

Chain Road, Blackley, Manchester, M9 6QX

Planning Statement

Proposed residential development of 32 no. affordable rent units

Chain Road, Blackley, Manchester, M9 6QX

Proposed residential development

Report Control

Document: Planning Statement

Project: Chain Road, Blackley, Manchester, M9 6QX

Client: Great Places Housing Group

Job number: 18-002

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1 Introduction

Bowker Sadler Architecture has been instructed by Great Places Housing Group to progress full planning application for the proposed residential development of 32 no. affordable rent units on the land at the junction between Chain Road and Victoria Avenue, Blackley, Manchester M9 6QX.

This planning application is made to Manchester City Council (MCC) (The Local Planning Authority) as a full planning application and relates to the red edge application site boundary as shown on the submitted Location Plan.

This planning statement, alongside a review of the site history and relevant policies at both a local and national level, provides a description of the proposed development together with an appraisal of the planning merits of the scheme as a whole and should be read in conjunction with the following suite of supporting documents to ensure a full understanding of the development proposals:

- Design & Access statement by Bowker Sadler Architecture
- Affordable Housing scheme by Great Places Housing Group
- Site investigation Ph1 & Ph2 by LK Consult limited
- Floor risk assessment and drainage appraisal by Carley Daines
- Air Quality assessment by SLR
- Noise Assessment by SLR
- Crime impact statement by SecurebyDesign
- Waste management proforma
- Preliminary Ecological Assessment
- Tree Survey, Arboricultural impact assessment and method statement
- Construction environmental management plan by Terranova
- Topographical survey by Survey systems
- Environmental statement by TWC Consulting
- Transport statement by Eddisons/Croft
- Utilities survey and capacity appraisal
- Soft landscaping plan by Saville landscape design
- Viability report by Great Places Housing Group
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2 Site description

The site is located at the junction of Chain Road and Victoria Avenue, Blackley, Manchester. The A6104 Victoria Avenue fronts the southern boundary, with Chain Road running across the north east of the site from their adjoining T-junction to the east.

The site was previously occupied by The Lion & Lamb public house, whose address was formerly listed as 68 Victoria Avenue. The building has since been demolished and the site is currently an unused hard standing carpark with overgrown land.

Victoria Avenue provides all local amenities including Primary and High Schools, Local shops, community, health and leisure facilities, supermarkets, library and learning centre.

There are no listed buildings on site or close to it. The site is outside the Conservation Area.



Aerial view of the site with its neighbouring housing

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3 Planning history

A search of Manchester City Council's online planning register has been carried out in order to understand any planning history attached to the site or close by which could influence the proposed development.

The following applications have been found:

- **089720/FO/2009/N1** - Temporary site compound comprising 9 storage cabins for a period of 12 months
- **087009/FO/2008/N1** - Erection of residential development comprising of three x 3 bed 5 person houses and seven x 4 bed 7 person houses with twenty x 2 bed 4 person apartments with associated parking, landscaping and boundary treatment
- **077059/TEL/2005/N1** - PRIOR APPROVAL APPLICATION for 15m high telecommunications monopole and two associated equipment cabins to replace existing installation
- **068993/OO/2003/N1** - OUTLINE PLANNING PERMISSION for residential development, all matters reserved.

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4 Pre application informal advice

Prior to planning submission Bowker Sadler Architecture engaged Manchester City Council to seek informal support of the residential scheme proposed.

Initial layout proposal has been shown to the Council. Key points have been highlighted including:

- Strong 3 storey corner to Chain Road/Victoria Avenue junction
- Strong, active street frontages
- Building line of Victoria Avenue maintained
- New access road to be adopted
- Boundary treatment - Rear gardens to houses to be 1500mm high close boarded timber fence with 300mm trellis on top to retain visual connection to car parking and access road.

The principle of the development for residential purposes has been considered acceptable having been previously developed.

The position of the an apartment building on the corner of Victoria Avenue and chain road has been considered appropriate in terms of position and scale. The position of the dwellings, fronting the principal roads, has been considered appropriate.

MCC highlighted that the city council requires 100% car parking for the dwelling houses and it was suggested all car parking should be within the curtilage of the dwellings.

Front boundary treatments have been suggested to be robust with low boundary walls and railings, and pedestrian gates.

The comments have been incorporated into the revised initial layout proposal and the following have been proposed:

- 100% in-curtilage car parking for all dwelling houses
- Dwelling houses facing Victoria Avenue to have rear parking off private accessway
- Dwelling houses facing Chain Road with frontage parking
- Apartment block retaining 70% parking including 2no disable access spaces.

Community involvement

Public consultation pack, including a two-page leaflet, has been distributed to the local residents and comments have been collected. Please refer to separate consultation documents provided.

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5 Proposed development

The proposal comprises of 32 residential units with associated parking and landscaping.

The development will have the following mix, all to MCC emerging Space Standards:

Apartment block

- 14no. 2bed/3persons
- 6no. 1bed/2persons

Houses

- 10no. 3bed/4persons
- 2no 4bed/6persons

All dwellings will be affordable and will comprise a mix of both affordable rent and social rent units.

The typologies proposed are attached and semi-detached dwelling houses of two storeys with private gardens and a three-story apartment block with private and communal amenities.

Waste and recycling provision, is in line with MCC policy with 4No in-curtilage bins spaces provided for each dwelling. Container storage are located within 10m of an external door and maximum 30m from collection point. The bin store of the apartments is located at 10m from collection point in Chain Road. The bin store has been sized to surpass the minimum 0,43m²/flat requirement.

100% (1no) car parking space has been provided to each dwelling houses and 70% (14no) car parking spaces have been provided to the apartments, including two wheelchair parking spaces. All dwelling houses will have in-curtilage parking space.

The proposed dwellings will be designed adopting a fabric first approach with U-Values optimised in accordance with Approved Documents/Building Regulations. The accompanying Energy Statement gives further detail on how this will be achieved.

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6 Technical considerations

Supporting reports forming part of this application include:

Topographical survey by Survey System dated April 2021

Design & Access statement by Bowker Sadler Architecture

Site investigations – Ph1 – Desktop Study & Ph2 – Site investigations by LK Consult limited dated 4th October 2021.
Recommendations and remedial strategy. Refer to report.

Flood risk assessment and drainage appraisal

Recommendations: “If attenuation is to be provided, check the attenuation volumes included in this report when undertaking the detailed drainage design.”

“Ensure that floor levels are above surrounding ground levels”

We are currently undertaking infiltration tests on site to finalise the drainage design.

Air quality assessment by SLR dated September 2021

And concludes that “it is not considered that air quality represents a material constraint to the development proposals, which conform to the principles of national and local policies”.

Noise assessment by SLR dated August 2021

and concludes: “any significant adverse noise impacts will be avoided in the finished development as to accord with overarching national and local planning requirements for new residential development.

A recommendation is made to the decision maker to grant with a noise condition to ensure that significant adverse effects will be avoided inside”

Transport statement including travel planning issues by Eddisons/Croft dated September 2021 and concludes: “The proposed development will be accessed by safe and efficient vehicular access arrangements; The report has demonstrated that the proposed development would be highly accessible by non-car travel modes of such as walking, cycling and public transport; The traffic impact of the proposals would be imperceptible.

Energy and environmental Statement by TWC dated 9th September 2021

The conclusion and recommendation of this report states that the design and specifications outlined above meet the requirements for sustainability as required by Manchester’s Local Development Framework Policy En6, and current Building Regulation requirements, Part L 2012.

Crime Impact Statement by SecurebyDesign dated 5th October 2021 states “We welcome the redevelopment of the site and consider a residential scheme most appropriate.”

Waste Management proforma

Preliminary ecological assessment by TEP dated August 2021

Recommendations have been made as follow: “It is considered that the ecological features present within the site do not preclude development of the site for the proposed residential development. However, a number of potential ecological constraints require further consideration so as to ensure that development does not result in either an offence being committed in respect of protected species. Under the revised National Planning Policy Framework (NPPF), developments should aim to minimise impacts on biodiversity and identify and pursue opportunities for securing measurable net gains for biodiversity. To comply with this national planning policy a Biodiversity Impact Assessment calculation may be requested by the LPA.

RAAMS and Invasive species method statement have been carried out in support of the planning application. We are currently undertaking a Biodiversity Impact assessment and this document will implement the proposal, once completed.

Tree survey, Arboricultural impact assessment, arboricultural method statement by Mulberry dated 9 August 2021 and concludes: “It is considered that in following the advice in this document, any negative factors affecting trees on the site will be minimise”.

Viability report

Affordable Housing Statement by Great Places Housing Group

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7 Planning Policy Context

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that:

“Where in making any determination under the Planning Acts, regard is to be had to the Development Plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.”

Development Plan

The statutory Development Plan for the application site comprises the Manchester Core Strategy (adopted 2012), the Manchester Proposals Map and saved policies of the Unitary Development Plan (adopted 1995). The Greater Manchester Spatial Framework, which is currently being jointly prepared by the Greater Manchester Combined Authority (GMCA), will provide a strategic vision across Greater Manchester and will form part of the Development Plan once it is adopted. It will set out how much housing and employment land is needed in Manchester up to 2035, the importance of infrastructure and ways to protect and improve the natural environment.

Consideration should also be given to the National Planning Policy Framework (NPPF, 2019), National Planning Policy Guidance, and any supplementary planning guidance documents considered relevant to the proposed development.

Core Strategy

Policy SP1 Spatial Principles aims to create sustainable neighbourhoods, provide high quality and diverse housing which meet local needs, whilst at the same time safeguarding distinct environments.

Policy H1 Overall Housing Provision sets out targets for approximately 60,000 new dwellings to be provided in Manchester between March 2009 and March 2027. These dwellings are expected to arise from a range of small, medium and large housing developments.

Policy H2 Strategic Housing Location identifies the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits. It is expected that developers take advantage of these strategic locations by creating a diversified housing mix, incorporating homes for a variety of social needs including affordable housing.

Policy H3 North Manchester sets out the housing requirements of North Manchester, with priority given to family housing and other high value, high quality development where this can be sustained.

Policy H8 Affordable Housing states that new developments must contribute to the City-wide target for 20% of new housing provision to be affordable. This should represent a target, but never a limit. The policy further states that the proportion of affordable housing units will reflect the type and size of the development as a whole, and that the affordable housing units themselves will be inclusively designed to reflect the character of development on the site.

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Core Strategy

Policy T1 states:

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:

- Improve choice by developing alternatives to the car.
- Promote regeneration and economic vitality by relieving traffic congestion and improving
- access to jobs and services, particularly for those most in need and for those without a car.
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
- Improve pedestrian routes and the pedestrian environment.
- Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.
- Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.
- Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.
- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:
 1. pedestrians and disabled people
 2. cyclists, public transport,
 3. commercial access,
 4. general off peak traffic,
 5. general peak time traffic.

Policy T2 states:

The Council will actively manage the pattern of development to ensure that new development is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:- Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.

Policy EN1 Design Principles and Strategic Character Areas states that all development in Manchester will be expected to follow the seven principles of urban design.

The Northern Character Area should be developed by responding to the varied townscape. There is a finer grained, predominantly residential mix of development, broken up by open spaces and significant tree cover also linked to the local topography.

EN9 Green Infrastructure aims for developments to limit the amount of green infrastructure lost on sites, as well as encouraging the introduction of new green infrastructure where possible.

Policy DC7.1 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.

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8 Planning Policy Assessment

The site comprises of brownfield land which has been vacant for some time. The site is located on the Manchester Brownfield Register (2018) under reference 'High_Cap_575' with an expected capacity for 30 units. This suggests the Council consider this a suitable location for housing. The number of dwellings required on this site for viability reasons is 32, which is considered to be an insignificant increase, with the benefits of the scheme for 100% affordable housing outweighing this minor issue.

As the site is on the brownfield register, it is also included in the Council's 2019 SHLAA and thus contributes to the Council's 5 year housing land supply. The submission of this application therefore adheres to Policy H1 of the CS, as the site contributes to the target of 60,000 new dwellings in Manchester by 2027. North Manchester is expected to deliver approx. 11,840 dwellings, around 3,870 units p/a between 2021-2027.

Policy H3 states

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 Housing Need and Demand Assessment 2010 (Arc4) shows there is a need for 3-4 bed family housing, a need to retain graduates and highly skilled employees currently under-represented in the City by improving the housing offer in the City Centre fringe and a need for additional affordable housing particularly shared ownership or equity.

As the proposed scheme consists in 100% affordable housing, the location and proposal are fully compliant with the policies.

The NPPF sets out how small and medium residential sites can come forward to contribute towards housing supply, where Paragraph 68 (a) states that such sites should come forward in the development plan or via the Council's Brownfield Register. As the site falls within the small to medium category of size and is on the Brownfield Register, it is therefore a site that provides an important mix to the Councils supply and complies with this provision in the NPPF.

The proposed development will provide 100% affordable family housing on a vacant brownfield site in an area of Manchester designated for new residential development, assisting in housing delivery in this area. The principle of the scheme is therefore considered acceptable.

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9 Conclusion

In summary, the planning objectives and benefits of the proposed scheme are as follows:

- The effective and efficient use of vacant, underused parcel land within a sustainable location.
- The use of the site for residential development, in keeping with the surrounding land uses.
- The provision of a range of dwellings types, 100% affordable rent.
- Improved landscaped space.
- Contemporary interpretation of the materials and palette present in the area proposing a character, scale, mass in keeping with the surrounding buildings.

We believe the proposals are found to be in accordance with the Development Plan and it is for this reason the application should be approved. We look forward to hearing from the Council on the application in due course.