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The demolition of two garages and erection of two
semi-detached dwellings.

**Land to rear of 69 Sandy Lane/Lowther Court, Prestwich,
Manchester, M25 9PS**

1. Introduction

- 1.1 UPP Architects and Town Planners have been instructed by the applicant, MC Housing Ltd, to submit a full planning application at the site known as Land to rear of 69 Sandy Lane/Lowther Court, Prestwich, Manchester, M25 9PS.
- 1.2 This statement should be read in conjunction with the following associated submission documents:
- Application Form
 - Architectural Plans
 - Existing set
 - Proposed set
 - Flood Risk Assessment & Sustainable Urban Drainage (FRA & SUDs) Strategy Report by The PES
 - Vehicular Swept Path Analysis (VSPA) by Crosby Transport Planning
 - Energy and Sustainability Statement by The PES
 - Preliminary Ecological Appraisal and Roost Assessment by Arbtech
 - Biodiversity Net Gain Assessment and BNG Metric by Arbtech
- 1.3 This application seeks to achieve planning permission for the demolition of two garages and erection of two semi-detached dwellings.
- 1.4 This statement will seek to demonstrate that the proposed development is in accordance with planning policy on the local, regional and national levels and should therefore be granted planning consent from the Local Authority.

2. The Site and Surroundings

- 2.1 Situated within the backland area to the rear of 69 Sandy Lane and Lowther Court, the development site is currently a tarmacked area, containing two vacant garages. The site is accessed via the car park associated with Lowther Court, which in turn, is accessed via the passage intersecting Sandy Lane.
- 2.2 The site's northern boundary fronts Lowther Court's rear car park and adjoining property garages. To the west and south, the site abuts rear residential gardens. Land to the east is used for servicing of the adjacent shopping parade's ground floor commercial units.



Figure 1: Location Plan and Satellite Image of the development site.

- 2.3 The surrounding area is primarily residential, consisting of two-storey semi-detached dwellings and low-rise flatted development. Immediately to the east of the site, a two- to three-story mixed use shopping parade extends around the corner from Sandy Lane to Butterstile Lane.
- 2.4 The application site is located within the jurisdiction of the Greater Manchester Combined Authority, specifically within the Metropolitan Borough of Bury. The site is not located within the Green Belt, a Conservation Area or any Area of Outstanding Natural Beauty (AONB). It is also not a site of specific scientific interest. The site is located within Flood Zone 1, which has a low probability of flooding. The site is not a listed building locally or statutorily, nor are there any in the immediate surrounding area. The site lies within 60 metres of the local Neighbourhood Shopping Centre.



Figure 2: Bury Local Plan Policy Map - Light Blue outline indicates Neighbourhood Shopping Centres

3. Relevant Planning History

Application Site:

- 3.1 **Ref. no: 54837** | Demolition of existing garages and construction of 6 flats with associated external works | Status: Refused | Date: 16 May 2012
- 3.2 **Ref. no: 60997** | Demolition of existing garages and erection of 2 no. semi detached houses | Status: Approved | Date: 1 March 2017
- 3.3 **Ref.no: 71039** | Demolition of existing garages and erection of 2 no. dwellings | Status: Refused | Date: 20 November 2024

Reasons for refusal:

1. *The proposed development would not meet the minimum net residential density of 50 dwellings per hectare required for this location. No justification has been submitted within the submitted plans and associated documents to accept a lower density at the proposed site. The proposed development would therefore fails to deliver a density led approach to development of the site, to ensure efficient use of land and high quality design conflicting with Policy JP-H4 - Density of new Housing of the Places for Everyone Joint Development Plan.*
2. *The application and submitted plans do not accurately show the proposed external window arrangement due to conflicting floor plans and elevations. The application and submitted plans contain insufficient information to enable them to be properly assessed in terms of visual amenity and residential amenity.*
3. *The proposed development would not comply with Nationally Described Space Standards conflicting with Policy JP-H3 - Type, Size and Design of New Housing of the Places for Everyone Joint Development Plan.*
4. *The proposal would detrimentally affect previously approved car parking and servicing arrangements for the adjacent site, which would result in a loss of off-highway car parking facilities and the ability of refuse collection and service vehicles associated with the proposed development and existing flats and commercial units to be able to enter and leave the site in a forward gear, which is highly likely to lead to vehicles parking and carrying out manoeuvres on the highway to the detriment of the free flow of traffic and road safety.*

Relevant surrounding planning history:

73 Sandy Lane, Prestwich, Manchester, M25 9PS:

- 3.4 **Ref. no: 65788** | Conversion of garages to 3 no. single bedroom flats | Status: Approved |
Date: 7 October 2020



Figure 3: Approved Parking Provision (ref. no: 65788)

4. The Proposal

- 4.1 The proposed development seeks planning permission for the demolition of two garages and the erection of two dwellings with associated amenity space. The proposal would result in the creation of 2 x 2 bedroom/4 person semi-detached dwellings.
- 4.2 The proposed units contain adequately sized bedrooms, kitchen / living / dining areas and bathrooms with carefully considered fenestration arrangements to ensure acceptable levels of daylight, and protection of adjacent neighbouring amenities.
- 4.3 59.10m² and 57.60m² of amenity space will be provided to Unit 1 & 2, respectively. One parking space, two cycle spaces and 4 x 240L bins are provided for each dwelling.

4.4 This application seeks to overcome the reasons for refusal under application ref. 71039.



Figure 4: Proposed Development CGI at Land to rear of 69 Sandy Lane, Manchester, M25 9PS

5. Planning Policy

5.1 The Local Development Framework for the application is as follows:

- The National Planning Policy Framework (NPPF) (2024)
- The Places for Everyone Joint Development Plan (PfE) (2024)
- Bury Unitary Development Plan (UDP) (1997)
- SPD 11 - Parking standards in Bury (2007)
- SPD 16 - Design and layout of new development (2008)

5.2 The determination of planning applications is made mindful of Central Government, Combined Authority and Metropolitan Borough policy guidance for the area. It is

recognised that Local Planning Authorities must determine applications in accordance with the statutory development plans, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

6. Assessment

Principle of Development

- 6.1 Section 5 of the National Planning Policy Framework (2024) provides guidance in relation to Delivering a Sufficient Supply of Homes, with Paragraph 61 stating that “to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay”.
- 6.2 Paragraph 11 of the NPPF (2024) outlines that plans and decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date development plan without delay.
- 6.3 The Joint Places for Everyone Plan (PfE)(2024) sets the up-to-date housing requirement for Bury. PfE Policy JP-H1 sets the following targets for Bury: 246 homes per year from 2022-2025 and 452 homes per year from 2025-2030.
- 6.4 The site is located within a residential area as well as within 60 metres of a neighbourhood centre. Given the sustainable location of the proposal, the nature of the proposed development is considered contextually adequate. Furthermore, it is stated within the delegated report for application no: 71039 that “[the] site is considered to be in a sustainable location for housing within the urban area and sitting outside the Green Belt...”. Additionally, “[the] land in question is disused and a pair of semi-detached properties is considered to be an acceptable use in principle, particularly in view of the current housing shortage.” The nature of the surrounding area has not changed, thus, this reasoning is still applicable.
- 6.5 In summary, the proposal would make a small, but valuable, contribution to housing stock in the borough. The provision of additional housing aligns to national, regional and local policy which aim for more net housing completions and therefore should be supported.

Design, Character and Site Layout

- 6.6 PfE Policy JP-P1 Sustainable Places aims to promote a series of beautiful, healthy and varied places.
- 6.7 PfE Policy JP-H4 requires new housing development to 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. It sets out 50 dwellings per hectare as a minimum density for a site located within 400 metres of “other designated centres”.
- 6.8 PfE Policy JP-H3 seeks to provide an appropriate mix of dwelling types and sizes, reflecting local plan policies and having regard to relevant local evidence. Development across the plan area should seek to incorporate a range of dwelling types and sizes.
- 6.9 UDP Policies H2/1 and H2/2 provide the assessment criteria for detailed matters relating to height, appearance, density and character, aspects and finishing materials for new residential developments.
- 6.10 UDP Policy EN1/2 seeks to ensure that development proposals would not have a detrimental effect on the visual amenity and character of a particular area.
- 6.11 The development site is located within 60 metres of a “Neighbourhood Shopping Centre”, that is within 400 metres from “other designated centres”, as set out in PfE Policy JP-H4. The site area measures 336m². According to the minimum density requirements, 336m² (or 0.0336 hectares) would require at least 1.68 dwellings, hence, the provision of 2 new dwellings on site. The calculations supporting this claim are the following :
- Density requirement : 50 dwellings per hectare = 50 dwellings / 10,000m²
 - Density per m² : 50/ 10,000 = 0.005 dwellings per m²
 - Number of dwellings : 336m² x 0.005 dwellings/m² = 1.68 dwellings.
- 6.12 It is noted that the accompanying Preliminary Ecological Appraisal by Arbtech refers to an area of 0.029ha, however this is an approximate area calculated by the ecologist using georeferencing. The site area noted on the architectural plans should be used for the density calculation.

- 6.13 Given the backland nature of the site, surrounding typology and constraints such as minimum distances to be maintained to surrounding dwellings, the two-storey semi-detached dwellings are considered the most appropriate form of development on the site. It is noted that greater density has previously been tested at the site (ref. 54837) and found inappropriate in terms of size, siting and impacts for neighbouring property. The proposal represents the most efficient use of land while delivering a high standard of accommodation and contributing to the housing mix in the area by introducing 2 x 2-bed/4-person dwellings.
- 6.14 The development area would not be readily visible from any public vantage points. Notwithstanding this, the height, form and arrangement of the proposed dwellings has been designed to reflect the character and appearance of surrounding development and would sit comfortably in this context. The semi-detached typology would be in keeping with the existing pattern of development.
- 6.15 The proposal incorporates both minimalist and contemporary elements inspired by the surrounding architectural typologies. The exterior features dark red brick walls and grey roof tiles, complemented by brick soldiers and timber frame windows. The front doors are recessed and accompanied by small concrete canopies, adding visual interest and modulation.
- 6.16 The layout incorporates front landscaped courtyards providing defensible space and separation from the driveway and parking area to the north, with additional generous amenity space to the rear.
- 6.17 Overall, the proposal has been sensitively designed to respect the character and appearance of the area, and is considered an appropriate form of development in this location. As such, the proposal is considered to be in accordance with the policy framework.

Quality of Accommodation

- 6.18 PfE Policy JP-H3 states that all new dwelling must comply with the nationally described space standards and be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations.
- 6.19 PfE Policy JP-P1 sets out the key attributes for all development, in contributing to making the Greater Manchester Combined Authority area, one of the most liveable city regions in

the world. This includes comfortable and inviting, indoor and outdoor environments, offering a high level of amenity that minimises exposure to pollution.

- 6.20 The proposed scheme provides 2 x 86.9m² dwellings, exceeding the minimum space requirements of 79m² required for a 2-bedroom/4-person dwelling. Proposed bedrooms and built-in storage comply with the 11.5 m² and 2.0 m² national space requirements.
- 6.21 The dwellings would be dual aspect with spacious layouts, and all habitable rooms would be served by a window. At ground floor level, both dwellings feature a kitchen / living / dining area with large bay windows, overlooking their respective gardens. Each dwelling's entrances include a small corridor with WCs and staircases positioned opposite each other, storage beneath the staircases. At the first-floor level, the stairs lead to a landing space with entrances to both bedrooms, the main bathroom, and a storage unit. The south-facing master bedroom features an en-suite bathroom.
- 6.22 It is noted that the policy framework does not specify minimum amenity provision, notwithstanding this, the scheme features generous provision of private amenity space. Unit 1 and 2 offer 59.1m² and 57.6m² of garden space, respectively.
- 6.23 The proposed development complies with the nationally described space standards as well as meets the Building Regulation requirement M4(2) "accessible and adaptable" dwellings.
- 6.24 The proposed development is considered to deliver a high quality standard of accommodation for future occupiers, overcoming the previous reason for refusal.

Neighbouring Amenity

- 6.25 UDP Policy H1/2 states that the Council will have regard to various factors when assessing a proposal for residential development, including whether the proposal is within the urban area, the availability of infrastructure and the suitability of the site, with regard to amenity, the nature of the local environment and the surrounding land uses.
- 6.26 Supplementary Planning Document 6 provides guidance on aspect standards between residential properties. It states that 20 metres between directly facing habitable room windows; 13 metres between an existing habitable room window and a proposed two-storey blank wall 6.5 metres between an existing habitable room window and a proposed single storey blank wall 7 metres between a proposed first floor habitable room window and a directly facing boundary with a neighbouring property.

- 6.27 The proposal has been designed to meet the criteria set out in SPD 6 for distances between habitable windows, from proposed blank walls and neighbouring property boundaries. The dashed blue line on the accompanying architectural plans indicates a 20m offset from the rear elevation of surrounding buildings.
- 6.28 In regard to noise and disturbance, it is considered the net increase of two dwellings and the associated comings and goings of occupants would not cause undue impact on general and acoustic privacy for surrounding residents, particularly given the substantial separation distances which would exist.

Transport and Highways

Car Parking

- 6.29 PfE Policies JP-C5 and JP-C6 require streets to be well designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.
- 6.30 UDP Policy EN1/2 requires the consideration of the design and appearance of access, parking and service provision.
- 6.31 UDP Policy HT2/4 requires all applications to make adequate provision for their car parking and servicing requirements.
- 6.32 Supplementary Planning Document 11 provides parking standards for developments.
- 6.33 The site is located just outside of a high access area as set out within SPD 11, and is adjacent to a row of local shops and services. As such it is considered that a maximum of 2 spaces per dwelling would be required at this site. The proposal indicates 2 spaces per dwelling complying with this standard. Given the site's location adjacent to a high access area, one parking space is proposed per dwelling.
- 6.34 The approved development at 73 Sandy Lane (ref. 65788) has also been taken into consideration and the Proposed Block Plan (Drawing 069SA-A-01-002) demonstrates that there would be no conflict with the manoeuvring space and parking for this development. See Figure 5 below.



Figure 4: Approved car park layout at 73 Sandy Lane shown in relation to proposed development

6.35 The accompanying Swept Path Analysis by Crosby Transport Planning demonstrates adequate manoeuvring space for the two car parking spaces proposed to serve the new dwellings.

Cycle Parking

6.36 Table 2 of the Supplementary Planning Document 11 sets out minimum standards for cycle parking.

6.37 In line with these requirements, each dwelling would benefit from 2 cycle parking spaces, with a sheffield stand proposed adjacent to each unit's car parking space. It is additionally noted that there is ample space in the side and rear gardens for additional storage, should occupants require.

Refuse Storage and Collection

- 6.38 Space for 4 x 240L bins is required per dwelling.
- 6.39 As such, our proposal provides storage for 4 x 240L. These storage areas are readily accessible to the respective outward-facing sides of each dwelling.

Sustainability and Drainage

- 6.40 PfE Policy JP-S2 sets out the steps required to achieve net zero carbon emissions.
- 6.41 PfE Policy JP-S4 establishes that development will be expected to manage surface water run-off through sustainable drainage systems.
- 6.42 UDP Policy EN5/1 states that the Council will not permit the intensification of development, where such developments would be at risk from flooding or would be likely to increase the risk of flooding elsewhere.
- 6.43 UDP Policy EN7/5 establishes that the Council will not permit development that does not have satisfactory arrangements for the disposal of foul sewage.
- 6.44 The proposal is accompanied by an Energy and Sustainability Statement, outlining strategies to attain high environmental performance standards. Passive energy efficiency measures are proposed to reduce the yearly CO2 emissions by 133.97%, representing a net zero development.
- 6.45 These measures include high quality insulation, air source heat pump systems, roof mounted PV, lightweight blockwork and sustainably sourced timber. Please refer to the accompanying Sustainability and Energy Statement for further details.
- 6.46 In regards to flooding, the site is not located within a designated CDA or in close proximity to watercourses or drainage ditches. It sits within Flood Zone 1, which has a low probability of flooding.
- 6.47 A United Utilities drainage system is already in place within the backland behind Lowther Court. The proposed development will connect to this combined sewer drainage system.
- 6.48 On-site drainage measures include permeable paving, an integrated drainage network, and landscaped gardens. Additionally, a rainwater harvesting water butt system will be installed in the rear landscaped garden. For further details, please refer to the accompanying Flood Risk Assessment and Sustainable Urban Drainage System (SuDS) Strategy Report.

Ecology and Biodiversity Net Gain

- 6.49 Biodiversity Net Gain is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). The Environment Act (2021) makes a provision for biodiversity net gain to be a condition of planning permission in England. Planning applications will need to demonstrate a 10% biodiversity net gain can be met, with some specific exceptions.
- 6.50 PfE Policy JP-G8 states that through local planning and associated activities a net enhancement of biodiversity resources will be sought.
- 6.51 PfE Policy JP-G7 seeks to significantly increase tree cover and requires two replacement trees for each tree lost or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area.
- 6.52 UDP Policy EN6/3 states that any proposal should seek to retain existing features of ecological or wildlife value.
- 6.53 A Preliminary Ecological Assessment (PEA) has been undertaken which identifies that the habitats within the site are common and widespread and have low ecological value. Notable habitats are present within 2km, however these are not impacted by the proposal due to its small scale and distance from said notable habitats.
- 6.54 Potential bat roosting habitat within existing vacant garages is considered low. No evidence of bat roosting was identified within said garages, allowing for their demolition.
- 6.55 Two small native trees feature to the northwest and southeast of the site. Development has been designed to retain both trees. This is shown on the Proposed Ground Floor Plan (Drawing No. 069SA-A-03-101). The retention of these results in a +27.55% net gain in biodiversity, exceeding the minimum +10% requirement.
- 6.56 In terms of Ecological value and BNG, the proposal will not impact existing native trees or surrounding notable habitats. Please refer to the accompanying PEA, PR and BNG reports for further information.

7. Conclusion

- 7.1 This application seeks full planning permission for the demolition of two garages and erection of two semi-detached dwellings.

- 7.2 It is considered that the site offers an opportunity to make an efficient use of land in a sustainable location while making a small but valuable contribution to borough-wide housing targets.
- 7.3 The application documents demonstrate that the previous applications reasons for refusal have been overcome, by addressing transport, density and internal floorspace concerns. Car parking does not conflict with previously approved parking provisions and both units comply with density and internal space requirements.
- 7.4 As such, the proposal is considered to comply with the national, regional and local policy framework.