



HAD

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PLANNING STATEMENT



**Church Lane Apartments
Church Lane
Moston
Manchester
M9 4WH**

Prepared by HAD & Co.

March 2022 v.1

Contents

Planning Statement	1
1. Introduction	1
2. Site	1
3. Proposal	2
4. List of Submitted Documents	3
5. Manchester City Council Planning Policies	4
6. Conclusion	18

1. Introduction

This Planning Statement will briefly go through the documents that will be supplied as part of the proposed planning application, which should all be read in conjunction. It will also discuss the current planning policies that have been considered and how this proposal aims to comply with them.

2. Site

Land at Church Lane, Moston, Manchester, M9 4WH

Easting: 386359

Northing: 401463

W3W: ///tracks.habit.shaky



Fig.1: Location of site outlined in red, HAD & Co 2022

3. Proposal

Proposal to build a residential block containing 25no. of 2-bed and 3no. of 1-bed apartments over 3 stories and a smaller roof storey with associated landscaping works and creation of courtyard car park.

Based on the previously approved application: 076317/FO/2005/N1, granted on 6th June 2006, and taking all the comments into consideration, the new development is to be a residential apartment building in a single block addressing the existing neighbouring building lines, but with its main entrance accessible from a newly created private gated courtyard off the main road of Church Lane.

The design of the building is based on the following key principles:

- The proposal aims to maximise the commercial potential of the site.
- To bring the derelict brownfield site back into use.
- To improve the quality of the local environment.
- To create a focal point on the pivot of the road curve.
- To improve the definition of the street edge.

The proposal is new apartment building of 28 units arranged over three stories, with one roof storey. There are to be 25 two-bedrooms and 3 one-bedroom units. To increase the green area, the building will be on 34.8% footprint on the total site area and the garden spaces will use 34.5%.

4. List of Submitted Documents

Along with this Planning Statement, the following documents have been submitted as part of the planning application:

- Application form
- Plans and elevations
 - HAD3384-01: Location Plan (1:1250) and Site Plan (1:500)
 - HAD3384-02: Proposed Ground Floor Plan (1:100)
 - HAD3384-03: Proposed First Floor Plan (1:100)
 - HAD3384-04: Proposed Second Floor Plan (1:100)
 - HAD3384-05: Proposed Third Floor Plan (1:100)
 - HAD3384-06: Proposed Roof Plan (1:100)
 - HAD3384-07: Proposed West and East Elevations (1:100)
 - HAD3384-08: Proposed North and South Elevations (1:100)
 - HAD3384-09: Proposed Street Scene Elevations (1:100)
 - HAD3384-10: Proposed Site Plans (1:500)
- Design and Access Statement
- Waste Form
- Topographical Survey Plan

The applicant understands there may be a requirement for additional reports and statements for the validation of this application and will aim to get these to the council as quickly as possible where those details cannot be resolved as conditions.

5. Manchester City Council Planning Policies

The following Planning Policies have been considered and it is explained how the proposed development complies with these:

SP1 Spatial Principles

Pg 31-32 of Manchester's Core Strategy 2012-2027

"the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas."

The land at Church Lane is located within the North Manchester area. The development is proposed to be of high quality and will provide the area a mix of diverse housing options.

"All development should have regard to the character, issues and strategy for each regeneration area"

The design of the building has been heavily influenced by the immediate surroundings- please see the accompanying Design and Access Statement for further information.

"New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport."

The site location is ideal due to the accessibility of amenities within walking distance and connection to existing infrastructure. Although parking is also provided, this is limited with additional cycle storage to encourage more sustainable modes of transport for the residents.

“Development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- creating well designed places that enhance or create character.
- making a positive contribution to the health, safety and wellbeing of residents
- considering 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 efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.”

The proposed development will contribute to the growth of Manchester and this North section of the city with providing a diverse option of accommodation to suit all walks of life and setting a precedent for the area with high-quality designed future-proof apartments. Secured with private access for the safety of the residents yet integrated into the rest of the neighbourhood via its appearance and access points. Green space has also been provided to soften the development and also provide that much-needed outdoor amenity space. The existing infrastructure can provide all amenities such as employment, healthcare, leisure and religious or cultural needs, and the parking provisions and easy access will promote sustainable travel options. The construction of the building will use a “fabric-first” approach to ensure the building meets Part L requirements of the Building Regulations to minimise the loss of heat and rely less on energy-consuming technologies to manage the building.

H1 Overall Housing Provision

Pg 97-103 of Manchester's Core Strategy 2012-2027

" Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. ... New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester. ... 90% of residential development will be on previously developed land."

This proposal aims to provide 28 new housing units, with a majority of 2-bed units and a few 1-bed units to meet the demand and growing population of Manchester. The land is previously developed and has lain as a vacant eyesore for a number of years. It is located within the North region of the city, which is shown in Table 9.1 of the Core Strategy as the second highest location for the distribution of new housing at 11,840 dwellings proposed, with the City Centre being the top at 16,500 proposed dwellings.

"Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population"

Provides a majority of 2-bed apartments with a few 1-bed options. All will be DDA compliant with a proposed lift to all levels and adaptable features to help those who need it. The range of apartment options will also provide affordable options on the ground floor whilst also providing a higher specification of apartments with more luxury finishes for the upper-level apartments. These would suit all walks of life and age ranges and do not aim to discriminate.

"Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. ... Schemes should make provision for parking cars and bicycles"

The building shape, form, appearance and orientation have all been influenced by the existing building lines of the area, the immediate surroundings, the character of Church Lane and the existing site boundaries. Parking has also been provided for cars, including disabled spaces and electric vehicle charging, and for cycles too.

“Be designed to give privacy to both its residents and neighbours.”

The window locations and design have considered the existing habitable window distances of the neighbours and been recessed into the façade to allow privacy for both occupants and neighbours as well as flood in natural daylight for the internal spaces. The development will be secured via electronic fob system access gates and green paladin fencing with hedge planting and trees as additional boundary buffers.

“The Council is committed to the development of new housing which meets and where possible exceeds the current Code for Sustainable Homes requirements”

This new-build development will meet and aim to exceed Part L requirements of the Building Regulations by way of a “fabric-first” method to ensure the construction of the building itself is adequately insulated and watertight to prevent reliance on mechanical systems and use as much natural ventilation and warming methods as possible. This will take the form of meeting all required U-values through the selection of adequate insulating materials, triple glazing units, encouraging natural ventilation systems and using heat recovery systems promoting sustainable energy saving practices.

“There is a shortage of housing for elderly and disabled people.”

The design of the apartments and inclusive accessibility in and around the complex will mean the apartments, especially the 7 provided on the ground floor level, will be ideal homes for disabled and elderly people. The layout of the apartments can be easily adapted to meet the needs of the users.

“To ensure that people can access shops and other facilities by sustainable transport modes, development should be located on sites in close proximity to centres or public transport routes. 'Close proximity' in this context can be taken to mean within 300 metres of the centre boundary or a Metrolink stop, railway station or bus stop with a high frequency of services”

The development has excellent public transport links which connect it to Manchester City centre and beyond as well as the rail network. Bus stops can be found less than a minutes-walk from the site on Church Lane with alternative bus routes found within a few minutes walking distance on busier nearby roads. Furthermore, the Moston Lane district centre and Harpurhey Shopping Centre is within walking distance of the site hosting convenience stores, employment opportunities, healthcare, and leisure facilities.

H3 North Manchester

Pg 107-109 of Manchester's Core Strategy 2012-2027

“North Manchester, over the lifetime of the Core Strategy, will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained.”

The development provides 28 new high-quality apartments for small families and professional couples and singles. The luxury of newly built apartments will also allow for the latest smart technologies and energy savings features being implemented into the build creating future-proof homes for the ever-growing population. It will also help to spark the progress of introducing better quality construction and housing for this area of Manchester leading the way and setting the precedence for other development to follow.

H8 Affordable Housing

Pg 116-117

“The following requirements for affordable housing ... currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed”

3 of the proposed 28 units will be 1-bed apartments- these will be identified as affordable housing units due to their smaller size and provision for single occupants only. The 7 apartments proposed on the ground floor level may also be considered as affordable housing where they have less visual outlook from their windows and smaller openings to ensure security of these lower level units and also their suitability to accommodate disabled people.

C2 District centres

Pg 137-139

“Housing will also be considered an appropriate use within District Centres, providing it supports the vitality and viability of the centre. ... New development should respect and enhance the character of existing centres.”

The development respects and enhances the character of the existing centre by regenerating a vacant brownfield site, and creating a new multistorey high quality residential housing, close to the Moston Lane district centre. This efficiently utilises the land available and uses materials which reflect the surrounding building typologies.

T1 Sustainable Transport

Pg 157-158

“To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking”

Onsite secure bike storage promotes the use of sustainable transport methods such as cycling along designated cycle routes, to and from the site to local district centres and access to the city centre. The site’s close proximity to the Moston Lane district centre provides amenities within walking distance to the site and public transport is easily accessed to reach areas further afield. Buses provide links to the surrounding areas and rail stations that lead into Manchester City centre and further transport links to provide connection to other cities and also Manchester Airport. The easy accessibility of employment opportunities and convenience stores and facilities will also encourage less reliance on private vehicles as everything can be found within walking distance.

T2 Accessible areas of opportunity and need

Pg 159-160

“Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. ... The car parking standards are maximums and the cycle and disabled car parking standards are minimums.”

The development’s locality to the Moston Lane district provides residents with amenities easily accessed by walking and cycling whilst the public transport links provide excellent access to Manchester City centre and links to other cities. The proposed car park provides 1 space per apartment, 3 of which will be for disabled users, and there will be 1 cycle storage space per apartment.

EN 1 Design Principles and Strategic Character Areas

Pg 164-168

"4. Northern Character Area

The character of this area is significantly affected by the topography, with a marked increase in height moving northwards. ...

Developers should respond to the underlying topography and varied townscape created by the balance between built form and the tree-covered landscape"

The development contributes positively to the street level experience by reflecting the scale of surrounding buildings and the individual character and associated history of the district centre by using materials which replicate the surrounding building typologies. Red brick walling and slate-grey zinc roof to mirror the materials of the existing houses.

Generally, the building is three stories in height with the areas where it rises to four stories set back from the street parapet to remain sympathetic to the existing building scales.

The shape has been influenced by the existing topography and boundaries of the site. The irregular form has also used the existing parameters of the surrounding housing to determine the positioning of the windows and perforations of the building's façade.

Furthermore, the development provides the residents with a good balance between built form and open space which enables them to move easily across the site and varies the townscape with built forms and tree covered landscaping.

See accompanying Design and Access Statement for further info.

EN 2 Tall Buildings

Pg 169-172

“A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views.”

The development demonstrates excellent design quality with high quality material use. The form derives from the curve on Church Lane, becoming a focal point from the approach to the Moston Lane District Centre whilst also remaining in keeping with the existing street scene scale as to not appear overbearing. The edges of the proposed structure provide a strong building line which helps define its prominence along Church Lane whilst reinforcing the entrance to the site.

EN 4 Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development

Pg 174-176

“The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO₂ emissions, and rising fossil fuel prices. ... 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”

Sustainable design has been a key part of this development looking into using the best quality materials that not only reflect the locality but can also be sourced locally that will meet and exceed required U-values to ensure the building is constructed to reduce the overall requirement to depend on energy-consuming technologies to maintain and heat the building. Natural and passive systems will be implemented to further reduce the CO₂ emissions.

EN8 Adaptation to Climate Change

Pg 185-186

“All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.”

As well as using a “fabric-first” approach to the building’s construction, using passive and natural methods to help maintain the building, and providing a third of the site area to green space: the newly built apartments will also boast the latest in smart technologies to help go further with reducing wasted energy such as automated and sensor-activated lighting in communal areas, smart thermostats and heat recovery systems and A+ and higher rated appliances and fixings installed.

Other things that will be considered as energy saving solutions are:

- Underfloor heating
- Electric power only (no gas connection)
- Encouraging to use only renewable green energy suppliers
- Smart plugs and wi-fi enabled appliances to turn off remotely
- Non-standby appliances
- Sustainable drainage options and surface water collection and reuse

EN 15 Biodiversity and Geological Conservation

Pg 200-203

“The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. ... Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site”

Although the site is not inside an existing biological value area, the development’s landscaping aims to improve the biodiversity of the site by conserving existing trees where possible and planting new trees and plants/bushes to encourage wildlife to the area. A third of the site has been provided as garden and outdoor green amenity space.

EN 19 Waste

Pg 209-210

“Encourage communities to take responsibility for the waste they create through the provision of accessible facilities.”

The development has adequate provision for an accessible bin store on site that also has the opportunity to be extended if the needs of the resident’s change. There is also space internally within the building for extra bin storage within the communal areas that will also be managed by the building’s employed management company to ensure the waste is appropriately dealt with.

DM 1 Development Management

Pg 216-217

“All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

Appropriate siting, layout, scale, form, massing, materials and detail.”

Area is ideal for residential use. The site and surroundings have influenced the overall proposed design.

“Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.”

The materials and scale are in keeping with the immediate neighbouring buildings.

“Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.”

Privacy and security of the neighbours and the proposed occupants have been considered and also affected the outcome of the building’s design. A large proportion of the site has been given as green space. Access is existing and has been moved to accommodate safer visibility.

“Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.”

Disabled friendly access to the building and apartments provided with dedicated parking. Located in an easily accessible area for traversing to and from the site for facilities and nearby amenities. Cycle storage provided to encourage alternative forms of transport.

“Community safety and crime prevention.”

Secured around the perimeter with CCTV covered communal areas and on-site management teams employed to maintain the complex.

“Design for health.”

Natural and passive methods to keep the building healthy for the occupants and secure and private green space provided to encourage more outdoor use.

“Adequacy of internal accommodation and external amenity space.”

All apartments meet the minimum space standards and a third of the site will be green space.

“Refuse storage and collection.”

Adequate provision of waste store located on site close to the Highway access for collection.

“Vehicular access and car parking.”

Access exists on Church Lane, this has been moved to a location further down the Highway abutment for safer visibility splays and secured gated access. Car parking provided alongside cycle storage for residents and visitors to prevent dangerous on-street parking within the vicinity.

“Effects relating to biodiversity, landscape, archaeological or built heritage.”

Green space provided and will be improved to encourage more biodiversity to the area.

“Green Infrastructure including open space, both public and private.”

The private green spaces will be found to the south of the site, accessible only from the main entrance. The boundary of hedging and trees will frame the development and integrate it into the existing greenery for the area.

"Flood risk and drainage."

The site is not within a flood zone and the pre-developed nature of the site suggests this development will not cause floods within the area. Alternative and sustainable drainage systems will be considered for the removal of excess water waste.

"Existing or proposed hazardous installations."

The proposal is not seen to be hazardous.

"Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques"

The construction will aim to exceed the Part L requirements of Building Regulations and use sustainable and efficient construction materials so the mechanical systems are not over-relied upon.

DC7.1 New Housing Development

Page 7 of Saved UDP Policies- City Wide Development Control Policies

"The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided."

All apartments will be designed as DDA compliant complying with Part M of the Building Regulations, they will also be adaptable for each user's specific needs if necessary. The ground floor apartments will all be easily accessible and a large 8-10 person lift is proposed for access to all levels. The garden spaces provided to the south of the site can accommodate play areas and communal garden furniture will be installed to encourage outdoor use.

DC26.2 Development and Noise

Page 13 of Saved UDP Policies- City Wide Development Control Policies

“New noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.”

The proposed development will be located within an existing residential area so no existing noise levels would affect the new housing. The new-build nature of the building will also have to comply with Approved Document Part E and Part L of the Building Regulations whereby the proposed insulation requirements will exceed expectations to ensure the property is sufficiently acoustically and thermally protected. Further to this, the proposed surroundings and boundaries of greenery and trees will also add to the acoustic barriers of the development and any noise that may emit from the residential units.

6. Conclusion

Following the clients brief, readily available design guidance, planning policies and previous application reports; the proposed development has been designed with the end user in mind. The sustainably constructed apartments aim to improve the users experience and reduce CO₂ emissions through it's chosen materials and natural and passive systems. The building will become a local beacon and also set a precedence as a high-quality designed housing provision for the North area of Manchester City.

The building's form, scale, appearance, and orientation have all been heavily influenced by the immediate surroundings and will sit well within the context of the street scene whilst also providing a focal point along Church Lane boasting a high-end apartment block to serve the growing population of Manchester.

The proposal is designed to add a modern and functional building that can be easily integrated into the existing infrastructure which will in turn provide further security, diverse housing opportunities and biodiversity for this community. It will also meet the demand for affordable housing, provide accommodation for disabled and elderly people as well as offering the latest in sustainable living.