

PLANNING STATEMENT

Proposed New build apartments

207 to 209 Bury Old Rd, Prestwich. Bury.
M25 1JF

July 2023

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1 INTRODUCTION

1.1.1 This Planning Statement in support of a planning application to build 8 apartments with associated amenity space and secure bike storage

1.1.2 This Planning Statement has been prepared to assist the Council in its determination of the planning application.

1.1.3 In terms of the structure of the report, Section 2 contains important background information about the site, including a description of the application site; a review of the planning history and details of designations affecting the site. Section 3 contains a description of the application proposals. Section 4 provides a summary of the planning policy context applicable to the site, with specific reference to national and local planning policies. In section 5, we consider the principle of the development and the key planning issues and Section 6 contains our conclusions.

APPLICATION BACKGROUND

Site Description

- 2.1 The application site is vacant land located 207 to 209 Bury Old Rd, Prestwich. Bury. M25 1JF
- 2.2 The existing plot is surrounded by Commercial properties to the North and South with 3 Social Housing 3 storey flats to the West.
- 2.3 The site is on Bury Old Rd.
- 2.4 The site is surrounded by commercial residential unit. It is conveniently located close to public transport and shops and recreational areas. The closest major supermarket being 0.8 miles away. The nearest tram station and bus stop are both 200m away and the closest park is 50m away from the site.

Planning History

- 1.1 There is no Planning history

Designations

- 3.1.1 The site is not within a greenbelt area or a conservation area not a listed building.
- 3.2 There are also no Tree Preservation Order's (TPO), or SSSI's in or around the curtilage of the proposal site.

4 APPLICATION PROPOSALS

4.1 The application seeks to build 8 new apartments.

Amenity space and secure bike storage along with refuse positions are included in the application.

4.2 The exterior of the building will remain similar to the existing neighbouring properties. On the front elevations

4.3 All the new and existing habitable window positions will face out onto Bury Old Road

The rear windows are all to be non habitable or obscure which does not impact on the surrounding buildings or overlook other windows due to its set back position.

4.4 The internal reconfiguration will allow for all the rooms to comply with current HHSRS

sizes, giving each room an ensuite and creating a kitchen/lounge/dining area within each apartment. The room sizes also exceed those set out in the Housing Act.

4.5 External access and a secure bike store for each unit will be provided in this area each being a minimum of 610 x 1905mm

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that ***“if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Act, the determination must be made in accordance with the plan, unless materials considerations indicate otherwise”***. Any issue that relates to the use and development of land is capable of being a material consideration; this includes for example, Government statements of planning policy.

National Planning Policy Framework

- 5.2 The National Planning Policy Framework (NPPF) was published in March 2012 and sets out the Government’s guidance on planning matters and replaces the previous Planning Policy Statements and PPG’s.
- 5.3 The NPPF sets out the Government’s economic, environmental and social planning policies. These policies articulate the Government’s vision of sustainable development allied with the encouragement of significant growth, especially in regards to significantly boosting housing delivery. The NPPF demonstrates that there are three main dimensions to sustainable development. . These are:
- **An economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and co-ordinating development requirements, including the provision of infrastructure;
 - **A social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and

- **An environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

5.4 In achieving sustainable development, the NPPF highlights that these roles should not be undertaken in isolation and that they should be sought jointly and simultaneously through the planning system.

5.5 The presumption in favour of sustainable development is translated into practice through paragraph 14 of the Framework. It states “at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking”. For decision taking this means:

- *“local planning authorities should positively seek opportunities to meet the development needs of their area;*
- *approving development proposals that accord with the development plan without delay; and*
- *where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:*
 - *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
 - *Specific policies in this Framework indicate development should be restricted.”*

5.6 NPPF Paragraph 17 outlines the overarching roles and core planning principles that the planning system ought to play. The principles relevant to this proposal are:

- *Proactively drive and support sustainable economic development to deliver the homes...that the country needs. Every effort should be made objectively*

to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth;

- *always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;*

4.7 The NPPF at Section 47 seeks to significantly boost the supply of housing and sets out to LPA's how they should go about achieving these aims.

4.8 Paragraph 49 of the NPPF states that: *Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.*

4.9 Paragraph 50 also states: *to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:*

- *plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);...*
- *identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand.*

4.12 Paragraph 186 of the Framework confirms that Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

4.13 Paragraph 187 relates to decision taking and states that planning authorities should look for solutions rather than problems and decision takers at every level should seek to approve applications for sustainable development wherever possible.

- 4.14 The Framework states that applications should be determined in accordance with the development plan, unless material considerations indicate otherwise, and the National Planning Policy Framework is a material consideration in planning decisions.

Local Planning Policy

- 4.17 Stockport Council Policies refer to the Stockport Unitary Development Plan Review (May 2006) and policies which still apply from 1st April 2011 onwards (post Core Strategy adoption) we will also look at the relevant formal Supplementary Planning Documents (SPD's)
- 4.18 Relevant Policies from the Stockport UPD which relate to this project include
- Saved UDP Review
 - L1.2 - Children's Play
 - EP1.7 - Development and Flood Risk
 - EP1.10 - Aircraft Noise
 - Core Strategy
 - CS1 - OVERARCHING PRINCIPLES: SUSTAINABLE DEVELOPMENT - ADDRESSING INEQUALITIES AND CLIMATE CHANGE
 - SD1 - Creating Sustainable Communities
 - SD3 - Delivering the Energy Opportunities Plans - New Developments
 - SD6 - Adapting to the Impacts of Climate Change
 - CS2 - HOUSING PROVISION
 - CS3 - MIX OF HOUSING
 - CS4 - DISTRIBUTION OF HOUSING
 - H-1 Design of Residential Development
 - H-2 - Housing phasing
 - CS8 - SAFEGUARDING AND IMPROVING THE ENVIRONMENT
 - SIE-1 - Quality Places
 - SIE-3 - Protecting, Safeguarding and Enhancing the Environment

CDH1.4 MULTIPLE DWELLINGS OCCUPANCY

SPD's

Sustainable Design and Construction Transport and
Highways in Residential Areas

4.19 EP1.7 DEVELOPMENT AND FLOOD RISK

The Council will not permit development, including the raising of land,
where it would:

- (i) be at risk from flooding;
- (ii) increase the risk of flooding elsewhere;
- (iii) hinder future access to watercourses for maintenance purposes;
- (iv) cause loss of the natural floodplain;
- (v) result in extensive culverting;
- (vi) affect the integrity of existing flood defences; or
- (vii) significantly increase surface water run-off

unless the applicant can demonstrate that satisfactory and sustainable measures will
be implemented to overcome the adverse effects. All development which is likely to
have an impact on drainage patterns should incorporate, as far as is practicable,
sustainable drainage systems taking account of current Government advice.

4.20 EP1.10 AIRCRAFT NOISE

Special policies dealing with noise from aircraft using Manchester Airport
shall apply to development as follows:

RESIDENTIAL DEVELOPMENT

- (i) planning permission will be refused for new dwellings within areas
subject to day-time noise levels in excess of 72 Leq or night-time
levels in excess of 66 Leq. EP1.10 AIRCRAFT NOISE

Special policies dealing with noise from aircraft using Manchester Airport
shall apply to development as follows:

RESIDENTIAL DEVELOPMENT

- (i) planning permission will be refused for new dwellings within areas

subject to day-time noise levels in excess of 72 Leq or night-time levels in excess of 66 Leq. Conversions will be permitted provided that the proposal incorporates noise attenuation measures that would result in a night-time noise level within the building (with windows closed) of less than 35 dB(A) Leq.

(ii) planning permission will not be granted for new dwellings within areas subject to day-time noise levels between 66 and 72 Leq or nighttime levels between 60 and 66 Leq. In addition, planning permission for new dwellings will not be granted where individual noise events of aircraft regularly exceed 82dBLAMax (S time weighting) several times in any one hour between 2300 and 0700 hours. Where material considerations indicate that planning permission should be granted as an exception to this policy, conditions will be imposed to ensure a commensurate level of protection against noise within the dwelling. Conversions will be permitted but the requirement for protection against noise within the dwelling will be the same as that for any new dwellings.

(iii) in areas subject to day-time noise levels between 57 and 66 Leq or night-time levels between 48 and 60 Leq planning permission for new dwellings will be granted subject to other planning policies and to conditions (where appropriate) to ensure an adequate level of protection against noise in dwellings.

[Note: in parts (i), (ii) and (iii) day-time is regarded as 0700 to 2300 and nighttime as 2300 to 0700] (ii) planning permission will not be granted for new dwellings within areas subject to day-time noise levels between 66 and 72 Leq or nighttime levels between 60 and 66 Leq. In addition, planning permission for new dwellings will not be granted where individual noise events of aircraft regularly exceed 82dBLAMax (S time weighting) several times in any one hour between 2300 and 0700 hours. Where material considerations indicate that planning permission should be granted as an exception to this policy, conditions will be imposed to ensure a commensurate level of protection against noise within the dwelling. Conversions will be permitted but the requirement for protection against noise within the dwelling will be the same as that for any new dwellings.

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[Note: in parts (i), (ii) and (iii) day-time is regarded as 0700 to 2300 and nighttime as 2300 to 0700]

The site will include necessary measures to incorporate a noise attenuation scheme that would result in a night-time noise level within the building (with windows closed) of less than 35 dB(A) Leq. This will be agreed with a suitably qualified person prior to occupation.

The properties surrounding this site are large blocks of flats and small commercial properties.

The plot as stated is next to a block of flats. T

Amenity Space, enclosed refuse storage space and secure bike stores are included in the scheme. All of these are sufficient for the apartment use and comply with sustainable transport policies.

In this instance, due to the proximity of the tram station, bus station local amenities and open spaces we consider parking to be non essential to the application. We are providing secure bike parking space for each apartment, and promoting sustainable modes of transport. The planning policy highlights the benefits of walking and together with the NHS encourages developments to be close to facilities, transport links and work places. This development is suitable to be among those seen as fully sustainable in alternative modes of transport.

The issue regarding the noise from the aircraft has been addressed earlier.

4.22 SUSTAINABLE DESIGN AND CONSTRUCTION

The UDP is the plan prepared by the Council under the provisions of the Town and Country Planning Act (1990) and sets out the Council's policies in respect of the control of development and other uses of land in the Borough. The UDP adopted in May 2006 is the current statutory development plan. The UDP has five key directions towards the achievement of sustainable pattern of land use and development. Retaining and enhancing a tightly drawn Green Belt, urban greenspace and vibrant town, district and local centres; encouraging redevelopment of previously developed land and use of sustainable modes of transport, are some of the policies in the UDP contributing to sustainable development. The UDP is saved as part of the Council's Local Development Framework (LDF) and forms the Council's current development plan.

This SPD has been produced to supplement policies in the UDP by providing additional information on how to achieve sustainable buildings in Stockport. It is recommended that this Guidance Note be read in conjunction with the UDP.

The UDP has developed policies further aimed at achieving sustainable development. Green Belt, housing and other policies have been strengthened to concentrate development on brownfield sites, in accessible locations within the urban area. Greater emphasis has been made on the needs of vulnerable road users, to encourage travel by foot, cycle and public transport as well as reducing car usage.

- 4.23 This proposal is for a sustainable development both in terms of new build apartment housing scheme reducing the building costs and waste of materials and providing accommodation within a central position to transport and local amenities.

The design of communities which do not prioritise the private car have been found to radically improve health and reduce stress, whilst increasing social interaction. The benefits to the local economy in terms of improved performance as well as increased capacity are clear.

The proposals in this instance is for secure bike spaces in the basement allowing the occupants to cycle, walk and use public transport, with the nearest tram station and bus stop both being 200m away.

The planning policy highlights the benefits of walking and together with the NHS encourages developments to be close to facilities, transport links and work places. This scheme fully takes this on board. Its location is ideal to be a car free development and with the secure cycle stores looks to promote a healthy lifestyle.

6 PLANNING ISSUES

- 6.1 The application site is a brownfield site, building into residential accommodation. The need for all residential accommodation within the area is well documented and as such a good addition to the area.
- 6.2 In this case the site would not constitute an extension to an urban area and would therefore not increase the 'sprawl' of the area.
- 6.3 The development has been designed to be sustainable in terms of construction and function with the addition of bike storage, and promoting a healthy lifestyle by virtue of its position close to amenities, transport and open spaces.

Design

- 6.4 In terms of design the windows are to be altered in places, but with limited impact to the overall building.
- 6.5 The proposed development will use quality materials, using Brown mix common finish to match the adjacent flats that will ensure that it is in keeping with the character of the area. The development will have no adverse impact on the surrounding area.
- 6.6 Care has been taken to ensure that security and safety have been considered. There will be external lighting, a door buzzer and the units will be alarmed, helping to design out crime.

Highways & Traffic

6.7 The proposed development will provide secure bike spaces for each room. These, along with its location, will create a sustainable development.

6.8 The proposed development will generate less traffic movements to and from the site

- 7.1 The proposal is to change the vacant land to affordable properties with 8 high quality apartments
- 7.2 The proposals comply with national policy and local policy. . The need for housing in the area is well documented and the council is not reaching its targets therefore the re use of building and bringing them back into use should be supported.
- 7.3 The proposal will be located in a sustainable location
- 7.4 The proposal will not cause any adverse impact upon the setting of the site either through design, layout or its size.
- 7.5 Taking the above into account the applicants respectfully requests that planning permission is granted.

