Change

5.25 **F4: Assessing flood risk for decision-making** — States that to inform the assessment of flood risk and, where relevant, appropriate mitigation, a site- specific flood risk assessment should accompany all development proposals in Flood Zones 2, 3a, and 3b as defined in Annex F, table 1.

5.26 **F5: The sequential test** — States that the aim of the sequential test is to steer new development to areas with the lowest risk of flooding from any source. The policy then sets out detailed requirements and criteria for applying this principle.

5.27 **F6: Development in areas at risk of flooding from rivers or the sea** — Advises that for areas falling within flood zones 2, 3a, or 3b (as defined in Annex F, table 1) the exception test will apply. This involves demonstrating that the development would meet all the following criteria:

i. Provide wider sustainability benefits to the community that outweigh the flood risk;
ii. Be safe for its anticipated lifetime in accordance with policy F7; and
iii. Not increase flood risk elsewhere and, where possible, reduce flood risk overall.

5.28 **F7: Ensuring development is safe from flooding** — Advises that development proposals should not present a risk from flooding to potential occupiers, users, or visitors, and should not increase flood risk elsewhere.

5.29 **F8: Sustainable drainage systems and watercourses** — States that development proposals which could affect drainage on or around the development site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff, in ways which are proportionate to the nature and scale of the proposal.

19. Conserving and enhancing the natural environment

5.30 **N2: Improving the natural environment** — Requires development proposals to contribute positively to the natural environment, and support nature's recovery. Amongst other things the policy seeks to minimise any adverse impacts on biodiversity and include features which support priority or threatened species such as swifts, bats and hedgehogs; and, ensure that green infrastructure and other features to support nature are located and designed to minimise risk of future failure, and that appropriate measures are in place for any necessary long-term management.

5.31 **N3: Trees in new development** — In recognition of the benefits which trees can provide for biodiversity, climate change mitigation and adaptation, and the character and quality of the built environment, development proposals should, amongst other things, make provision for the long-term maintenance of both existing and newly-planted trees which form part of the development.

The National Design Guide

5.32 The National Design Guide was adopted in 2021 and outlines national design guidance for creating beautiful, enduring, and successful places. It provides practical planning advice around the 10 characteristics informing well-designed places: context; identity; built form; movement; nature; public spaces; uses; homes and buildings; resources; and lifespan.

Local Policy

The Development Plan for Manchester

5.33 The Development Plan for Manchester comprises the following documents:

- The Core Strategy Development Plan Document (July 2012);
- Saved policies of the Unitary Development Plan for Manchester (July 1995); and,
- Places for Everyone (PfE) March 2024.

The Core Strategy Development Plan Document (July 2012)

5.34 The Core Strategy, adopted in July 2012, is the key Development Plan Document against which proposals should be judged. Core Strategy objectives and policies of particular relevance to the proposed scheme include:

- Spatial Objective SO1 'Spatial Principles' states that the sustainable development of the City can contribute to halting climate change.

- Spatial Objective SO2 'Economy' supports a significant further improvement of the city's economic performance, to spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

- Spatial Objective SO3 'Housing' seeks the provision of a significant increase in high quality housing provision at sustainable locations to address demographic needs and support economic growth.

- Spatial Objective SO5 'Transport' seeks to improve the physical connectivity of the City, through sustainable and accessible transport networks.

- Spatial Objective SO6 'Environment' seeks to protect and enhance the natural and built environment of the city, ensure the sustainable use of natural resources, and secure a high standard of design in all development proposals.

- Policy SP 1 'Spatial Principles' states that a key spatial principal which will guide the strategic development of Manchester will be the emphasis on the creation of neighbourhoods of choice. Development should enhance or create character; make a positive contribution to the health, safety and wellbeing of residents; consider the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income; protect and enhance the built and natural environment; minimise emissions, ensure the efficient use of natural resource and reuse previously developed land wherever possible; and improve access to jobs and services by being located to reduce the need to travel and provide good access to sustainable transport provision.

- Policy H 1 'Overall Housing Provision' sets out that approximately 60,000 new dwellings will be provided for in Manchester over the period 2009 to 2027. New residential will need to take account of the need to: provide house types to meet a diverse and growing population; support growth on previously developed sites in sustainable locations; contribute to the Council's design principles in terms of character, amenity space and parking provision; address deficiencies in physical, social or green infrastructure, prioritise sites in close proximity to centres of high frequency public transport routes; consider environmental constraints; and be designed to give privacy to both its residents and neighbours.

- Policy H 6 'South Manchester' states that the sub area of South Manchester will accommodate 5% of new residential development over the lifetime of the Core Strategy.

- Policy T 2 'Accessible areas of opportunity and need' states that new development will be actively managed to ensure that new development is easily accessible to the city's main economic drivers and is easily accessible by walking, cycling and public transport.

- Policy EN 1 'Design Principles and Strategic Character Areas' advises 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.

- Policy EN 4 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development' states that all development must follow the principle of the energy hierarchy: to reduce the need for energy through design features that provide passive heating, natural lighting and cooling; to reduce the need for energy through energy efficient features such as improved insulation and glazing; to meet residual energy requirements through the use of low or zero carbon energy generating technologies.

- Policy EN 8 'Adaption to Climate Change' states that new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of buildings and associated external spaces. Regard should be had to: minimisation of flood risk by appropriate siting, drainage and treatment of surface areas to ensure rainwater permeability; reduction of urban heat island effect through the use of green infrastructure, green roofs and tree cover; controlling over-heating of buildings through passive design; providing linked and diverse green space to enhance natural habitats which will assist species adaptation.

- Policy EN 9 'Green Infrastructure' states that new development will be expected to maintain, and where opportunities arise, enhance green infrastructure.

- Policy EN 14 'Flood Risk' states that all new development should minimise surface water run-off through sustainable drainage systems and use of Green Infrastructure.

- Policy EN 15 'Biodiversity and Geological Conservation' states that developers will be expected to enhance, restore or create new biodiversity, either on site or adjacent.

- Policy EN 19 'Waste' 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 DM 1 'Development Management' sets out various issues that development should have regard to, including: appropriate siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas; effects on amenity; accessibility; community safety and crime prevention; adequacy of internal accommodation; refuse storage and collection; and effects relating to archaeological or built heritage.

Saved Policies of the Unitary Development Plan for Manchester (July 1995)

5.35 The Unitary Development Plan (UDP) was superseded by the Core Strategy in 2012. However, a number of UDP policies have been 'saved'. Extant policies contained within the UDP which are relevant to the proposed scheme include:

5.36 Policy DC1 relates to 'Residential Extensions' and the following sub-points are relevant:

- DC1.1 In determining planning applications for extensions to residential properties, the Council will have regard to: a. the general character of the property; b. the effect upon the amenity of neighbouring occupiers; c. the desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs; d. the overall appearance of the proposal in the street-scene; e. the effect of the loss of any on-site carparking.

- DC1.2 Extensions to residential properties will be allowed subject to compliance with other relevant policies of the Plan and the following criteria: a. they are not excessively

large or bulky (for example, resulting in structures which are not subservient to original houses or project out too far in front of the original buildings); b. they do not create an undue loss of sunlight, daylight or privacy; c. they are not out of character with the style of development in the area or the surrounding street scene by virtue of design, use of materials or constructional details; d. they would not result in the loss of off-street car-parking, in a situation where there is so severe an existing on-street parking problem that unacceptable additional pressures would be created.

- DC1.3 Notwithstanding the generality of the above policies, the Council will not normally approve: a. rearward extensions greater than 3.65m (12 ft) in length; b. 2-storey extensions with a flat roof, particularly those which would be visible from the public highway; c. 2-storey extensions to terraced properties which occupy the full width of the house; d. flat roofed extensions to bungalows; e. extensions which conflict with the Council's guidelines on privacy distances (which are published as supplementary guidance).

- DC1.6 For the avoidance of doubt, policies DC1.1 to DC1.4 apply to domestic houses, flats, houses in multiple occupation, nursing homes, rest homes and hotels.

- Reasons: Many people prefer to extend their existing homes rather than move, and the planning system needs to accommodate this demand for more living space, while at the same time ensuring that the amenities of neighbours are protected, and that the overall character of the surrounding area is not harmed. The Council is not generally in favour of dealing with this issue by laying down firm rules about home extensions; the policy therefore allows each case to be looked at on its individual merits, having regard to a range of criteria.

- DC7.1 'New Housing Development' seeks to ensure new housing is accessible at ground floor level for disabled people where this is practical.

- DC26.1 'Development and Noise' states that the Council will consider the implications of new development proposals which are likely to be generators of noise, and the effect of

new development being exposed to existing noise sources which are effectively outside planning control.

Places for Everyone Joint Development Plan Document, 2024

5.37 The 'Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan' was adopted 21 March 2024 and forms part of the Development Plan for Manchester. The following policies are of relevance to the proposed development being considered:

- Policy JP-S1: Sustainable Development states that to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. In preparing plans, authorities should make as much use as possible of suitable previously-developed (brownfield) land and vacant buildings to meet development needs.

- Policy JP-S2: Carbon and Energy states that the aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including: amongst other things, promoting the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy, heating and cooling.

- Policy JP-S4: Flood Risk and the Water Environment states that an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk by: amongst other things locating and designing development so as to minimise the impacts of current and future flood risk, including retrofitting or relocating existing developments, infrastructure and places to increase resilience to flooding.

- Policy JP-S5: Clean Air states a comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where

children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met, including: amongst other things, locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution.

- Policy JP-S6: Resource Efficiency states the achievement of a circular economy and a zero-waste economy will play a key role in meeting Greater Manchester's ambition of becoming a leading green city region by 2038. The following measures will help achieve this:

  1. Development and implementation of the Zero Waste Strategy for Greater Manchester which promotes overall reduction in the level of waste produced and supports resource efficiency within the Plan area in order to gain the maximum value from the things we produce;
  2. Recognition of the role of existing infrastructure in managing our waste and protecting such facilities to ensure adequate waste management capacity is maintained; and
  3. Using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.

- Policy JP-J1: Supporting Long-Term Economic Growth states that a thriving, inclusive and productive economy will be sought in Greater Manchester boroughs. There will be an emphasis on, amongst other things, maintaining a very high level of economic diversity across our boroughs providing the high-quality; and sustainable living environments that will help to attract and retain skilled workers.

- JP-H1: Scale, Distribution and Phasing of New Housing Development states that a minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305. The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution will support the Plan's overall strategy which enables people to reduce the need to travel.

- JP-H3: Type, Size and Design of New Housing states that development across the plan area should seek to incorporate a range of dwelling types and sizes.

- JP-H4: Density of Housing states that new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.

- Policy JP-G7: Trees and Woodland aims to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them.

- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity states that through local planning and associated activities a net enhancement of biodiversity resources will be sought.

- Policy JP-P1 Sustainable Places states the aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places.

Other Relevant Policy

5.38 Manchester City Council have also adopted a number of supplementary planning documents and other guidance which although not forming part of the Development Plan are material considerations in the determination of a planning application. These documents are noted below:

South Manchester Regeneration Framework (2008)

5.39 South Manchester is identified as an area with a rich and diverse group of neighbourhoods, with a wide range of issues and needs. Some areas are already successful, so the South Manchester Regeneration Framework (SRF) is needed to help continue and build on this success. Other areas, in contrast, have particular issues that the SRF will help to tackle, such as poor housing and high levels of deprivation and worklessness. The opportunity for the SRF is to build on and improve its assets – the distinctive, successful neighbourhoods and centres,

the high quality parks and the strong heritage and character of South Manchester – and use these as a model to drive forward the future of the area. These qualities should be applied across South Manchester to raise the quality of the built environment and expand the number of successful neighbourhoods. The SRF identifies a key issue for the area as providing a wider choice of housing to attract and retain residents.

The Guide to Development in Manchester Supplementary Planning Document and Guidance (2007)

5.40 This document aims to support and enhance the on-going development of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development that would be acceptable.

Providing for Housing Choice Supplementary Planning Document and Planning Guidance (2008)

5.41 This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision. The document confirms that the trigger for affordable housing being sought is developments of 15 or more dwellings or on sites of 0.3 hectares or more.

Manchester Residential Quality Guidance (2016)

5.42 The Manchester Residential Quality Guidance was published in 2016 and seeks to outline the considerations, qualities and opportunities that will help to deliver high quality residential development across Manchester. The document is a material consideration in the determination of a planning application.

Design for Access 2 (2003)

5.43 This is the Council's best practice guidance on inclusive design standards. It sets out the City's aspirations for inclusive development and is intended for use by architects, planners,

engineers, landscape architects and other designers. The document acknowledges that when dealing with the constraints imposed by existing buildings it may not always be possible to meet the access standards set out within the document.

5.44 For the reasons given in section 6 below it is considered that the proposal is consistent with the above planning policy guidance.

6. Planning Appraisal

6.1 Having regard to the relevant planning policy guidance in the previous section, the key material considerations against which the proposed scheme should be considered, and which are discussed in this section, include:

- Principle of Development;
- Design Considerations;
- Potential Impact on Amenity;
- Sustainable Development: Economic, Social and Environmental Benefits;
- Highways, Accessibility, Parking and Servicing;
- Crime and Security Matters;
- Ecology; and
- Flood Risk and Sustainable Drainage.

Principle of Development

6.2 The application building is an existing residential apartment building (C3 use), located within an established residential area. The existing accommodation requires modernisation and the building is in need of investment (See photographs at Appendix 1). The application proposal will enable this existing building on brownfield land to be redeveloped to provide a net increase of two apartments, which will result in a more efficient use of land in accordance with local and national planning policy objectives. The proposal also represents more than simply the addition of two dwellings. It provides an opportunity to secure the comprehensive refurbishment and modernisation of an existing residential building, whilst simultaneously improving the quality, size and mix of the accommodation available.

6.3 The site is in an accessible and sustainable location and there is good access on foot to a range of amenities to meet the day-to-day needs of residents, as well as access to public transport including nearby bus services. The provision of new housing on the site will also make a small but meaningful contribution to the Council in meeting their housing need,

including the targets set by Core Strategy Policy H 1 to provide 60,000 new dwellings between March 2009 and March 2027; and PfE policy JP-H1 'Scale, Distribution and Phasing of New Housing Development' which states that a minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305.

6.4 Core Strategy Policy H 1 also advises that 90% of residential development will be on previously developed land, including the renewal of areas characterised by poor quality housing, and will be prioritised. It goes on to state that new developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works.

6.5 The proposed development is consistent with these provisions and will provide housing by utilising sustainably located brownfield land and an existing building which is in need of modernisation, thereby contributing to renewal. The development will also help to reduce pressure to develop on less sustainable greenfield and Green Belt land to meet housing needs.

6.6 PfE policy JP-H3 'Type, Size and Design of New Housing' states that development across the plan area should seek to incorporate a range of dwelling types and sizes. Policy JP-H4 'Density of Housing' states that new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.

6.7 Core Strategy Policy H 6 advises that South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. Outside the district centres priorities will be for housing which meets identified shortfalls. The proposal will contribute to meeting this demand and will provide a mix of one and two bedroom apartments, which provides a more varied mix than the existing development which is 100% one bedroom apartments. The proposed apartment mix will therefore make a greater contribution to a mixed and sustainable community in the local area. The proposed accommodation will be attractive to a wide range of occupiers including first time buyers, young professionals, key workers, and older people.

6.8 At a national level NPPF Policy HO7 states that substantial weight should be given to the benefits of providing homes which will contribute towards meeting the evidenced accommodation needs of the community. The existing building currently comprises 12 x 1 bed apartments, whilst the proposed scheme will comprise 9 x 1 bed apartments, and 5 x 2 bed apartments. The increase in 2 bed apartments will make a positive contribution to meeting local needs. In this respect it is noted that the Council's Housing Need Assessment 2023 identifies a dwelling type/size mix based on the demographic scenario relating to the period 2022 to 2039 of 35-40% provision for 2 bed market dwellings, and 5 – 10% provision for 1 bed market dwellings. Whilst the proposed scheme will continue to provide a substantial proportion of one-bedroom accommodation, it represents a significant improvement on the existing position, which comprises exclusively one-bedroom apartments. The introduction of five two-bedroom apartments will provide a more balanced housing offer and make a positive contribution towards meeting the identified need for larger market housing.

6.9 The proposal involves development within an existing settlement. Policy S4 of the NPPF confirms that proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework. As discussed within this Statement it is confirmed that there are no impacts associated with the development which would have adverse effects, and there are certainly no impacts that would outweigh the benefit of providing new and improved residential accommodation within a settlement.

6.10 The development is also consistent with NPPF Policy L2 which states that substantial weight should be given to the benefits where a development will make better use of underutilised land and buildings, and creating additional homes or floorspace by using the airspace above existing residential premises.

6.11 NPPF Policy L3 supports development which makes efficient use of land within settlements and supports increased density of development. The development will achieve a density of approximately 153 dwellings per hectare. The site is within approximately 460m of Mauldeth Road Railway Station which is considered to be well-connected station, and the increased density on the site is therefore consistent with Policy L3.

6.12 In summary, the principle of residential apartments complies with Core Strategy Policies H 1 and H 6; the 'Providing for Housing Choice' Supplementary Planning Document'; and the 'South Manchester SRF'. NPPF policies L2, L3, and HO7 are also met and give substantial weight to the principle of development.

6.13 The scheme will be associated with a series of positive planning and regeneration benefits including:

- Redevelopment of an existing building / previously developed site which will help to address housing demand in Manchester and reduce pressure to develop greenfield and Green Belt sites.

- The proposed accommodation will be developed to a high standard and provide housing for a wide range of occupiers in a highly accessible and sustainable location, within close proximity to local shops, services and amenities.

- The provision of a development with high sustainability credentials that will deliver economic, social and environmental benefits.

- Securing direct investment into the local community through the provision of jobs during the construction period and spending by future residents in local shops.

- Increased natural surveillance that will improve security and help reduce the fear of crime.

- Design improvements to the exterior of the building and external areas of the site, which will result in visual improvements to the site and streetscene.

6.14 The above points are considered in more detail within the remainder of this section and demonstrate that the scheme wholly accords with national and local planning policy guidance.

6.15 It is important to highlight that the proposed scheme is also deliverable on the site for the following reasons:

- **It is Available** – The applicant owns the site and is therefore in a position to develop it once planning permission is secured.
- **It is Suitable** – The suitability of the site for residential development is confirmed throughout this report, by reason of its sustainable accessible location in close proximity to a wide array of amenities and services.
- **It is Achievable** – There are no policy restrictions or development constraints that would impact on the scheme's deliverability. Should planning permission be granted, the applicant is keen to commence works on site immediately.
- **It is Viable** – The scheme is viable and deliverable in the short-term.

Design Considerations

6.16 The application property comprises four former terraced houses that have been converted to apartments in the 1980s. The former terraced houses have been heavily altered with the insertion of new openings and extensions, likely as part of the conversion to apartments. The proposed extension is modest in scale and relative to the existing property, will be sited to the rear, and will occupy land which is largely already developed with built form, otherwise infilling space between existing outriggers. The extension will not project beyond the rear elevation of the southern outrigger. The extension is therefore considered to be a reasonable and proportionate addition which achieves subservience to the existing building.

6.17 The extension will utilise red brick to match the existing property, but also incorporates cladding to the upper floor and recessed element of the extension, and incorporates a flat roof to create a subtle contemporary feel to the extension which appropriately reflects the evolution of the building. The design of the extension harmonises with the existing building whilst being clearly a contemporary later addition. The extension is also in proportion with the existing building and achieves subservience through being set well below the ridge

height of the main element of the building and indeed below the ridge of the pitched roof rear outrigger.

6.18 The proposed extension will also assist in rationalising the existing fenestration on the rear elevation, which currently comprises an incoherent mix of window types. The proposed fenestration adopts vertically proportioned openings arranged in a consistent rhythm, creating a more ordered and legible rear elevation. Only minor alterations are proposed to the front elevation, including the replacement of the existing windows with high-performance double-glazed units.

6.19 In addition to the extension being of a high-quality design it is also highlighted that the proposal will provide wider benefits by undertaking improvements and landscaping to the car parking area and to the front lawned area, which will benefit from a range of planting and the provision of seating to enhance its usability.

6.20 For the reasons given above the scheme will be of a high-quality design which will enhance the building through maintenance works, whilst a rear extension is proposed which has been designed to respond positively to the site building / local context whilst being a clearly contemporary addition. The approach also ensures that the extension is a subservient addition to the existing building. On this basis it is concluded that the proposal is consistent with provisions of the NPPF (particularly NPPF policy DP3) and NDG; Core Strategy Policies EN 1 and DM 1 of the Core Strategy; UDP Policy DC1; PfE policy JP-P1; the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Guidance document.

Potential Impact on Amenity

6.21 With regards to the scheme's potential impact on residential amenity, two issues require consideration: whether the proposed scheme will maintain a satisfactory level of amenity for neighbouring uses; and, whether the design will ensure that future occupants of the scheme are able to enjoy a satisfactory level of amenity.

Neighbouring Uses

6.22 The application building is in an area which is characterised by a mix of apartments and traditional terraced housing. The proposed apartments will be compatible with this established residential character.

6.23 The net increase of two apartments, and the provision of two bedroomed apartments may be associated with some very limited increased comings and goings, however this will not be at odds with the existing characteristic of the surrounding area where apartments and commercial properties are an established characteristic. The proposed development will retain the existing vehicular access off Ellesmere Terrace and space for 14 cars will be provided, which is one less than the current parking provision. This level of provision is considered appropriate to meet the needs of the development and will not result in a level of on-street car parking which has an adverse amenity impact (highway matters are considered in further detail later in this section).

6.24 The proposed extension will be contained within the existing parameters of the existing building; it will not result in an increase in overall height or project beyond the rear elevation of the southern outrigger. It will infill the area between two existing outriggers, having only a modest projection beyond the existing centrally located outrigger. The proposal will not result in any adverse impact upon neighbouring occupiers by way of overshadowing or overbearing impact. Nor would the modest extension result in any new window openings which could give rise to increased overlooking or loss of privacy to neighbouring properties.

6.25 For the above reasons it is confirmed that the proposed scheme will not have an adverse impact on the amenity of residents of neighbouring buildings and will have positive impacts.

Proposed Dwellings

6.26 Future residents will be provided with a good level of amenity in terms of outlook and privacy. The proposed scheme will be of a high standard of design in terms of living accommodation, sound proofing, natural lighting and ventilation. The properties have been designed to meet / exceed nationally described space standards in terms of overall

apartment size and room sizes. Externally future residents will continue to benefit from access to a shared open space to the front of the property, whilst the proximity of the site to Ladybarn Park is also noted. The proposed apartments will offer an improved quality of accommodation compared with the existing development which is in need of refurbishment.

6.27 For the reasons discussed above, the proposed scheme will ensure a sufficient level of amenity is achieved for future residents of the scheme whilst safeguarding the amenity of nearby uses. On this basis the scheme accords with policy DM 1; saved UDP policy DC26; the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Design Guidance. NPPF policy L2 and P3 are met which confirms that development should maintain appropriate living standards and amenity for residents and neighbours.

Sustainable Development: Economic, Social and Environmental Benefits

6.28 NPPF policy S3 confirms that decisions on development proposals should apply a presumption in favour of sustainable development. The proposal will have high sustainability credentials as a result of the economic, social and environmental benefits that it will bring.

Economic Benefits

6.29 The proposed development will bring a number of economic benefits during and post construction. The shortage of housing can act as a barrier to people accessing job opportunities, thus preventing the City from achieving its economic potential. The proposed accommodation will help meet the needs of local people and those moving to the City and thereby contributing to the economy. Together with creating job opportunities during and after the construction phase, the proposed accommodation will contribute to Council tax revenue, whilst existing and future retailers/businesses nearby will benefit from increased footfall and spending in the local community.

Social Benefits

6.30 The site is located within an established residential area and has access to the amenities it has to offer, as well as being nearby to open space and recreation facilities, primary and secondary schools and places of worship, which will provide for the needs of future occupants of the scheme. The proposed development will deliver high-quality housing and contribute to the creation of a sustainable community. The high-quality design of the scheme and the refurbishment of the building will enhance the appearance of the site and the surroundings.

Environmental Benefits

6.31 The proposed scheme will have significant environmental benefits since it involves the conversion of an existing building and redevelopment of a brownfield site, thereby reducing development pressure on greenfield sites. The site is also located in a sustainable and accessible location meaning future residents can travel to amenities on foot and via public transport without there being reliance on private car usage. The scheme will involve improvements to the operational performance of the building through the installation of 'fabric-first' upgrades including internal insulation and double glazing. Further details on the range of measures that will be incorporated into the scheme to mitigate energy usage and ensure energy efficiency are provided within the submitted Energy Statement prepared by Civic. There will also be new soft planting to the car park area and at the front of the site which will provide biodiversity benefits through enhanced habitat for wildlife.

6.32 On the basis of the sustainability benefits that the scheme will provide the application is in accordance with provisions of the NPPF (including S3, CC2, CC3; TR3; N2 and N3); Core Strategy Objective SO1 and SO6; Core Strategy Policies SP 1, EN 4, EN 8, EN 9, EN 15 and DM 1; PfE policies JP-S1, JP-S2, JP-S5, JP-S6 and JP-J1; the Guide to Development in Manchester SPD; and, the Manchester Residential Quality Design Guidance.

Highways, Accessibility, Parking and Servicing

6.33 The site is in a highly sustainable and accessible location with access to a range of shops, amenities and services locally. The site also benefits from good public transport links, including frequent bus services nearby. Given the highly sustainable and accessible location of the site it is not considered necessary for future residents to rely on private car for travel. Nevertheless, the development will accommodate 14 car parking spaces for the 14 dwellings (this meets the requirements noted by the Case Officer at pre-application stage). This is considered an appropriate level of provision taking account of MCC's adopted parking standards, the sustainability of the site location and the nature of accommodation proposed. One of the car parking spaces will be suitable for disabled users, and two spaces will have EV charging. The car parking layout provides sufficient space for a vehicle to enter the site in forward gear, turn, and exit in forward gear.

6.34 In order to further support sustainable travel, the development will provide secure / covered cycle storage (15 spaces) which will be accessed from the car park.

6.35 In terms of assessing car parking provision and highways matters, NPPF policies TR3 and TR6 are of particular relevance with the latter confirming that development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or have an unacceptable impact on highway safety. This is a high policy test and for the reasons discussed it is confirmed there would not be a severe adverse impact from a highways perspective.

6.36 The submitted Design and Access Statement provides a review of the scheme's compliance with Part M4(2) / Part M4(3) of the building regulations, noting the constraints with regard to the stepped access and requirement for raised finished floor levels.

6.37 It has been demonstrated that the scheme accords with the transport requirements of the NPPF, PfE, and Core Strategy Policy T 2 and Spatial Objective SO5, and accessibility requirements of PfE policy JP-H3 Places.

Crime and Security Matters

6.38 The proposed scheme will provide a number of benefits in terms of improved safety and security benefits. This will include increasing the level of passive surveillance to this part of Egerton Road, as well as to the rear parking area and Ellesmere Terrace. The development will also include appropriate security fixtures / fittings to ensure the development is safe including doors, windows, glazing, alarms, access controls, lighting and CCTV. These measures can be integrated into the development proposal and can be secured by the Council through a planning condition if necessary. In summary the development will improve safety and security, and therefore complies with Core Strategy Policy DM 1 and Policy P5 of the NPPF.

Ecology

6.39 As the proposal involves some alteration to the roof of the building a Preliminary Roost Assessment for Bats has been completed by Pennine Ecological. The building was inspected and was deemed as offering 'negligible' bat roosting potential. The report therefore confirms that there are no requirements for further survey or assessment. However, to demonstrate an overall biodiversity net gain from the application, it is recommended that at least 1no. bat roost provision are provided within the proposals. This measure can be agreed via planning condition.

6.40 The proposals are not subject to statutory BNG and meet the de minimis exemption by impacting less than 25sqm of on-site habitat, whilst the site is also below 0.2 hectares in size and does not affect a priority habitat. The development will however achieve biodiversity enhancements, in particular with enhanced soft landscaping to the car park and front lawned area, which will provide improved habitats for wildlife. A planning condition to require the installation of bat and bird boxes can also be added to a planning permission.

6.41 On the basis of the above the development is acceptable and consistent with national and local planning policies in relation to ecology considerations, including NPPF Policies N2 and N3.

Flood Risk and Sustainable Drainage

6.42 The site is located in Flood Zone 3 of the Environment Agency Flood Map (high risk) therefore the requirement for a Flood Risk Assessment is triggered. The application is supported by a Flood Risk Assessment prepared by Urban Water.

6.43 The report confirms that the site will remain in the same vulnerability category post development. The report also confirms that the site is at high risk of surface flooding, very low risk of groundwater flooding, within a critical drainage area, and outside of an area with sewer flooding.

6.44 The FRA concludes that the proposals meet the sequential test, given the ownership parameters. Flood protection is provided by a finished floor level of 39.2m AOD, which achieves a suitable freeboard above the flood level based on the flood risk information and type of risk. Other mitigation involves utilising building materials that are suitable for a 'water exclusion strategy'. This includes materials with low permeability including engineering bricks and sand and cement mortar, which should be used for new construction up to 39.5m AOD. New services should also be installed above this level.

6.45 The FRA also recommends that a formal Flood Warning and Emergency Response Plan is developed for the proposed development to communicate flood emergency response procedures to occupants. Safe egress is achievable by following Egerton Road and reaching Parrs Wood Road which is shown to be beyond the extent of flooding

6.46 The report confirms that surface water run-off will be disposed of using SuDS techniques. The report confirms that the Landis Top Soil classification shows impeded drainage and therefore recommends that permeable surfaces would be suitable for use on site. The parking surface will be formed of permeable surfacing, namely Cemez Viaflow Tarmac over a compacted perforated gravel hardcore. The FRA confirms that the proposals will not result in an increase in the rate of surface water discharge from the site, compared with the existing development, and therefore the proposals would not give rise to adverse impact on surface water flood risk at the site or surrounding area.

6.47 Overall, the submitted FRA demonstrates that the proposed development would remain within the same flood vulnerability classification as the existing lawful residential use. Subject to the identified mitigation measures, the development would be safe for its lifetime, would provide appropriate flood resilience measures, and would not increase flood risk elsewhere. On the basis of this application flood risk and drainage reporting, it is confirmed that the development complies with section 18 of the NPPF and Core Strategy Policy EN 14 in relation to flood risk and drainage matters.

7. Conclusion

7.1 As discussed throughout this Statement it is concluded that the proposal accords with national and local planning policy guidance, conforming with Core Strategy policies, saved policies of the UDP, policies of PfE, and relevant supplementary planning documents/guidance.

7.2 Within the planning balance particular attention is drawn to NPPF Policy S4 which confirms that development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects. It has been demonstrated through this Planning Statement that there would not be any material adverse effects of granting planning permission which would outweigh the benefits that would be achieved. In this regard the proposed scheme will deliver a range of significant positive planning and regeneration benefits as discussed within this report, which should be afforded weight in the planning balance, including:

- The redevelopment of an existing building / previously developed land and the provision of a scheme of high design quality which will have a positive impact on the streetscene. The proposed extension responds sensitively to its context in terms of its scale/massing, siting, appearance, materiality and detailed design. The relationship with surrounding uses has also been carefully considered to ensure amenity is protected.
- The development of high-quality apartments to meet local housing demand and that is in keeping with Egerton Road and the surrounding context. The accommodation will be attractive to a diverse market including first time buyers, young professionals, key workers, and older people looking to downsize.
- Securing direct investment into the local community through the provision of jobs during the construction stage and spending in nearby shops / facilities by future residents. Employment will also be created / sustained through the delivery of the development and supply of materials etc.

- A scheme which will minimise opportunities to commit crime and reduce the fear of crime by providing increased passive surveillance and increasing footfall in the vicinity of the site.
- The provision of a development with high sustainability credentials that will deliver a range of economic, social and environmental benefits.
- The development of brownfield land which will help reduce the pressure to build on green space and Green Belt land. The site is in close proximity to high quality public transport, enabling future residents to travel sustainably, minimising use of the car. EV charging and secure cycle parking is also provided.

7.3 On this basis Paul Butler Associates are pleased to submit this Planning Statement in support of the planning application which constitutes sustainable development, and respectfully recommend its approval

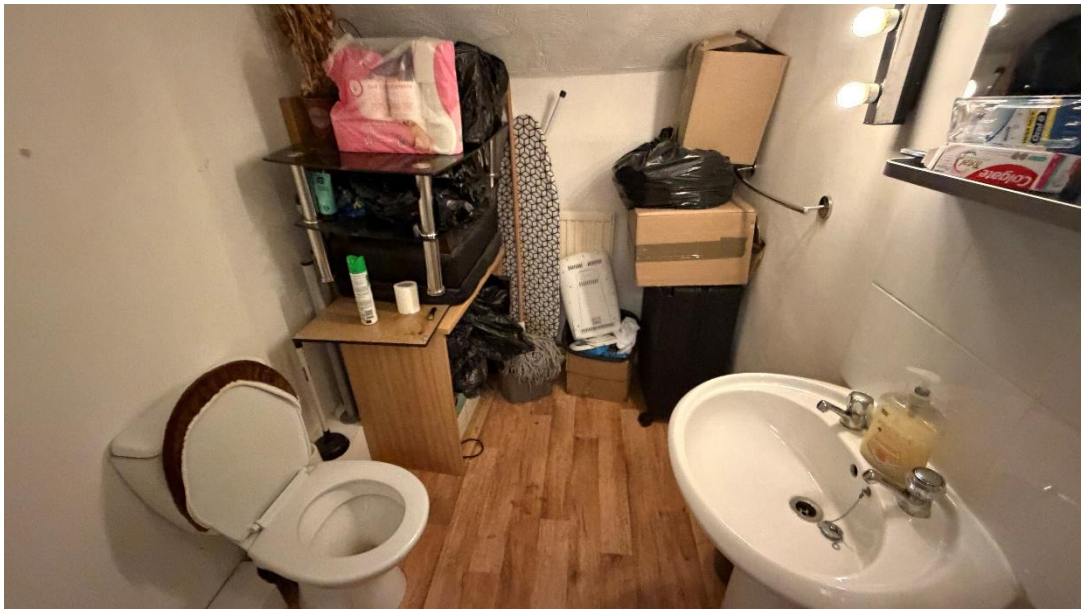
Appendix 1: Photographs of the Existing Accommodation














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