
11 Highfield Road, Prestwich

Planning, Design and Access Statement

On behalf of Mosscares St. Vincent's

September 2021

11 Highfield Road, Prestwich

Planning, Design and Access Statement

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1.0 INTRODUCTION

1.1 This Planning, Design and Access Statement has been prepared by Barton Willmore LLP, on behalf of Mosscares St. Vincent's (the "Applicant"), and is submitted in support of a full planning application (the "Application") for the proposed change of use from residential (Use Class C3) to residential institution (Use Class C2), serving as a respite centre for adults in suicidal crisis, alongside associated internal alterations, at 11 Highfield Road, Prestwich (hereafter referred to as the "Site").

1.2 Whilst Mosscares St. Vincent is the Applicant, the identified end user of the building will be the Maytree Respite Centre.

Maytree Respite Centre

1.3 Maytree Respite Centre is a national registered charity. Founded in 2002 and open 365 days a year, they provide a residential service and offer befriending for people in suicidal crisis. They offer a free four-night, five-day on-off stay for adults over the age of 18 from across the UK and aim to provide a safe, confidential and non-medical environment for their guests.

The Application

1.4 Full planning permission is sought for the change of use of the existing residential dwelling (Use Class C3) to a residential institution (Use Class C2). Permission is sought for the principle of the change of use as well as minor external and internal alterations. These are illustrated within the proposed plans (P6538/001) that accompany the submission.

1.5 The Application is accompanied by a suite of technical reports and plans prepared in accordance with Bury Council's ("the Council") validation requirements. These are listed in Table 1 below, together with details of the Author:

Table 1 – Planning Application Documentation

Technical Report	Author
Application Form and Certificate	Arcus Consulting
Drawing Package	Arcus Consulting

Technical Report	Author
Planning, Design and Access Statement	Barton Willmore LLP

Previous Applications

- 1.6 Prior to the submission of this planning application, the Applicant was successful in gaining planning permission, on behalf of Maytree, for a similar proposal at 46 Rectory Lane, Prestwich (LPA Reference: 64975).
- 1.7 Following positive discussions with Officers at the Council, and an overwhelming level of support from local residents and Members of the Council's Planning Committee, the application was unanimously approved by Planning Committee in May 2020, and the decision notice subsequently issued on the 27th May 2020.
- 1.8 Since this time, and owing to circumstances beyond either the Applicant or Maytree's control, the purchase of 46 Rectory Lane, which would have facilitated the aforementioned development, could not proceed, meaning that an alternative property was sought.
- 1.9 Both the Applicant and Maytree remain committed to the delivery of Greater Manchester's first facility of this type in Prestwich, to maximise the opportunity to join up with the range of mental health charities and facilities in the local area (including Prestwich Hospital).

2.0 SITE CONTEXT

- 2.1 This Section provides details of the Site's location and surroundings, and its physical characteristics.
- 2.2 Number 11 Highfield Road forms part of the urban area of Prestwich in an accessible location approximately 300 metres from shops and services, and approximately 300 metres from Prestwich tram stop. It is approximately 5.8km to the north of Manchester City Centre and approximately 7km to the south of Bury. In addition, the Site is in a highly sustainable location, being approximately 400 metres from the commercial centre of Prestwich including Prestwich Metrolink Station, providing access into Bury, Manchester City Centre and Altrincham, as well as the wider transport network.
- 2.3 The property is currently used as a residential dwelling (Use Class C3) and is located within a predominantly residential area.
- 2.4 The property itself is a two-storey detached dwelling which is traditional in architectural styling. The property has been subject to previous works including a two-storey extension to the side, which currently incorporates an integral garage. The property is finished in red brick with a concrete tile roof, reflective of the local vernacular.
- 2.5 The property benefits from a generous plot with extensive off-street parking for at least 6 vehicles to the front and side, with dual-access driveway, as well as garden areas to the side and rear.
- 2.6 Access into the Site is currently secured via the aforementioned dual-access driveway from Highfield Road which leads to an area of off-street parking.
- 2.7 The prevailing character of the area is residential, with a number of predominantly two storey dwellings surrounding the Site. Notwithstanding this, immediately south of the Site lies the Oakbank complex, a residential apartment block constructed over three floors, along with dedicated parking area.
- 2.8 The Site is located within Flood Zone 1, and as such is considered to be at the lowest risk of flooding. Furthermore, the Site is not located within a Conservation Area and there are no listed buildings within, or immediately adjacent to the Site, the closest

being a cluster of listed buildings and structures in and around St. Mary's Church, which is located approximately 700 metres to the south of the Site, on Church Lane.

3.0 PLANNING HISTORY

- 3.1 A search of the Council's online planning register has been undertaken in order to establish if any of the recent planning history is of relevance to the proposed development. The Council's planning register did not reveal any historic planning applications that are considered of relevance for the purpose of this Planning, Design and Access Statement as these related to domestic extensions relating to the building's use as a residential dwelling.
- 3.2 This confirms that, subject to appropriate design, the Site is not sensitive to development which changes the existing built plan.

4.0 THE PROPOSED DEVELOPMENT

- 4.1 This Section provides details of the proposed development now subject to this Application.

Use

- 4.2 This Application seeks detailed planning permission for the change of use of the existing residential dwelling (Use Class C3) into a residential institution (Use Class C2) for use by the Maytree Respite Centre. The proposed development also includes associated internal and external alterations to modify the building to suit the requirements of the end user, this includes the conversion of the integral garage to provide disabled access and facilities, to be constructed in accordance with Part M of the Building Regulations.
- 4.3 The property will be used as a respite centre, offering a short respite stay of 4 nights / 5 days for a maximum of four guests at any one time. All guests of the property will be adults (Aged 18+) who are feeling suicidal. Each guest is subject to a thorough assessment. Maytree Respite Centre has a strict no drugs or alcohol policy and will not offer accommodation to anyone currently misusing illegal substances and/or alcohol. In addition, the property will not be used as accommodation for anyone that is currently street homeless, experiencing a psychotic episode or is diagnosed with acute mental health issues which require specialist medical support.
- 4.4 In terms of the number of people on the Site, there will be a maximum of 4 guests staying at the property at any one time. Guests will arrive on the same agreed day, stay for four nights (five days) and leave on an agreed day.
- 4.5 The property will be staffed from 8AM to 8PM by paid members of staff and will include 1 No. Co-ordinator (8AM-4PM) and 1 No. Co-ordinator (noon-8PM), 1 No. Team Assistant (9AM-5PM), and occasionally 1 No. Outreach Worker (9AM-5PM). There will also be volunteers covering a shift of 3.5 hours. It is also anticipated that there will be 2 volunteers per shift with 2 volunteers covering sleepover shifts (10PM-8AM).
- 4.6 The maximum number of people at the property (including staff, volunteers and guests) will be up to 12, during the handover of a shift, this would last for approximately 30 minutes.

- 4.7 The property will be open 7 days per week although there will be periods where there are no guests staying at the property. Staff will remain at the property during these times with the minimum number on-site being 2.

Amount

- 4.8 The proposed change of use will result in 1 No. counselling room, 1 No. Lounge, 5 No. guest bedrooms (including 1 at ground floor level in place of the existing integrated garage), 1 No. staff bedroom and 1 No. office room, as well as kitchen, dining, storage and utility space.

Scale and Massing

- 4.9 The scale and massing of No. 11 Highfield Road will not be altered as a result of the proposed development.

Appearance

- 4.10 The exterior appearance of the building will be largely unchanged as part of the proposed development, with much of the built element of the proposal comprising of internal reconfiguration. A number of minor external changes are proposed as part of this Application, these are explained in the paragraph below.
- 4.11 The existing garage will be converted into a ground floor, accessible bedroom, with associated ramp access, windows, doors and infill brickwork is proposed to match that of the existing building. Additional ramps will also be provided to the side and rear entrances to the building, in order to ensure that it is fully accessible (in accordance with Part M of the Building Regulations).

Landscape

- 4.12 The side and rear gardens will remain unaltered as part of the proposed development.

Accessibility

- 4.13 Access into the Site will remain unchanged as part of the proposed development. Access into the Site will be secured via Highfield where there are two vehicular access points providing access to an area of off-street parking. The car parking availability plan, which

accompanies the submission, demonstrates that at least 6 vehicles can be accommodated within the existing parking area, utilising both access points. The plan also identifies how safe access and egress can be achieved at the Site. Whilst this exceeds the Council's requirements for car parking of this type of the development, the position is largely unchanged from the existing position in this regard and will allow for the development to minimise its impact on the surrounding highway network.

- 4.14 Notwithstanding this, it is recognised that the Site is located in a highly sustainable location, within walking distance of Prestwich centre, the Metrolink stop as well as major bus routes. Staff and guests will be encouraged to utilise public transport in getting to/from the Site.

5.0 THE DEVELOPMENT PLAN

5.1 For decision-taking, 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 determination, then that determination must be made in accordance with the development plan unless material considerations indicate otherwise.

5.2 This requirement is re-iterated in Paragraph 2 of the National Planning Policy Framework ("NPPF") 2021.

5.3 Accordingly, the development plan policy framework for this application is provided by the following:

- Bury Unitary Development Plan (1997)

5.4 We set out the development plan policy framework, so far as it relates to this Application, below:

Bury Unitary Development Plan

5.5 The Bury Unitary Development Plan (UDP) was adopted by Bury Council on the 29th August 1997. The UDP sets out the vision and strategy for the Borough of Bury and presently forms the basis for the determination of planning applications within the Borough.

5.6 The UDP predates both the National Planning Policy Framework (2012) and the Revised National Planning Policy Framework (2019). In this regard Paragraph 213 of the Revised NPPF states that:

"existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater weight that may be given)."

5.7 11 Highfield Road is located within a predominantly residential area.

- 5.8 The saved policies of the UDP were considered in a different economic climate in the 1990's and under a different national planning policy regime. As such, they have no regard to the provisions of the NPPF and the emphasis placed on sustainable development.
- 5.9 Given the time passed since the adoption of the UDP, it is clear that in the context of the NPPF, the UDP is materially out of date. In the circumstances, it can be concluded that paragraph 11 of the NPPF and the presumption in favour of sustainable development is engaged.
- 5.10 Nevertheless, in accordance with paragraph 12 of the NPPF, it is necessary to assess the development proposals against the relevant policies of the development plan.
- 5.11 In Table 3 below, we provide a summary of the Bury UDP policies which are considered relevant in the determination of this Application.

Table 3 – Relevant Policies of the Bury Unitary Development Plan

Policy	Summary
H2 – Housing Environment and Design	Sets out that the Council will encourage good design in all residential development. The Site is located within a predominantly residential area.
H2/3 – Extensions and Alterations	Sets out that applications for extensions and alterations to dwellings will be considered with regard to: • Size, shape design and external appearance; • Character of the existing property and the surrounding area; • Amenities of adjacent properties; and • Visibility for pedestrians, cyclists and drivers of motor vehicles.
H3 – Incompatible Uses in Residential Areas	Sets out that the Council will not permit the development of incompatible uses in areas which are primarily residential in nature and will, where possible, see to resolve existing conflicts.
H3/1 – Assessing Non-conforming Uses	Establishes that the Council will assess proposals for non-conforming uses in primarily residential areas and will not permit proposals considered to be non-compatible. Factors

Policy	Summary
	that will be considered include noise, vibration, smell, fumes, smoke, soot, ash, grit, dust, visual intrusion, traffic generation and parking arrangements, and hours of operation.
H4 – Housing Need	Outlines that the Council will encourage a range of housing types and tenures as appropriate to the housing needs of the borough.
H4/2 – Special Needs Housing	Lists criteria for special needs housing, and that proposals for such will be assessed against the following criteria: • Should be conveniently located for local shops, public transport and community facilities; • The location of healthcare facilities; • The gradient of the site; • The gradient between the site and the public transport network; • The necessary car parking and amenity space (including gardens) should be provided; and • The development should be of a high standard in terms of design, layout and landscaping and should achieve a satisfactory environment.
EN1 – Built Environment	Outlines that the Council will seek to protect, preserve and enhance the character, appearance and amenity of the Borough's built environment.
EN1/1 – Visual Amenity	States that development will not be permitted where proposals would have a detrimental effect on: • public views of prominent or important buildings, especially those in areas of architectural or historic interest; • the visual amenity both within, or viewed from, areas of environmental interest such as the Green Belt, Special Landscape Areas or the river valleys.
EN1/2 – Townscape and Built Design	States that the Council will give favourable consideration to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements.

Policy	Summary
EN1/5 – Crime Prevention	Indicates that the Council will encourage development proposals which include environmentally sensitive design features aimed at discouraging crime.
EN4 – Energy Conservation	Identifies that the Council will encourage development that contributes to energy conservation in the Borough and that the incorporation of energy efficiency measures within new development will be encouraged.
EN6 – Conservation of the Natural Environment	States that the Council will retain, protect and enhance the natural environment of the Borough, particularly in relation to areas of ecological, wildlife and geological importance.
EN6/3 – Features of Ecological Value	States that the effect of land use changes on existing features of ecological or wildlife value will be taken into account when assessing development proposals. Any proposal should seek to retain such features and incorporate them into the development.
EN8 – Woodland and Trees	States that the Council will support the retention of trees, woods, copses and hedgerows and encourage natural regeneration and new and replacement tree planting throughout the Borough.
EN9 - Landscape	Outlines that the Council will seek to protect, conserve and improve the landscape quality of the Borough, and will encourage the enhancement of landscapes, where appropriate.
HT2/4 – Car Parking and New Development	States that the Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards. The Council's car parking standards do not define a requirement for a C2 use for the nature proposed although care/nursing homes are required to provide a MAXIMUM of 1 space for every 4 beds.
HT4 – New Development	Outlines that in considering proposals for new or intensified development, the Council will encourage proposals which: • support the principles of sustainable development; • assist the implementation of a balanced transportation strategy;

Policy	Summary
	• minimise the environmental impact of traffic. The policy also states that new development will be encouraged where use can be made of public transport or spare capacity in the existing highway network, provided that this is also in accordance with other policies of the plan.

Neighbourhood Plans

- 5.12 At the time of writing there is no 'made' Neighbourhood Plan which is applicable to this Site.

6.0 OTHER MATERIAL CONSIDERATIONS

- 6.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act, it is necessary to consider any other material considerations which are relevant to the determination of this Application.

National Planning Policy Framework (NPPF)

- 6.2 The latest iteration of the National Planning Policy Framework (NPPF), was published in July 2021.
- 6.3 Paragraph 2 of the NPPF confirms that its policies are a material consideration in the determination of planning decisions.
- 6.4 Achieving sustainable development has three overarching objectives for the Planning System. These are defined in Paragraph 8 of the NPPF as:
- **An economic objective** – to help build 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, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - **A social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - **An environmental objective** – to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigation and adapting to climate change, including moving to a low carbon economy.

- 6.5 In order for sustainable development to be pursued in a positive way, at the heart of the NPPF is the *presumption in favour of sustainable development*.

- 6.6 For decision-taking, this means (Paragraph 11):

- Approving development proposals that accord with an up-to-date development plan without delay; or
- Where there are no relevant development plan policies which are most important for determining the application are out-of-date (no five-year supply or failure to meet the Housing Delivery Test), granting permission unless:
 - The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (defined in Footnote 6); or
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

6.7 Paragraph 12 confirms that the presumption in favour of sustainable development does not alter the status of the development plan as the starting point for decision-making. Planning authorities may take decisions which depart from the development plan only if material considerations in a particular case indicate that the plan should not be followed. This position is re-iterated within Paragraph 47.

Design

6.8 The creation of high-quality buildings and places is outlined by the Government to be fundamental to what the planning and development process should achieve. A key element of sustainable development is good design, which should contribute positively to making places better for people.

6.9 Paragraph 130 of the NPPF sets out that planning policies and decisions should ensure that developments:

- Function well and add to the overall quality of the area, not just for the short-term but over the lifetime of the development;
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- Are sympathetic to local character and history, including the surrounding built environment and landscape setting;
- Establish a strong sense of place, using streetscapes and buildings to create attractive comfortable places to live, work and visit;

- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses, and support local facilities and transport; and
- Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

Transport

- 6.10 The NPPF seeks to promote sustainable transport. All developments that will generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.
- 6.11 Paragraph 110 of the NPPF confirms that decisions and plans should take account of the following:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
 - Safe and suitable access to the site can be achieved for all users;
 - The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - Any significant impacts from the development on the transport networks (in terms of capacity and congestion), or highway safety, can be cost effectively mitigated to an acceptable degree.
- 6.12 Paragraph 111 confirms that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or if the residual cumulative impacts on the road network would be severe.

Environment

- 6.13 Paragraph 174 of the NPPF requires the planning system to contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, minimising the impact on biodiversity, and minimising the impact on ground conditions.
- 6.14 Development proposals should also prevent new and existing development from contributing to or being put at an unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.

Remediation and mitigation of degraded, derelict or contaminated land is also encouraged where appropriate.

Development and Flood Risk

- 6.15 With regard to planning and flood-risk, paragraph 159 of the NPPF states that:

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

- 6.16 The NPPF requires a sequential approach to managing development and flood-risk. It outlines at paragraph 161 that the aim of the sequential test is to steer new development to areas which are at the least risk of flooding. If this is not possible, then the NPPF outlines that an exceptions test may be required.

Planning Practice Guidance

- 6.17 Planning Practice Guidance (PPG) was published by the Government in March 2014 and revised in July 2018. PPG provides supplementary guidance on the application of policy contained within the NPPF. No specific additional policy guidance is contained within PPG which is considered directly relevant to the determination of this Application.

Emerging Bury Local Plan

- 6.18 Bury Council are currently in the process of preparing a new Local Plan. Once adopted this will serve as a replacement to the current UDP policies but is also to be read in conjunction with the evolving Greater Manchester Places for People Plan.
- 6.19 The Bury Local Plan is in its infancy at present with a public consultation on the Local Plan Policy Directions concluding in November 2018. A draft document is yet to be published.
- 6.20 The Council's Local Development Scheme, published in March 2019, indicated anticipated adoption of the New Local Plan in Late 2021, subject to progress on the Greater Manchester Spatial Framework. However this has been subject to significant delays

owing to Stockport MBC's withdrawal from the process, in addition to delays owing to the COVID-19 pandemic. There is no indication at this stage of when the Council will continue to advance its New Local Plan. As such, it carries very limited weight in the determination of this Application.

SPG3 – Planning Out Crime in New Development

- 6.21 SPG3 was adopted in June 2001 and acts as a guide to developers on how measures can be incorporated into new developments to reduce the fear of crime and lessen the potential for crime in the future.
- 6.22 The SPG outlines basic principles, major land use considerations and detailed design considerations which form the basis of the principle of "planning out crime".
- 6.23 Such considerations as outlined above have been factored into the proposed development which forms the basis of this Application.

SPD11 – Parking Standards in Bury

- 6.24 SPD11 was adopted in May 2007 and outlines the parking requirements for all new development in Bury.
- 6.25 The document does not specifically cover C2 development of the nature proposed in this application but does provide requirements for care homes, whilst there are clear differences between the development proposed and that of a care home the SPD provides a useful insight into the amount of parking that would likely be required.
- 6.26 In the case of care homes, SPD11 requires a maximum of 1 space per 4 beds. The SPD does state for care homes however that the requirements cover staff and visitors and that the requirement for a development will be based on its own merits and the nature/location of the proposal.

SPD16 – Design and Layout of New Development in Bury

- 6.27 SPD16 was adopted in October 2008 and acts as a manual for developers to ensure that their proposals accord with the aspirations of Bury Council.

- 6.28 The SPD details extensive criteria both around the way in which sites and their context is to be assessed, as well as design tips and advice.
- 6.29 The content of SPD16 has been considered and used to inform the proposed development submitted as part of this Application.

7.0 PLANNING ASSESSMENT

- 7.1 This Section assesses the proposed development against the relevant policy considerations contained within the development plan and other material considerations relevant to this Application (as documented in Sections 5 and 6 of this Statement).

Principle of Development

- 7.2 The Site is located within the settlement of Prestwich and is surrounded on all sides by built, residential development.
- 7.3 The Applicant considers that although the proposed change of use of the dwelling at 11 Highfield Road will result in the loss of one residential dwelling from the local stock, the use proposed for the building as a residential institution is clearly compatible with the prevailing character of the area and will not detract from the character or appearance of the area, nor will it impact on the amenities currently enjoyed by the surrounding residents. It is therefore considered acceptable in the context of UDP policies H3, H3/1 and H4/2, as well as all other UDP policies cited.
- 7.4 The Applicant considers that the change of use of the building will result in very little change 'on the ground' and that the residential character of the dwelling will be retained. The proposed development will not be commercial in nature and retain the fundamental use of the building, as accommodation, albeit it will provide care for vulnerable adults, as set out in Section 1.
- 7.5 Accordingly therefore, the proposed change of use is considered acceptable in principle.

Design

- 7.6 Having demonstrated that the proposed development is acceptable in principle, it is now pertinent to consider the design of the proposed development.
- 7.7 Being a change of use application, the appearance of the building will remain largely unchanged. Whilst the proposal includes internal alterations to best suit the requirements of Maytree Respite Centre, the building will retain its attractive frontage and, to all intents and purposes, appear as an attractive, detached residential dwelling. Any amendments to the exterior of the building will be minor in nature and will not have a detrimental impact on the character or appearance of the building, and will preserve

the amenities currently enjoyed by the surrounding residents. This is illustrated within the accompanying plans which support the Application. It also demonstrates the Scheme's compliance with SPD16 (Design and Layout of New Development).

- 7.8 The proposed development is therefore considered compliant with both local and national planning policies and as such is acceptable in this regard.

Transport

- 7.9 The proposed development will utilise the existing driveway area to provide vehicular parking for the development. The submitted plans indicate that at least 6 parking spaces will be provided within the Site.
- 7.10 The submitted plans also indicate that the development will provide 5 bed spaces as well as hosting staff members. It is noted that SPD11 does not provide a requirement specific to what is proposed for the Site. Notwithstanding this, using the maximum requirements outlined for C2 Care Homes by SPD11 (i.e. 1 vehicle parking space per 4 beds), the Applicant considers that the development proposes an adequate level of car parking, particularly when factoring in the highly sustainable location of the Site.
- 7.11 Whilst the Applicant acknowledges that the proposed development will result in vehicle movements related to the Site, these will be very modest and akin to those associated with a substantial residential dwelling. It will not be detrimental to highway safety and will not result in harm to neighbouring residents in relation to vehicle noise, comings and goings etc. As such the Applicant considers that the development cannot be refused on highway grounds as it is in accordance with Policies HT2/4 and H4 of the Bury UDP.

Environment and Amenity

- 7.12 Paragraph 174 of the NPPF requires the planning system to contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, minimising the impact on biodiversity, and minimising the impact on ground conditions.
- 7.13 Development proposals should also prevent new and existing development from contributing to or being put at an unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability. Remediation and mitigation of degraded, derelict or contaminated land is also encouraged where appropriate.

- 7.14 The Site is not located in an environmentally sensitive location and will not have a detrimental impact on any landscape or ecological features. The Applicant is satisfied therefore that the proposed development accords with the relevant Local Plan policies.

Heritage

- 7.15 Paragraph 197 of the NPPF outlines that, in determining planning applications, local planning authorities should take account of the following:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;**
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and**
- c) the desirability of new development making a positive contribution to local character and distinctiveness.**

- 7.16 The Site is not located within, or immediately adjacent to any conservation areas, listed structures or other designated heritage assets and the proposed development will have no detrimental impact in this regard.

Sustainable Development

- 7.17 In accordance with Paragraph 7 of the NPPF, the proposed development will provide for net economic, social and environmental benefits as summarised below:

Economic Benefits

- Gross Value added to the economy by future economically active residents and staff;
- Additional local commercial expenditure (on convenience goods, comparison goods, leisure) helping to support and sustain the economy of Prestwich;
- Additional job creation;
- Direct and indirect jobs during the construction programme; and
- Annual Council Tax Contributions.

Social Benefits

- Development of a socially beneficial facility in a sustainable and accessible location; and
- Increase in local population to support and sustain the viability and vitality of local services.

Environmental Benefits

- Well-connected and easily accessible Site within an existing residential area; and
- The retention and ongoing maintenance of an attractive property which makes a positive contribution to the streetscene at Highfield Road.

7.18 All of the above serves to demonstrate that there will be no significant or demonstrable impacts arising from the proposed development, and that it will offer a multitude of benefits, in line with the thrust of the NPPF.

8.0 CONCLUSION

- 8.1 This full planning application is for the change of use of 11 Highfield Road to use class C2 with minor alterations to the external appearance and internal structure of the building.
- 8.2 Under Section 38(6) of the Planning and Compulsory Purchase Act (2004), planning applications are to be determined in accordance with the statutory development plan unless material considerations indicate otherwise.
- 8.3 The principle of the development is largely established as the proposed development represents a residential use within a predominantly residential area. The use of the property as a C2 residential institution will retain the residential character of the area and will not result in any of the incompatible characteristics as set out by UDP policy H3/1.
- 8.4 In accordance with the design and development management policies of the UDP and the NPPF, the proposed development will retain the attractive architectural characteristics of the building and will preserve the residential amenities currently enjoyed by the surrounding properties, this will also align with the guidance set out in SPD16. Furthermore, the Site is in a highly sustainable location, on the edge of a village centre with excellent transport links provides options of travelling to/from the Site by modes of transport other than the private car.
- 8.5 The proposed development will provide for a sustainable development offering multiple social, economic and environmental benefits, and will allow the Maytree Respite Centre to continue to assist vulnerable adults to improve their mental wellbeing. In line with the provisions of the NPPF the proposed development is deliverable within 24 months from approval by the Applicant.
- 8.6 Whilst the Applicant recognises that each planning case is to be determined on its own merits, the previous consideration of the proposal at Rectory Lane clearly highlighted the value society places on facilities such as that proposed by Maytree and the desire, both from local residents and members for such facilities.
- 8.7 As with the proposal at Rectory lane, the Application proposed here provides an opportunity for the Council to be at the forefront of an emerging movement, recognising the importance of mental health and well-being. The Site's proximity to Prestwich

Hospital as well as a number of mental-health related charities and facilities nearby provide greater opportunities for joined-up thinking and collaboration, further highlighting the value of Maytree's work.

- 8.8 In conclusion therefore, the proposed change of use is consistent with the key objectives of national and local planning policy. It has been demonstrated that the proposal represents sustainable development that is acceptable in all respects. No adverse impacts would arise to significantly or demonstrably outweigh the benefit of providing a residential facility for occupation by the Maytree Respite Centre.
- 8.9 For the reasons set out within this Statement, the Applicant respectfully asks that planning permission be granted without delay.