

PLANNING STATEMENT V2

PROPOSED RESIDENTIAL DEVELOPMENT

Land adjacent to 1133 Rochdale Road including land within rear yard of 1133 Rochdale Road, Manchester, M9 7FW

Proposed New Development of
7no Apartments & 1no Retail Unit



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CONTEXT OF THE PLANNING STATEMENT



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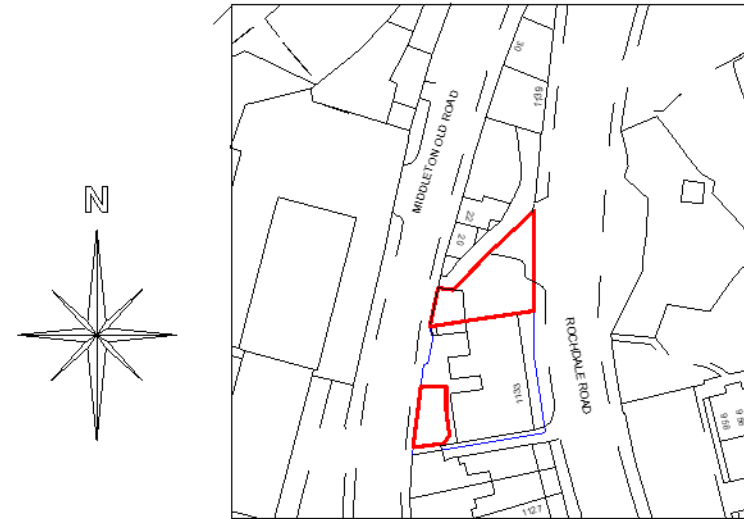
- The Statement has been prepared by James Campbell Associates to assist Manchester City Council in the consideration of an application for 1 retail unit and 7 residential apartments.
- This statement will assess the proposed development against the prevailing planning policies and the spatial suitability for housing and commercial at the site. The Statement is structured as follows :
 - Page 3 describes the site and the surrounding area
 - Page 4 outlines the site history
 - Pages 5 & 6 sets out the Sustainability of the location site
 - Page 7 access & describes the site access & transport options within the area
 - Page 8 sets out the development proposal
 - Page 9 outlines out the development proposal documents
 - Page 10 sets out the planning History
 - Page 11 describes the pre-application discussions
 - Page 12 sets out the Environmental Impact considerations
 - Page 13 describes Consultation with the Local Community
 - Page 14 outlines the relevant planning policy for the determination of the application
 - Page 15 Assess the pertinent planning considerations
 - Pages 16 & 17 considers the principle of development for residential and commercial uses.
 - Pages 18 – 21 assesses the Design, Appearance, Layout, Scale
 - Page 22 outlines Density
 - Page 23 describes Landscaping
 - Page 24 assess neighbour/residential amenity for existing occupiers
 - Page 25 assess neighbour/residential amenity for proposed occupiers
 - Page 26 analyses Transport, Access and Highway Safety
 - Page 27 covers Noise
 - Page 28 addresses Air Quality
 - Page 29 covers Ecology matters
 - Page 30 assesses Tree Impacts
 - Page 31 assess Flood Risk and Drainage
 - Page 32 addresses Crime & Natural Surveillance
 - Page 33 covers Energy Efficiency
 - Page 34 analyses Contaminated Land & Land Stability
 - Page 35 assesses Refuse services and Collection
 - Page 36 considers Presumption in Favour of Sustainable Development
 - Page 37 draws an overall Conclusion

THE SITE AND SURROUNDING AREA



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- The application site is a vacant brownfield site located between Middleton Old Road and Rochdale Road, Blackley within the Charlestown ward north of Manchester.
-
- The site consists of an irregular shaped plot of land of approx. 295m² which is vacant.
- The site is steeply sloped with a fall of approx. 3.7m between Middleton Old Road and Rochdale Road.
- The north boundary is defined by an empty site with lapsed planning permission for 9no apartments. 111141/FO/2016/N.
- To the south of the site is the former Red Lion pub, now converted to apartments - with a 2 storey high frontage to Rochdale Road.
- The site creates a gap in the generally coherent historical streetscape, that could benefit from a simple but well crafted contemporary development.



Scale 1:1250

SITE LOCATION PLAN

SITE HISTORY

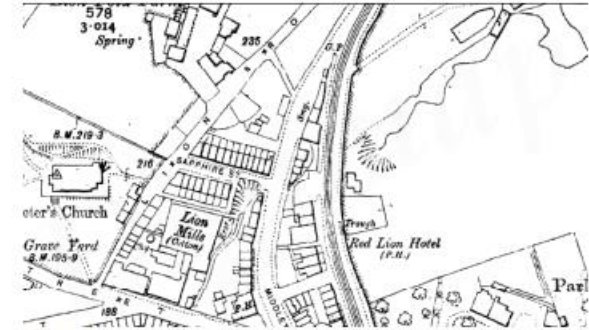


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- A review of historical maps dating back to c.1840 reveals that the site appears to be a vacant gap site.
- This application is for permission to develop the site for residential use.



1840's



1890's



1950's



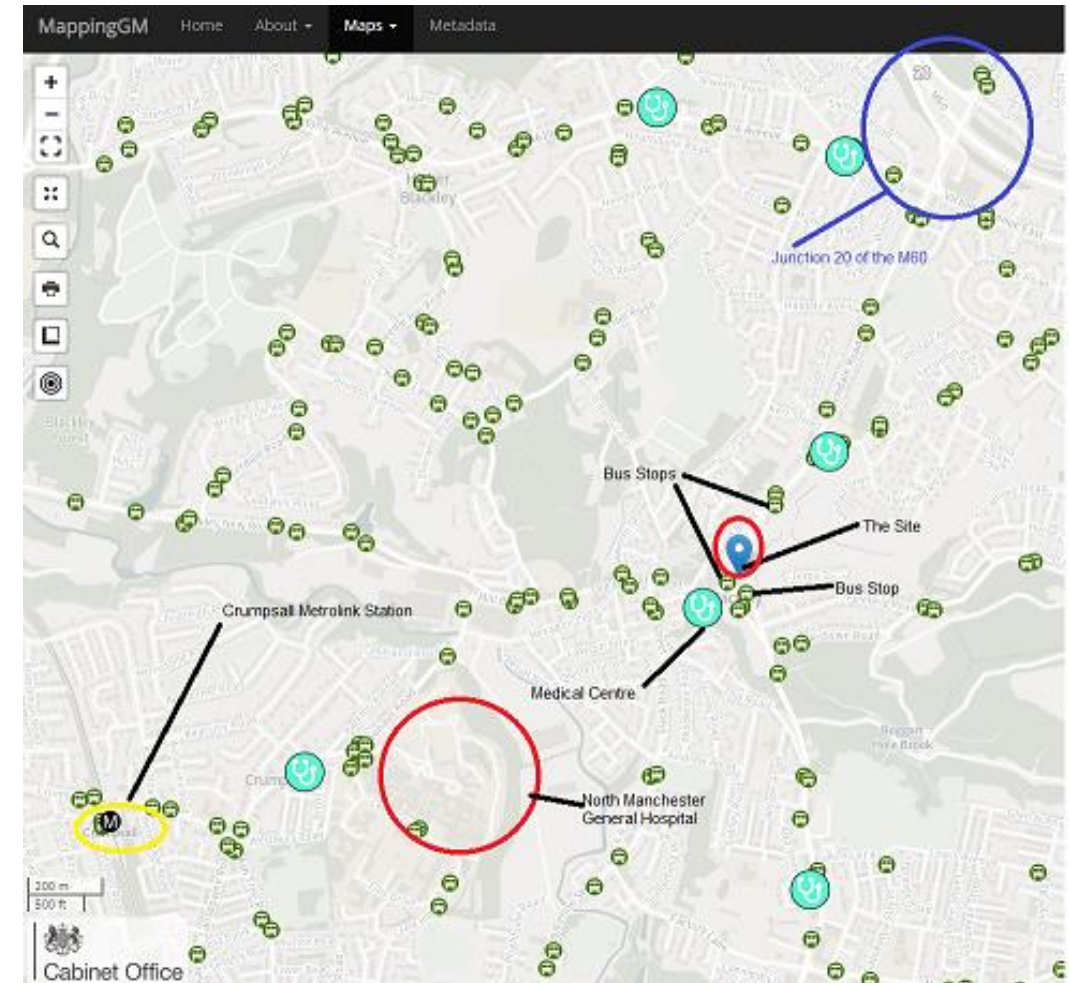
1990's

SUSTAINABILITY OF THE LOCATION SITE



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- The site is located within walking distance of a number of local services and facilities available in Blackley Centre which is 0.7miles away (approx. 15minute walk) and Harpurhey Shopping Centre which is 0.8miles away.
- Manchester City Centre is approximately 3 miles away from the site.
- There is a bus stop 33metres away to the rear of the site on Middleton Old Road with a regular 15 minute service to Picadilly Gardens, Manchester City Centre on the 118.
- Other bus services from this bus stop are as follows:
 - 30 minute service – No.53 from Cheetham Hill - - Old Trafford Pendleton. Higher Crumpsall.
 - 1 Hour service to Oldham via Chadderton
- There is also a bus stop along Rochdale Road approx. 63 metres away from the site with a regular 10minute service to Blackley, Middleton and Rochdale on the no.17.
- 170 metres away to the north is a bus stop with a regular 10minute service to Manchester on the no.17 route.
- The nearest Metrolink station is Crumpsall approximately 1.4miles away and Moston railway station is approximately 2.2miles away.
- Approximately 0.8miles to the north is Junction 20 of the M60.
- There is a medical practice 125metres away from the site to the south-west on Old Market Street with North Manchester General hospital sited 1mile away from the site to the west.
- The map to the right shows the public transport links and networks in the vicinity of the site.



- Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability.
- The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- The GMAL methodology is derived from the Public Transport Accessibility Level (PTAL) approach developed by the London Borough of Hammersmith and Fulham, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.
- The site benefits from a score of 14.89 and a GMAL (Greater Manchester Accessibility Level) of 6 which is considered very medium to high based on the table to the right.
- Accordingly the site is considered to be positioned within a highly sustainable location.

Accessibility Levels

The final formula given above calculates the Greater Manchester Accessibility Index (GMAI). Each POI index score is allocated to an accessibility level where Level 1 represents the lowest level of accessibility and 8 the highest level of accessibility. The table below shows the relationship between GMAI scores and the final GMAL.

Accessibility Level	Range of Index Scores	Description	Map Colour
1	0 , <=0.5	Very Low	
2	>0.5 , <=2.5		
3	>2.5 , <=5.0		
4	>5.0 , <=7.5		
5	>7.5 , <=12.5		
6	>12.5 , <=17.5		
7	>17.5 , <=25.0		
8	>25	Very High	

SITE ACCESS & TRANSPORT OPTIONS



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- The site fronts onto the A664 Rochdale Road which links Manchester to Blackley, Middleton and Rochdale.
- The road to the rear of the site is Middleton Old Road which is unclassified.
- Access will be taken off Middleton Old Road via a dropped kerb and the existing elevated area will be excavated to provide 4no parking spaces.
- There is a cycle lane to the front of the site and pedestrian access on pavements to the front and rear of the site.

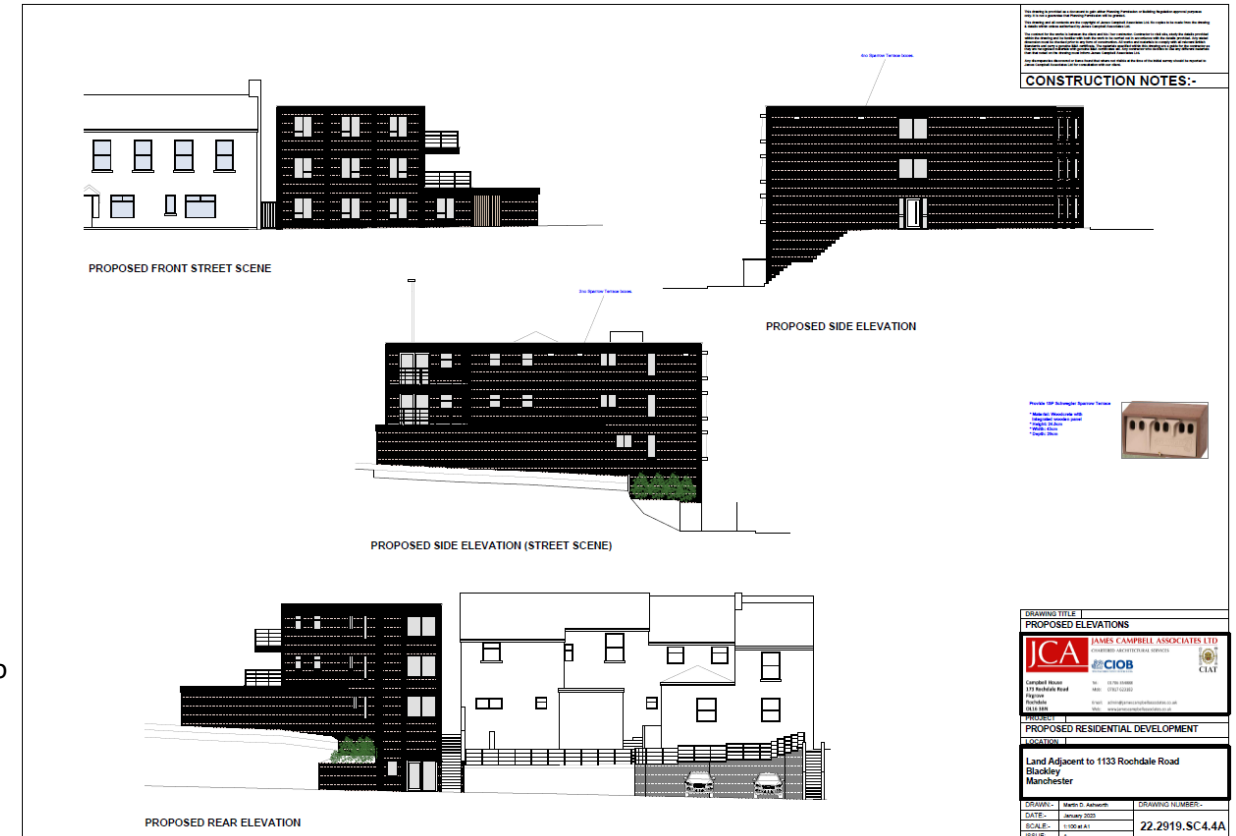


DEVELOPMENT PROPOSAL



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- The application seeks full planning permission for the development of a 3 storey apartment building containing 7.no apartments with a retail unit at lower ground floor, best understood when viewing the submitted plans (Appendix. A).
- The building will measure approximately 19.3m in length, with a maximum width of 9.7m towards the rear with a shorter width to the front (fronting Rochdale Road) of 4.2metres.
- The proposal will contain a flat roof measuring 8metres high with a maximum height of 12.3metres when measured from the rear due to the change in land levels.
- A retail unit measuring 64m2 is proposed to the lower ground floor level which will be contained to the rear of the site (west) fronting Middleton Old Road.
- Balconies are proposed at first and second floor to the northern facing side elevation.
- The building will be constructed with predominantly facing brick, black aluminium windows and doors, a flat roof and panels of vertical cladding will face piers and parapet walls.
- The intention is to create a reserved piece of architecture with a limited palette of materials with a high quality specification and finish.
- The projecting balconies at the north-east of the site will be finished with metal balustrades.
- 4.no Parking spaces are provided to the south of the proposed building within existing land belonging to the applicant and forming part of this application.
- The existing elevated area will be excavated finished with Tarmac and a Dropped Kerb.
- Refuse Storage will be provided to the north within an external single storey element to the building consisting of 2no 1100 litre Refuse Euro Bins and 4no 1100 litre Recycling Euro Bins.
- Cycle Storage will be provided to the north within an external single storey element to the building linked with the refuse storage and store area. 2.no 6 unit Snowdon semi-vertical cycle racks are proposed.



The application is supported with the following documents :

- Design & Access Statement
- Drainage Scheme dated March 2023
- Energy Statement dated February 2023
- Contaminated Land Phase One Desk Study dated September 2022
- Transport Statement dated March 2023
- CCTV Report August 2022

- 111141/FO/2016/N1 - Erection of one residential apartment building, four-storeys to Middleton Old Road, and three-storeys to Rochdale Road to form 9 x2 bedroom self-contained apartments (Use Class C3(a)), incorporating undercroft car parking to be accessed off Middleton Old Road. Approved on 15 June 2016.
- 068492/FU/2003/N1 – Change of use from public house to six self contained residential units approved on 22 October 2003.
- 066845/FO/NORTH/02 – Change of use from public house to 11 residential units. Provision of 5 parking spaces refused on 14 March 2003. Refused on overdevelopment leading to an unacceptable impact on the character of the area – policies DC5.1, DC5.3 and H2.2 of the UDP (1995) and due to the lack of private external amenity space and its location would result in a unsatisfactory standard of accommodation for future occupiers, detrimental on their residential amenities. Dc5.1 and DC5.3. Layout of off-street parking would harm highway safety – DC5.1, DC5.3, h2.2.

- A pre application enquiry to Manchester City Council in 2022 was submitted for 9 no 1 bedroom apartments with a retail unit to the lower ground floor fronting Middleton Old Road.
- Feedback was provided by Steve McCoombe, Senior Planner (See Appendix B)

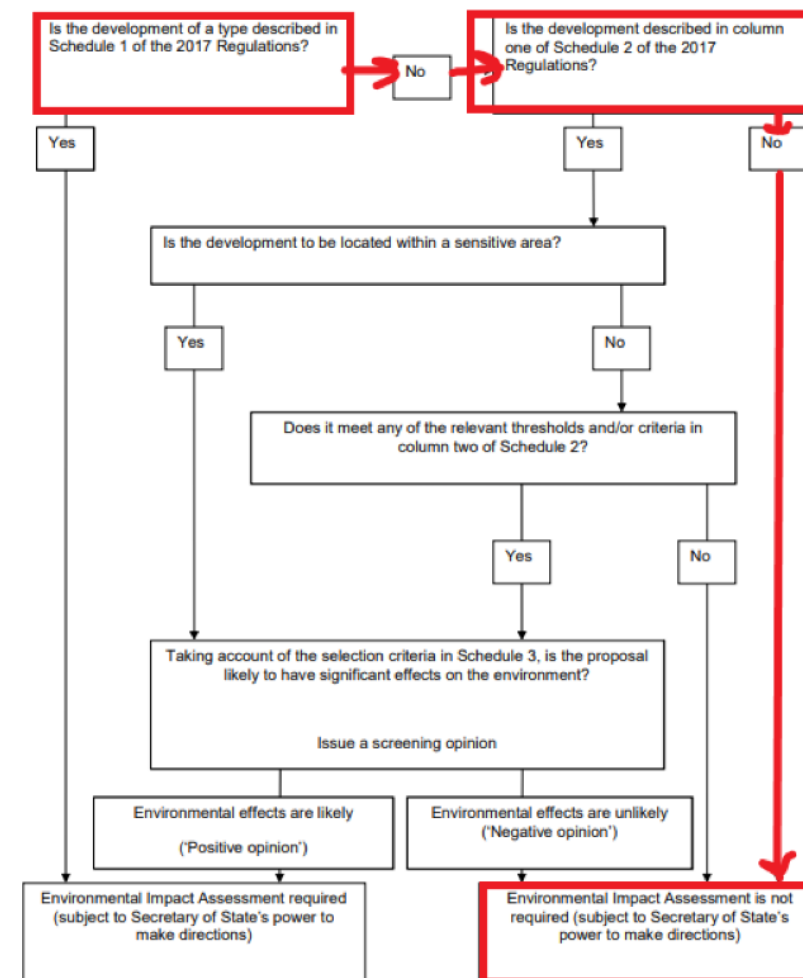
Comments were made in relation to the following concerns :

- Whilst it is noted that there is a lapsed consent on land immediately to the north, it is considered that the site would benefit from comprehensive redevelopment to include both sites. This would provide continuity in the street scene and prevent one site from prejudicing the redevelopment of the other i.e in terms of windows positions and any potential overlooking issues. It would also prevent an awkward , residual gap site from being created, even smaller than the current situation.
- Any building should look to adhere to the established building line to Rochdale Road to the south.
- It is considered that the proposed elevational design would appear out of place in this context, unsympathetic to the vernacular language of neighbouring buildings within the row. It is considered that elevations should reflect the style and proportions of the windows to the south. The vertical emphasis provided by the proposed detailing around the windows is not considered appropriate in this location and fails to reflect the domestic appearance of neighbouring buildings to the south.
- Whilst the scale proposed is likely to be acceptable, it is considered that due to site topography and when taking account of other buildings in the row, any new building should have a stepped roof line to reflect the existing context and street scene.
- 9 x 1 bedroom apartments, together with a lower ground floor retail unit, represents overdevelopment, given no off road parking or amenity space is proposed. Any proposal should also seek to include some amenity space, planting or setting to the building, as well as segregated bin and cycle storage areas for each use. It is believed that a lesser number of units would be more appropriate.
- The Council would share your concerns surrounding the use of render. Any new building should incorporate the use of a masonry facade.

Amendments suggested by the Senior Planner have been taken into account and the changes suggested have been implemented as explained in short below :

- *Number of Apartments reduced from 9 no one bedroom apartments, to 7 no apartments with a mix of 5 no one bed apartments and 2 no two bedrooms apartments.*
- *Site investigations and the topographical survey of the site and surrounding area identifies a culvert running to the North of the site, an easement to the culvert is required therefore United Utilities would allow no development to take place joining the application site and the vacant site to the north.*
- *The elevations have been developed and a vertical emphasise has been provided to the front and rear elevations, facing brickwork to the mass area's with vertical strip cladding to piers enforcing the vertical feel.*
- *Amenity space has been provided to the two bedroom apartment through the introduction of balconies, the balconies provide a feature to the corner of the building when traveling from the north on Rochdale Road, they also provide external amenity space to the two bedroom apartments.*
- *Refuse Store and cycle storage has been developed, both areas are full secure encloses and will benefit from continuous mechanically ventilation*

- The process of Environmental Impact Assessment is governed by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
- These regulations apply the EU directive “on the assessment of the effects of certain public and private projects on the environment” (usually referred to as the Environmental Impact Assessment Directive) to the planning system in England .
- The regulations only apply to certain types of development and/or projects.
- The flowchart to the right establishes whether a proposed development requires an Environmental Impact Assessment.
- The agent has completed the screening exercise and it has been established that an Environmental Impact Assessment is not required.



CONSULTATION WITH THE LOCAL COMMUNITY



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- The statutory consultation period will present sufficient opportunity for comment by the local community.
- The closest residential properties are those adjacent to the south of the site which is owned by the applicant. In accordance with MCC's Planning & Development Statement Of Community Involvement the applicant has carried out early engagement with residents which can be viewed in appendix C.
- The applicant has provided all 10 occupiers of the adjacent apartments at 1133 Rochdale Road a copy of the plans including those commercial units to the north of the site.
- Attached to the right are the responses received.
- As viewed there are no objections to the proposed development from any neighbouring properties or businesses which highlights neighbouring residents and businesses are happy to support the proposed development.

COMMUNITY ENGAGEMENT RESPONSES – MARCH 2023



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Maxim Zhekov,
Maxim's Tattoo's,
1141 Rochdale Road –

I am happy with this development as long as there is sufficient parking.

Donna O'Neill,
Fresh Fuel Bar,
1149 Rochdale road –

The development looks nice and we would love the extra local customers.

Scott Pascoe,
Flat 2 1133 Rochdale road –

I don't have a problem with the proposed construction.

Victory Oghumu
Flat 3 1133 Rochdale road –

I am happy with it, a lot of people in the area need houses.

Clair Johnson,
Flat 8 1133 Rochdale road –

I think this is a great idea as we have rats in the area.

Keira Marsland,
Flat 10 1133 Rochdale road –

I think building this property is a great idea, it reduces a lot of flytipping which will improve the area a lot more. It makes the area look a lot more cleaner and presentable

RELEVANT PLANNING POLICIES



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The following policy and guidance are considered relevant to the consideration of this application: -

- Manchester Core Strategy (2012): –
 - SO2, SO3, SO6,
 - SP1, EC1, EC4,
 - H1, H2, H3, H8, C9,
 - T1, T2,
 - EN1, EN2, EN3, EN4, EN5, EN6, EN8, EN9, EN14, EN15, EN16, EN17, EN18, EN19 and DM1
- Saved policies of the Unitary Development Plan for the City of Manchester (1995) relevant policies include :
 - Part 2 Policies – DC7.1, DC14, DC26
- National Planning Policy Framework (NPPF); -
 - Chapters 2, 4, 5, 6, 8
 - Chapters 9, 11, 12, 14, 15, 16 and 17.
- Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007)
- Manchester Residential Quality Guidance (July 2016)
- Manchester Green and Blue Infrastructure Strategy 2015



National Planning Policy Framework



PLANNING CONSIDERATIONS



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- Section 38(6) of the Planning Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material consideration indicates otherwise.
- This section therefore assesses the proposal against the development plan policies outlined above and examines relevant material considerations where appropriate. The assessment draws upon the suite of application documents listed at Page 9 of this statement.
- Policy DM1 – Development Management (as shown to the right) states that all development should have regard to the following specific issues. The planning considerations are considered to be:
 - Principle of Development
 - Sustainability / Presumption in Favour of Sustainable Development
 - Design
 - Appearance
 - Layout
 - Scale
 - Density
 - Landscaping
 - Amenity - Neighbour/Residential
 - Noise
 - Air Quality
 - Transport, Access and Highways
 - Ecology
 - Trees
 - Crime
 - Energy
 - Flood Risk and Drainage
 - Contaminated Land
 - Land Stability
 - Waste Collection

Policy DM 1

Development Management

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.
- 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.
- 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.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-
 - a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:
 - Year 2010 – Code Level 3;
 - Year 2013 - Code Level 4;
 - Year 2016 - Code Level 6; and
 - (b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.

- Policy SP1 - *Spatial Principle of the Core Strategy refers to “the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.”*
- Policy H1 - Overall Housing Provision of the Core Strategy states that *“the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors. 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.”*

The policy goes on to state that that new residential development should take account of the need to:

- *Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;*
- *Reflect the spatial distribution set out above which supports growth on previously developed sited in sustainable locations and which takes account of the availability of developable sites in these areas;*
- *Contribute to the design principles of Manchester LDF 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 (in line with policy T2) and the need for appropriate sound insulation;*
- *Prioritise sites which are in close proximity to centres of high frequency public transport routes;*
- *Be designed to give privacy to both its residents and neighbours”*
- Policy H2 - Strategic Housing Location of the Core Strategy states that *“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.*
- *Developers should take advantage of these opportunities by:-*
 - *Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt*

Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.

- *Including environmental improvements across the area.*
- *Creating sustainable neighbourhoods which include complementary facilities and services.*
- *Considering the scope to include a residential element as part of employment-led development.”*
- Policy H3 of the Core Strategy covers North Manchester which states *“that, over the lifetime of the Core Strategy, North Manchester 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. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes as well as along high frequency public transport routes.”*
- The application site is not allocated for a specific use in the Core Strategy. The site is within a primarily mixed area and therefore the proposed use is entirely appropriate and in accordance with the prevailing land use locally. The site is not subject to any special protection in the context of either the natural or historic environment.
- The principle of the redevelopment of previously developed brownfield land for the provision of residential development in the City is long established and prioritised within the adopted development plan policies of the Core Strategy as mentioned above and in the NPPF.
- The proposed development will regenerate a vacant, dilapidated and derelict brownfield site on a main route into Harpurhey district centre and into the city centre.
- The proposal will add to the diversification of residential accommodation in the area, through the creation of 7 apartments. In addition the proposal will result in a Class E unit at ground floor which will complement the current offering of Class E units to the north of the site (explained in further detail on pg 17).
- The proposed development would significantly improve the appearance of a site which could otherwise be left to further deteriorate and will substantially uplift the appearance of the area, by providing a high quality development, which will enhance the appearance of the section of Rochdale Road to which the site relates.
- The proposed development represents the opportunity to regenerate and re-use a brownfield site for a mixed use development in a residential area with other class E uses within the vicinity.
- Having regard to the existing planning policy framework, City Council policy and national planning guidance, the principle of the development is considered acceptable and that the provision of residential development accords with adopted planning policies which seek to increase housing supply on previously developed brownfield land in the City.

PRINCIPLE OF DEVELOPMENT FOR CLASS E - COMMERCIAL, BUSINESS AND SERVICE



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- *Policy SP1 - Spatial Principle of the Core Strategy refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.*
- *Policy EC1 - Employment and Economic Growth in Manchester . Prioritises of this policy includes :*
 - *Improving access to jobs for all via public transport, walking and cycling;*
 - *Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use;*
 - *Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses;*
 - *Improving digital infrastructure delivery to businesses and residents;*
 - *Creating business destinations by enhancing the primary business use with ancillary commercial facilities;*
 - *Ensuring the continued social, economic and environmental regeneration of the City;*
 - *Ensuring connectivity to international markets for the import and export of goods to ensure competitiveness in international markets.*



Development proposals should have regard to:

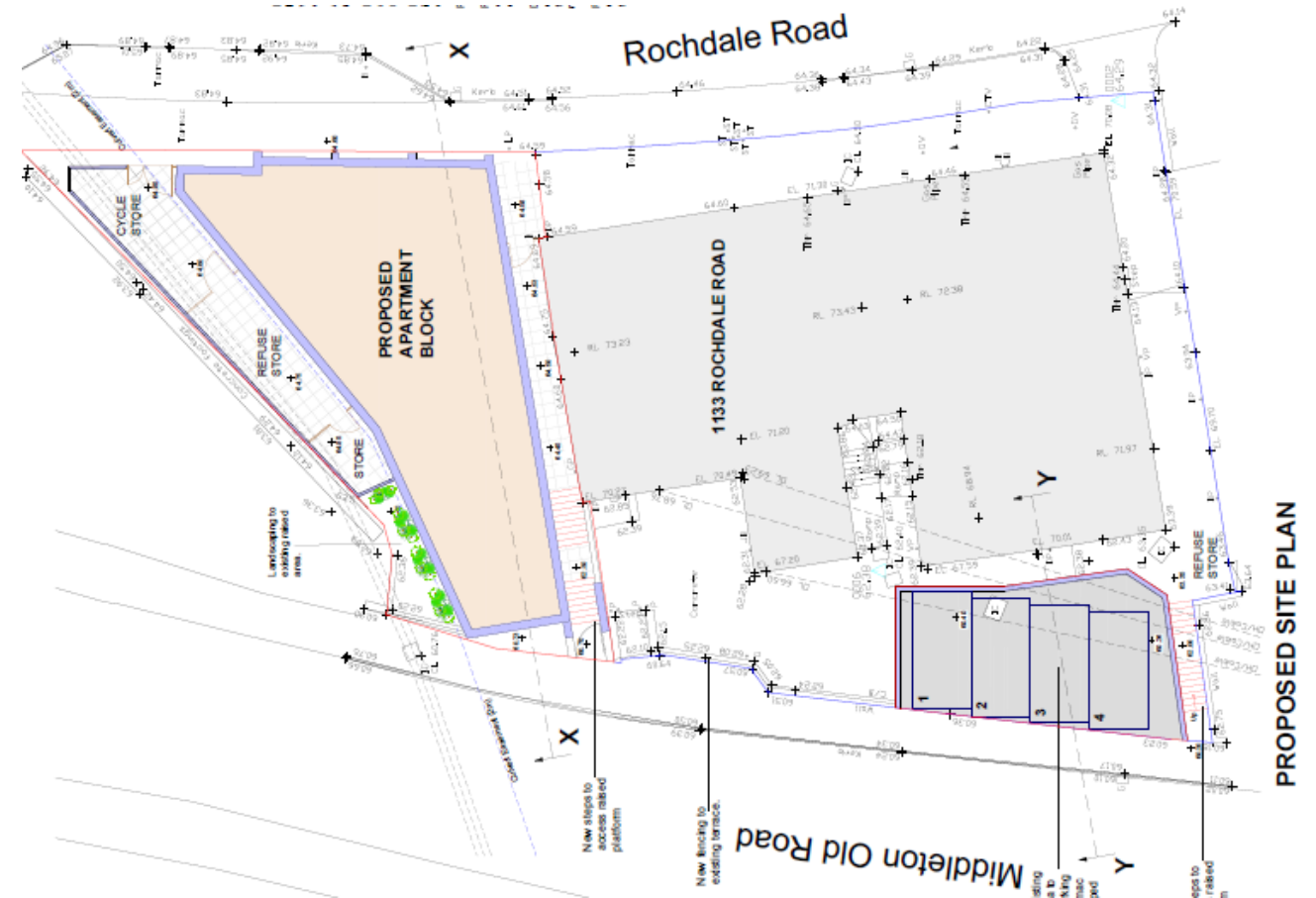
- Climate change resilience demonstrating how CO2 emissions will be minimised with an aim of zero carbon emissions, through energy efficiency, renewable energy and contributing to low and zero carbon decentralised energy infrastructure; Ensuring design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and minimising detrimental impacts on adjacent uses, considers the needs of users/employees of a site/building for access via walking, cycling and public transport and reduction of opportunities for crime by applying current best practice in security design.
- As referenced above within the Planning Statement the application site is not allocated for a specific use in the local development plan. The site is within a mixed use area and surrounded by a mixture of Class E uses within the streetscene to the north of the site as shown on the photograph to the right.
- The scheme is proposed on accessible, brownfield land which is set well within the urban boundary and would result in its favourable regeneration to provide appropriately scaled economic development which would create a range of local employment opportunities, therefore the proposed use is entirely appropriate and in accordance with the prevailing land use locally.
- The principle of the redevelopment of previously developed brownfield land for the provision of commercial development in the City is long established and prioritised within the adopted development plan policies of the Core Strategy as mentioned above and in the NPPF.
- It is important that this site is given a new and active use that will enhance its appearance within the street scene and contribute to the overall quality of this on a main route into Harpurhey district centre and into the city centre.
- The principle of development is also supported by the economic policies of the NPPF, which confirm that the Government is committed to ensuring the planning system does everything it can to support economic growth. Paragraph 81 states that 'significant weight' should be placed on the need to support economic growth through the planning system.
- The contribution which the proposed Class E unit will make to the local and wider economy should therefore be looked upon favourably and having regard to the existing planning policy framework, City Council policy and national planning guidance, the principle of the development is considered acceptable and that the provision of a mixed use development in a mixed use area accords with adopted planning policies which seek to increase housing supply & employment opportunities as well as providing a compatible use on previously developed brownfield land in the City.

- Policy DM1 (Development Management) states that *new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area.*
- Policy EN1 (Design Principles and Strategic Character Areas) - *All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.*
- Policy EN2 (Tall Buildings) *“Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline. Proposals for tall buildings will be supported where it can be demonstrated that they*
 - *Are of excellent design quality,*
 - *Are appropriately located,*
 - *Contribute positively to sustainability,*
 - *Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and*
 - *Will bring significant regeneration benefits.*
- Section 12 of the NPPF also makes clear the importance of good design in new development that includes paragraph 130, which states *“Planning policies and decisions should ensure that developments:*
 - *a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - *b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - *c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - *d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
 - *e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks.”*
- Paragraph 132 of the NPPF states that *“Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.*
- The Guide to Development in Manchester (SPD) (2007) states that the principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability which is further supported by the Manchester Residential Quality Guidance (2016)
- The proposed building is one storey taller than the buildings adjacent to the site therefore it is not considered in this context to be substantially taller that an assessment against EN2 is required in this instance.
- The Applicants share the vision of the SPD and Residential Quality Guidance and the proposals have been developed following a comprehensive pre-application process taking into account the points raised by the planning officer. The application is accompanied by a Design and Access Statement that sets out the context of the site and the design process undertaken.
- For the reasons outlined above It is believed that the proposed development accords with above criteria's, with the proposed units adopting a traditional form and pattern of development which will satisfactorily integrate into the surrounding scale and form of neighbouring development.

- The adjacent building and further buildings to south are rendered but it is likely that these are brick built and have been rendered at a later date.
- To the north the buildings are a mix of red brick and render.
- In terms of appearance, the proposed building adopts a traditional approach using a selection of high-quality materials to present a contemporary look, whilst referencing traditional brick to mirror the predominant material in the wider area which is facing brick.
- The new building will provide a variety of tone and softness of texture, panels of vertical cladding will face piers and parapet wall.
- The projecting balconies at the north east of the site will be finished with metal balustrades.
- The overall impact would present a design of an appropriate quality which would significantly improve the appearance of the site in the street-scene, without being out of character or obtrusive.



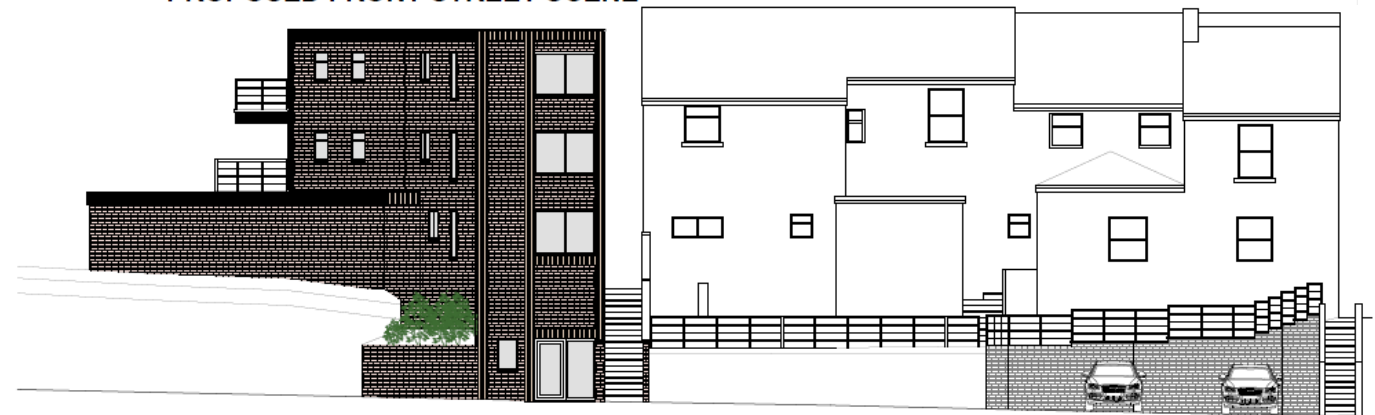
- The proposed site layout makes efficient use of the site as shown on the proposed site plan to the right
- The proposed apartments are orientated so principle habitable room windows front onto both highways. External balconies have been added onto the north east elevation to relate to Rochdale Road whilst, at the same time, providing private amenity space to the two bedroom apartments.
- The proposed layout would result in active frontage to both highways. This is a positive element of the scheme which enables the development to be outward facing and to respond to the character of the surrounding area.
- The building follows a consistent building line and the continuation of the historical development pattern of the properties 1139 – 1149 to the north and will not project beyond this building line.
- Level access to the stair cores is located on side of the building but accessed from the more active Rochdale Road frontage.
- One stair serves all levels, whilst the external steps link the parking to the south and the access via Rochdale Road to the Refuse storage and the cycle storage area.
- The proposed development will integrate itself effectively into the local pattern of development
- As a result based on the above, the proposed site layout is believed to be satisfactory, the development has been designed to make best use of the size and orientation of the application site, taking into account accessibility, safety, visual amenity, proximity to existing adjacent properties, the existing building line.



- The Guide to Development in Manchester (SPD) advocates that consideration should be given to the scale of new developments and to ensure that new development is informed by their context.
- The proposals have been designed as a three storey block onto Rochdale Road, the height of the building is above the existing adjacent apartments (1133 Rochdale Road) as the gradient of Rochdale Road gains running north, as does the height of the building.
- The building has a height of 8metres and a maximum height of 12.3metres when measuring from Middleton Old Road, the proposed eaves height is designed to match that of the adjacent building to the north, we consider that this adds interest and variation into the streetscene to provoke a sense of place.
- The scale is comparable to and reflects the scale of built form along this section of Manchester Road which range from two to four storeys in scale noting the land levels slope down towards the south-west. It is therefore considered that given the existing and prevailing context, the proposed scale can be sustained in this location without appearing out of place in the street-scene.
- The vertical emphasise of the East elevation relates to the pre application feedback from the planning officer.
- Overall, the proposals have been designed to be an appropriate scale with regards to the surrounding buildings and in-keeping with the surrounding character of the street scene, the scale will not appear overbearing to nearby properties.

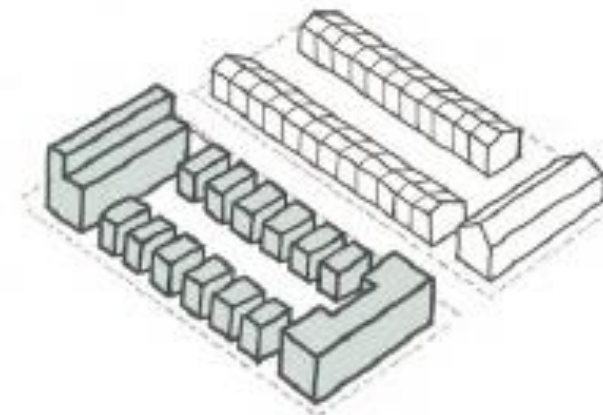


PROPOSED FRONT STREET SCENE



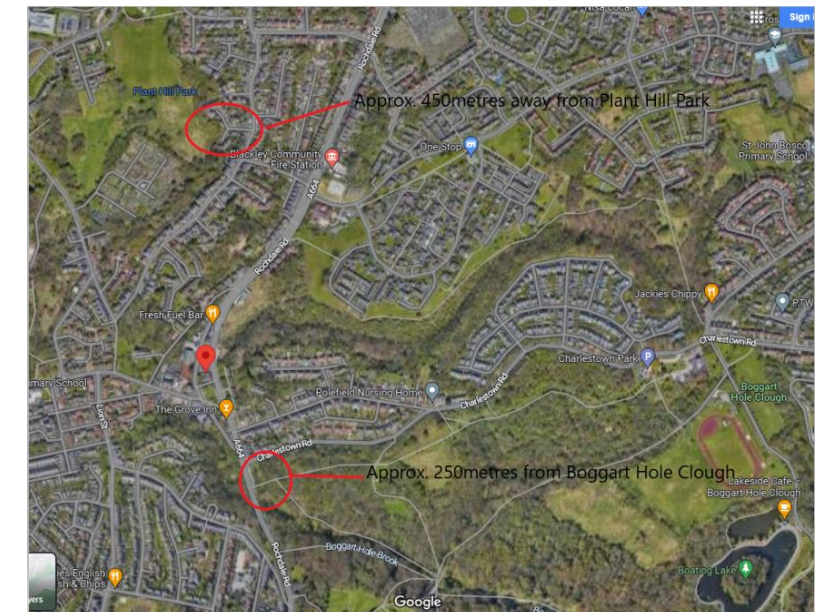
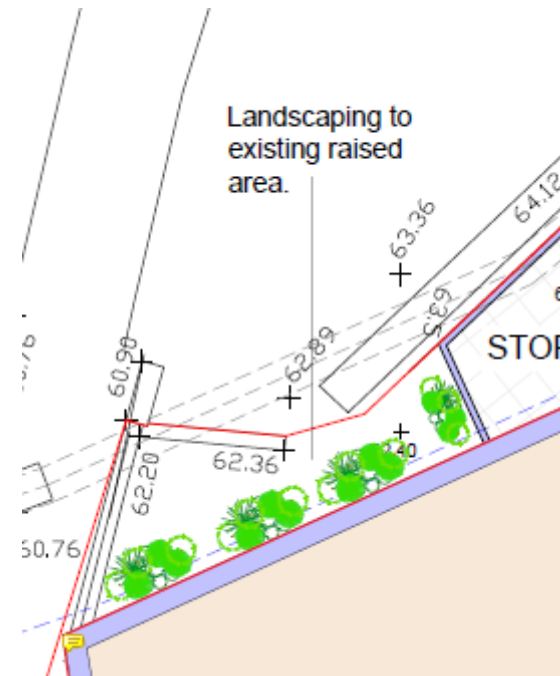
PROPOSED REAR ELEVATION

- Policy H1 states that *“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, including in high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs).”*
- Policy H2 states that *“The key location for new residential development throughout the plan period will be within the area to the north of Manchester City Centre, Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing).”*
- Manchester Residential Quality Guidance states that *“an increase in density should be encouraged in those parts of the city that are well connected to public transport.”*
- The proposal would involve the erection of 7 apartments on a site area of 0.0295 hectares, which equates to 53 dwellings per hectare, as explained above policy H2 seeks to diversify the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare).
- The proposal will comply with the densities identified within policy H2 and bring about significant regeneration in an area identified for change to make an efficient and effective use of the land. The site creates a gap in the generally coherent historical streetscape which will benefit from a simple but well crafted contemporary development. In addition, the density of the proposed development is related to the prevailing character of neighbouring residential development.
- As such it is considered that these application proposals are in compliance with the strategy set out in the adopted housing policies of the Core Strategy, the Achieving appropriate densities section of the NPPF and the planning practice guidance for Effective use of land.



**MEDIUM DENSITY
LOW RISE**

- Policy EN9 Green Infrastructure states that *“New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function.”*
- The development is well located in terms of the relationship with other landscape features such as Boggart Hole Clough and Plant Hill Park.
- Due to the site constraints there is limited scope for significant landscaping. Some landscaping is proposed to the rear of the site fronting Middleton Old Road.
- The small strip of land to the north west of the site will be maintained with low maintenance shrubs to be provided to the communal soft landscaping area and can be conditioned accordingly.
- The access to the main entrance will be paved as will external steps.
- Masonry facing brick walls will be provide to enclose the external steps.
- Metal railing will be provided as a safety barrier to the rear of the existing building and the top f the new retaining wall enclosing the parking spaces.
- The parking spaces will have a tarmac finish with associated drainage. (see drainage section of this statement on page 31).
- Due to the highly urbanised nature of the site and its surroundings coupled with the existing site context, we consider that an appropriate balance of landscaping has been incorporated into the scheme and can be achieved in this instance. The development will provide significant landscape improvements to that which currently exists on site. As such the proposal would not conflict with the policies contained with the councils Core Strategy and the NPPF in relation to landscaping matters.



RESIDENTIAL AMENITY FOR EXISTING OCCUPIERS



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- Paragraph 130(f) of the National Planning Policy Framework states that *“Planning decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing users.”*
- As referenced on page 15 Policy DM1 of the Core Strategy states that *“all development should have regard to the impact on the surrounding areas in terms of amenity, including privacy, light.”*
- The building is sited approximately 1.3metres away from 1133 Rochdale Road which contains apartments and is owned by the applicant. There are no habitable room windows within the side elevation of the building, two windows are proposed which serve the lobby areas which are not habitable rooms.
- The side elevation of 1133 Rochdale Road contains three windows at first floor and one obscure glazed small window at ground floor which can be viewed on the photograph to the right.
- The window circled in red on the photograph to the right is obscure glazed, the windows circled in yellow and blue are clearly glazed.
- The yellow circled window serves a kitchen to flat 6 of the building.
- The blue circled window serves a bedroom to flat 6 of the building, however this window is a secondary window to the bedroom noting the main principle window is sited at the rear.
- There is one ground floor window to the rear elevation of the adjacent building which serves kitchen. It is considered that the habitable room would not suffer from a loss of light, outlook or overshadowing given the proposed building is sited to the north.
- It is considered that the proposed relationship with the neighbouring apartments is considered acceptable in accordance with policies DM1 and SP1 of the Core Strategy and the NPPF. The impact on surrounding buildings is appropriate noting the buildings to the north, west and east are not residential buildings.



RESIDENTIAL AMENITY FOR PROPOSED OCCUPIERS



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- Paragraph 130(f) of the National Planning Policy Framework states that *“Planning decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for future users.”*
- Policy H1 (Overall Housing Provision) states that all proposals should make provision for appropriate usable amenity space.
- Residential occupiers should also be entitled to some area of either private or communal amenity space in line with saved policy DC5 of the UDP and policies DM1 and SP1 of the Core Strategy which indicates that consideration should be given to effects of development upon the amenity, living conditions and well-being of residents.
- As shown on the table on the right the DCLG technical standards recommend a minimum internal floor area of 39sqm for 1bed (1p) accommodation. Apartment 1-3, 4 and 6 are one bedroom apartments and meets the requirements of the THS.
- As shown on the table on the right the DCLG technical standards recommend a minimum internal floor area of 70sqm for 2bed (2p) accommodation. Apartments 5 and 7 are two bedroom apartments and meets the requirements of the THS.
- All the habitable rooms are served by windows which allow natural light to be provided in all the habitable rooms. Apartments 1, 4,6 contain two windows to the living/kitchen rooms which provides a good standard of light and outlook..
- Apartments 5 and 7 which contain two bedrooms benefit from a good quality source of light as there are three windows proposed to kitchen/living area including patio doors to access the balcony.
- Whilst outdoor amenity space is limited for apartments 1-4 and 6, there are two local parks less than 450metres away and the site is located in a sustainable location within walking distance of a number of local services and facilities available in Blackley Centre and Harpurhey, in addition the site is located along a main corridor route into Manchester City Centre to the south and Middleton Town Centre to the north which is a significant amenity benefit to the future occupants. As such, it is considered that the proposed units would be subject to an acceptable level of residential amenity in accordance with the councils policies and the NPPF.

Table 1 - Minimum gross internal floor areas and storage (m²)

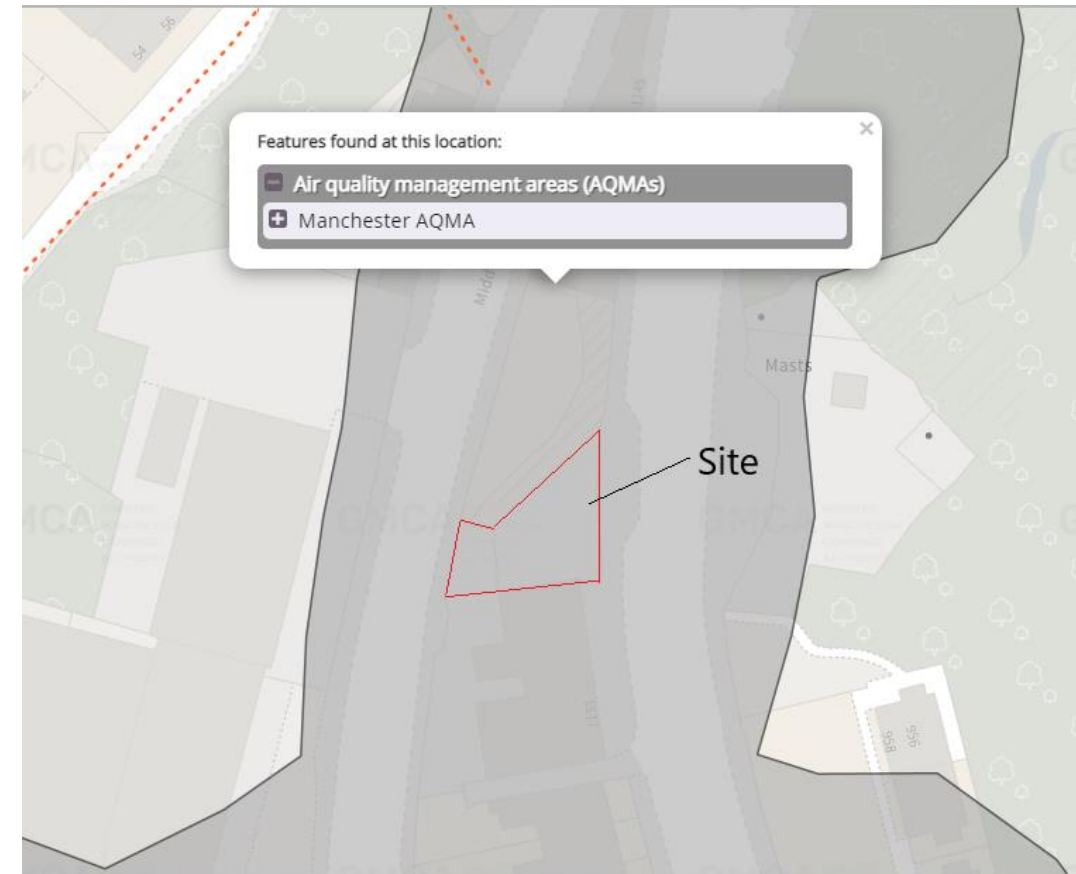
Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		

• GROUND FLOOR					
• Apartment 1	One Bedroom	One Person	39m ²	Cycle Provision	
• Apartment 2	One Bedroom	One Person	42m ²	1no Parking Space	
• Apartment 3	One Bedroom	One Person	41m ²	Cycle Provision	
• FIRST FLOOR					
• Apartment 4	One Bedroom	One Person	39m ²	Cycle Provision	
• Apartment 5	Two Bedroom	Three Person	75m ²	1no Parking Space	External Balcony
• SECOND FLOOR					
• Apartment 6	One Bedroom	One Person	39m ²	Cycle Provision	
• Apartment 7	Two Bedroom	Three Person	75m ²	1no Parking Space	External Balcony
• LOWER GROUND FLOOR					
• Retail Unit			64m ²	1no Parking Space	

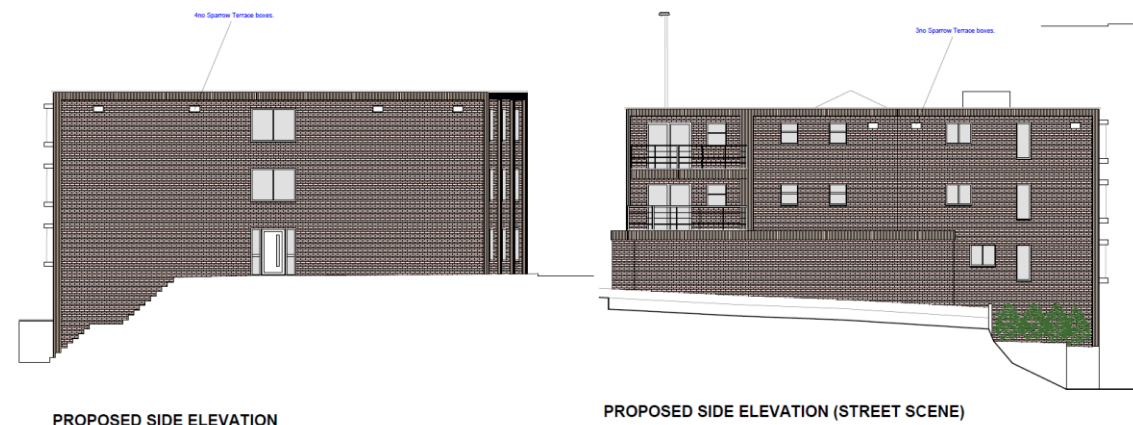
- Paragraph 38 of NPPF states that *“Decision-makers at every level should seek to approve applications for sustainable development where possible.”*
- Paragraph 111 of the NPPF states *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*
- Policy T1 of the Core strategy 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 pedestrian routes and the pedestrian environment.*
 - Improve and develop further Manchester’s cycle network”*
- This is also reiterated by Policy T2 and referenced in policy DM1 and SP1.
- The site is in location accessible to a variety of public transport modes as identified within the submitted Transport Statement and page 5 of this planning statement.
- The application site is located in a highly accessible location. The analysis submitted within the Transport Statement accompanying the application indicates that a ranges of services and facilities within an acceptable 1km walking distance of the site are accessible, the following services and amenities are available such as:
 - - Local shop, Barbers, hot and cold food takeaways, café and bar (75m), Texaco convenience store (150m), The Grove Inn Pub (150m), Bus Stops on Rochdale road and Middleton Old Road (within 200m), NHS – Neville Family Medical Centre (200m), Damhead Medical Centre (350m), Coop, A-Z Convenience Store and Old Market Street Post Office (500m), Pike Fold Primary School (650m).
- The existing pedestrian infrastructure creates opportunities to access these key amenities on foot and also the bus network and the closest stops on Middleton Old Road approximately 75metres from the site boundary with a bus stop located on Rochdale Road.
- The apartments will be accessed from Rochdale Road and the retail unit will take access from Middleton Old Road and a footpath link will be provided within the site, connecting the two roads either side.
- It is proposed to provide 4 off street parking bays to the south of the site to the rear of 1133 Rochdale Road. The parking spaces will be allocated for the retail unit and a space each for the 2 bedroom apartments. A secure cycle storage area providing parking for 12 bicycles will be accessible from Rochdale Road.
- It is considered that walking, cycling and public transport offer realistic modes of transport for residents and visitors of the development. The site is well located to take advantage of existing pedestrian, cycle and public transport facilities. These modes of transport are provided within the recommended distance as stated in national guidelines. Walking, cycling and public transport have the potential to form part of a longer journey using linked trips.
- The additional trips generated by sustainable modes are not severe and are therefore unlikely to have a detrimental impact on the existing infrastructure.
- The submitted Transport Statement read in conjunction with this planning statement demonstrates that the development would not have an unacceptable impact on highway safety and the residual cumulative traffic impact would not be severe. The development is therefore in accordance with the transport principles set out in NPPF and the Councils Core Strategy. As such, we believe the development should be supported on transportation grounds.
- Consistent with similar applications approved by the council we consider that the proposal is unlikely to generate a significant increase in the level of vehicular trips which would impact unduly on network capacity.

- Policy DC26 (Noise) of the Unitary Development Plan states that *“the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.”*
- Given the location of the site adjacent to the A664 which is a major route into and out of the city centre and the mixed use nature of the immediate vicinity it is considered there would be no detrimental impact upon noise for any proposed occupiers.
- The introduction of a further mixed use development is unlikely to have any detrimental impact upon the nearest residential occupiers in terms of any significant impact to existing background noise levels or levels of activity. The increased noise from the potential occupiers and 4 car parking spaces is unlikely to create noise impact to the existing properties .
- In accordance with the Control of Pollution Act, the construction of the proposal will only take place between the normal working hours as below:
 - Monday to Friday: 8am to 6pm.
 - Saturdays: 8am to 1pm.
 - Sundays and bank holidays: No work will be permitted.
- Construction activities can also be controlled via the submission of a Construction Environmental Management Plan which can be conditioned.
- The applicant would agree with any conditions the Environmental Health officers require with respect to acoustic insulation and noise mitigation measures such as soundproofing between the lower ground floor and the three apartments at ground floor (flats 1,2,3) in order to act as a safeguard for proposed occupiers and to limit the impact of the surrounding environment upon living conditions.

- Paragraph 186 of the NPPF states that *“Planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified”*.
- Policy EN16 (Air Quality) of the Core Strategy states that *“the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester’s principal traffic routes. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.”*
- The applicant has reviewed the councils Air Quality & Planning Technical Guidance Document (August 2022) which states that *New development can pose the following concerns in relation to air quality:*
 - *Emissions that arise from construction and use of a site, which add cumulatively to existing pollution levels locally, across the district and beyond.*
 - *Harm to individuals arising as a result of introducing new exposure to air pollutants through their occupation of the development.*
- The development site sits within an Air Quality Management Area as the site is located on a busy, main route and transport corridor to Manchester City Centre.
- It is therefore unlikely that there would be any significant or harmful contribution to air quality as a consequence of vehicular movements or ongoing activity.
- The applicant has submitted an Energy Statement which considers air quality issues such as biomass boilers. Energy Efficiency Design has been incorporated where possible and the use of good practice control measures through effective mitigation and construction management during the construction phase will be implemented. As a result the impact upon air quality can be adequately controlled.
- Based on the above we consider that Air quality factors are not considered a detrimental concern for the development and the proposals complies with the relevant local and national policies on this matter.



- Policy EN15 of the Core Strategy states that “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, contributing to linkages between valuable or potentially valuable habitat areas where appropriate”
- Paragraph 174 of NPPF states that “Planning policies and decisions should contribute to and enhance the natural and local environment by:
 - a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
 - b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
 - c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
 - d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;”
- An ecological survey has not been submitted however we consider that the development would not result in any significant or unduly harmful impacts to local ecology given the current condition of the site noting there are no trees, vegetation or habitats on site.
- As stated above para.174 of the NPPF encourages enhancements and net gains for biodiversity to be delivered through the planning system which will become mandatory in November 2023 as per The Environment Bill.
- Measures to enhance the site for biodiversity should be secured as a result a total of 7 no bird boxes (see specification to the right) as shown on the proposed elevation plans will be incorporated into the side elevations. In addition, landscaping is proposed to the rear of the site.
- We consider that the scheme will provide biodiversity enhancements and provide a net gain for biodiversity at the site, in line with the requirements of the National Planning Policy Framework. As such, we consider that the proposed development would not result in harm to the ecological interest of the site and would not result in harm to the visual amenity of the area.



Provide 1SP Schwegler Sparrow Terrace

- * Material: Woodcrete with integrated wooden panel
- * Height: 24.5cm
- * Width: 43cm
- * Depth: 20cm



- Paragraph 131 of the NPPF states that *“Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.”* This is further supported within policy EN15 of the Core Strategy.
- Prior to 2021 the site comprised of shrubbery and trees which weren’t protected by a Tree Preservation Order and these have been removed.
- The site currently comprises of hard landscaping . Given that there are no trees on site we therefore consider that the proposals are in full accordance with local and national policies.
- The small strip of land between to the north of the site towards the rear will comprise of low maintenance shrubs and the applicant would be happy for a suitably worded condition for the responsibility for the ownership, management and maintenance of the communal areas of landscaping, to ensure such areas are not neglected.



- Policy EN14 (Flood Risk) of the Core Strategy refers to flood risk and amongst other issues states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.
- Policy EN17 (Water Quality) of the Core Strategy states that developments should minimise surface water run-off and minimise ground contamination into the watercourse construction.
- Paragraph 167 of the NPPF states that *“When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.”*
- Paragraph 168 of the NPPF state that *“applications for some minor development should not be subject to the sequential or exception tests but should still meet the requirements for site-specific flood risk assessments.”*
- The National Planning Practice Guidance, states that the aim should be to discharge surface water run-off as high up the drainage hierarchy, as reasonably practicable:
 - *into the ground (infiltration);*
 - *to a surface water body;*
 - *to a surface water sewer, highway drain, or another drainage system;*
 - *to a combined sewer.*Local Authorities and water boards generally require proof that the ground is not suitable infiltration into the ground, before connecting to sewers, drains and other drainage systems.
- The site is located in Flood Zone 1; it is therefore at low risk from flooding and subsequently a Flood Risk Assessment is not required.
- In accordance with paragraph 167 of the NPPF the application is accompanied by an drainage scheme and a CCTV Report of the drainage network which has been undertaken on site.
- The Building Regulations, approved document H details the requirements for building drainage in terms of both foul and surface water drainage.
- Existing drainage for the surrounding properties identifies a combined sewer to both the front and rear of the site, with the sewer to the front turning and meeting the rear a little to the south. A culverted watercourse is also identified to the north of the site, heading south and finally discharging into Boggart Hole Brook to the south.
- Consideration of the disposal options for foul and surface water drainage has been undertaken. Given the constraints of the site it has been identified that a discharge to ground is not a viable option for either foul or surface water. As such it is proposed that a connection be made to the combined public sewer at the front of the site and foul water be discharged to this point.
- A watercourse is located to the rear of the property and therefore in line with the requirements of the Building Regulations, the stated hieratical list of disposal options a surface water discharge to the watercourse is recommended. A storm water storage system is also recommended to prevent excess water entering the watercourse during periods of high rainfall.
- As such based on the above and in accordance with the submitted Drainage scheme we consider that the proposal is in accordance with local and national policies and the impact on flooding is considered appropriate subject to site drainage to be in accordance with the surface water drainage hierarchy and the measures identified within the drainage scheme are carried out.

- Paragraph 130(f) of the NPPF states that *“Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being;; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*
- Paragraph 92(b) of the NPPF states that *“Planning policies and decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.*
- Policy DM1 of the Core Strategy states that all development should have regard to community safety and crime prevention.
- Secured by Design (SBD) is the official police security initiative. SBD has worked with the Government to embed crime prevention into the planning process and establish police security standards in the building and construction industry. The published document - Secure By Design, Homes 2023 has been taken into account during the design process.
- High levels of natural surveillance will occur as the building will contain windows to the front and rear at all levels including two windows per living/kitchen area to each apartment, therefore this results in a high level of neighbour surveillance creating a safe community feeling for residents.
- Other Crime prevention measures are referenced to the right as recommended by Secure by Design, these have been incorporated into the scheme. The crime prevention measures to be included are appropriate and adequate for the perceived crime risks.
- With the redevelopment of the site, enclosure of the curtilage and measures recommended by Secure by Design, we consider that the redevelopment of the site will lead to enhancements to security and help design out crime.
- This development will be consistent with the principles of the National Planning Policy Framework and has adopted principles of Secured by Design and Crime Prevention as referenced above. The development creates a sense of place that enables people to identify with their surroundings and feel safe. Overall the development includes clearly defined and well-lit public and provides semi-private spaces. We believe the proposal fully accords with the secured by Design principles, the NPPF and the Councils Core Strategy.

Crime Prevention Measures include the following :

- Main entrance door keypad entry system to be linked to a fail safe break glass call point or be fitted with a manual thumb turn latch or other keyless device to internal face.
- Any external lighting to have automatic shut off (infra-red or timer)
- Provide robust audio - visual intercom and remote door release facility to minimise unauthorised access.
- Electronic door lock to fail in unlocked position in event of power failure also to have easily openable, manual operation to inside
- Principle entrance to be clearly identified and well illuminated.
- Proposed door entry system to be accessible so the deaf and hard of hearing people and people who cannot speak may use.
- Door opening furniture to be powder coated and not cold to touch. If manual non-powered entrance door to have an opening force of no greater than 30N.
- Principle entrance door to allow visibility of on coming and manifestation to be provided for glazed doors as required.
- Security-certified windows and doors
- The bin store will be a secure, lockable and fire resistant enclosure.

- Para.152 of the NPPF states that *“the planning system should support the transition to a low carbon future in a changing climate and should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.”*
- Para.157 of the NPPF states that *“In determining planning applications, local planning authorities should expect new development to:*
 - *a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and*
 - *b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.”*
- Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) *concerns reducing CO2 emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought. Reference to reducing emissions and achieving low and zero carbon development is also referenced in policies SP1 and EN6.*
- The application has been accompanied by an Energy Statement which details how the development will incorporate sustainable design and resource efficiency in line with the both the Energy Hierarchy and national sustainable design definitions, so to meet the policy requirements and council targets contained within policies EN4 and SP1 of the Core Strategy.
- The submitted Energy statement indicates , a reduction in energy use through adopting a high standard of building fabric performance, high levels of air tightness, which exceeds the minimum requirements of Part L1A for fabric efficiency standards. Measures also include energy efficient fixed services and renewable energy technology.
- Furthermore, it should be noted that the application site is situated within a highly sustainable location, within an existing residential neighbourhood with excellent access to a range of shops, amenities, transport services and job opportunities. The proposed development therefore represents the opportunity to regenerate the site for a more sustainable use.



Energy Statement

Client: BM & HP Parker Properties

Project: Land Adjacent Rochdale Road
Blackley, Manchester

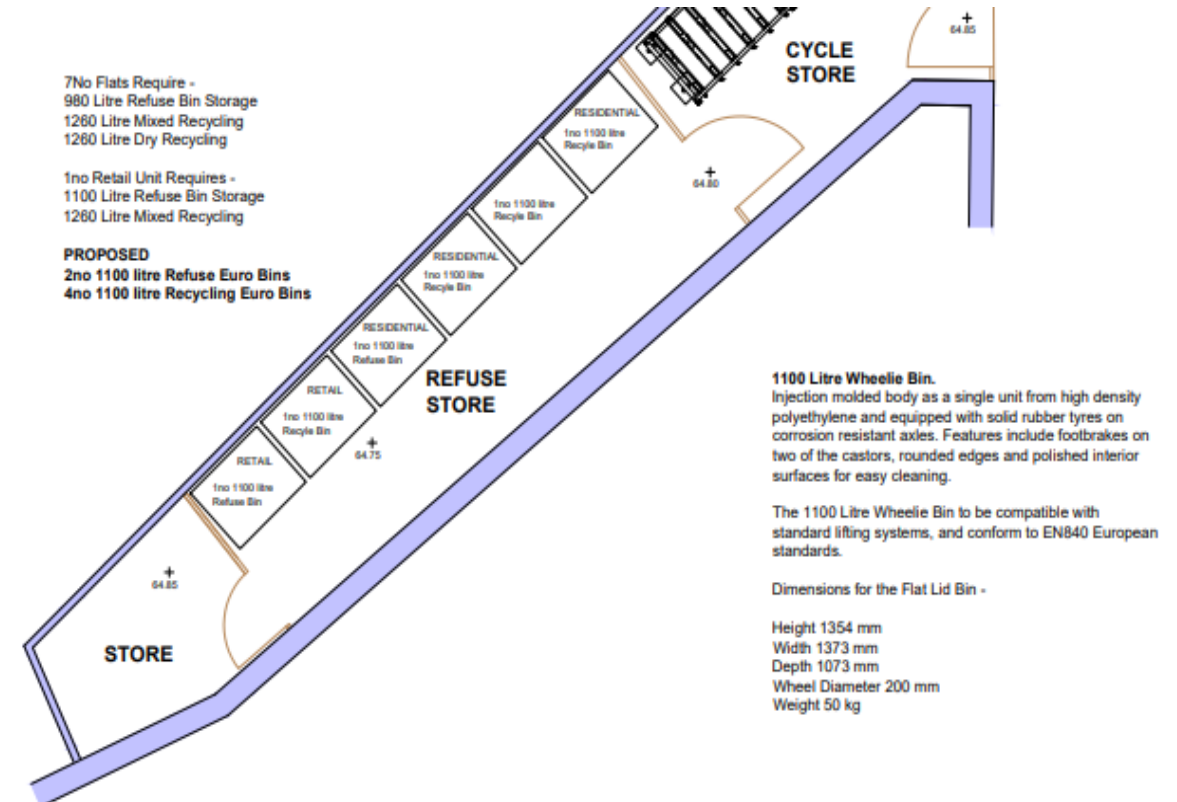
Contact: Bobby Diala-Uka
Diland EPC
info@dilandepc.co.uk

Report Issue Date: 03/02/2023

EXCELLENCE
IN ENERGY
ASSESSMENT

- Policy EN18 (Contaminated Land and Ground Stability) of the Core Strategy states that *“The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.”*
- Paragraph 183 of the NPPF states that *“Planning policies and decisions should ensure that:*
 - a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);*
 - b) after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and*
 - c) adequate site investigation information, prepared by a competent person, is available to inform these assessments”*
- *Para 184 of the NPPF states that “Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.”*
- A review of historical maps dating back to c.1840 reveals that the site appears to be an undeveloped site.
- In terms of coal mining, the Coal Authority website confirms that the site is not located in a development high risk area. A Phase One site investigation has been undertaken and forms part of this application.
- Following a review of the information gathered on the history of the site and the surrounding area and following the site walk-over survey there are no contaminants identified on site that are likely to present a significant possibility of significant harm to any identified receptor.
- The area has a varied history and the presence of the reservoirs, sand pits and to a lesser extent the refuse heaps present a slim but possible risk of ground gas to the proposed building. As such basic gas protection measures in the form of a gas membrane are recommended, purely as a precaution.
- Some made ground may also exist on site given the height difference with Middleton Road. However, given the age of the site and existing buildings and nature of the development (no gardens), this is not considered to present any significant risk.
- The report further recommends that a watching brief is maintained throughout the construction of the new dwellings and any signs of potential contamination found are fully investigated, with appropriate remedial action taken as necessary. The proposals therefore accord with the relevant policies of the Core Strategy and NPPF in relation to Contaminated Land.

- Policy EN19 (Waste) of the Core Strategy “states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.” This is further referenced within policy DM1.
- 7No Flats Require -
980 Litre Refuse Bin Storage
1260 Litre Mixed Recycling
1260 Litre Dry Recycling
- 1no Retail Unit Requires -
1100 Litre Refuse Bin Storage
1260 Litre Mixed Recycling
- Proposed is 2no 1100 litre Refuse Euro Bins and 4no 1100 litre Recycling Euro Bin.
- A discreet and segregated bin store for both the commercial and residential developments has been incorporated into the scheme as shown on bin storage plan and proposed site plan as requested by the planning officer at pre-app stage.
- Doors from the waste store open directly onto Rochdale Road, meaning the bins can be removed from the stores, emptied and returned without being left on the road or pavement for extended periods. A standard refuse vehicle will be able to collect the refuse directly from Rochdale Road, if this is not agreeable with the councils Environmental Health team then the applicant would be willing to enter into a trade waste contract if required.
- We consider that the waste management plan is acceptable and accords with policy EN19 of the councils Core Strategy.



PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

The proposed development will help to facilitate the continued development and improvement of a diverse employment & housing sector within Manchester, and will secure the benefits of sustainable development outlined in Paragraph 8 of the NPPF, namely:

- Economic – the proposal will contribute towards building a ‘strong, responsive and competitive economy’ by re-using redundant brownfield land noting that at present the application site does not financially contribute to the local economy. Following completion of the development the wider area will benefit from additional custom. During the construction phase it is expected that the applicant will employ local labour. Within the area, there are numerous builders merchants that could benefit from supplying the construction phase. There is therefore not only a benefit to the local economy at the time of construction, but a longer term benefit to existing local businesses. The resultant commercial unit will result in employment opportunities for the local area.
- Social - the proposed development will support the creation of a strong, vibrant and healthy community by providing jobs in a sustainable location. The proposed development will ensure that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed, beautiful and safe place. The occupation of a vacant/underutilised site will help to reduce the possibility of crime and antisocial behaviour.
- Environmental – by occupying a brownfield site, the proposal seeks to reinvigorate the site and breathe new life into the area. Utilising this redundant site will create activity and vibrancy within a section of the streetscene that is currently visually unappealing. The site will enhance the natural environment by improving biodiversity.

The proposed development performs a positive economic, social and environmental role and comprises sustainable development in accordance with the provisions of the Framework. As a result there is a presumption in favour of granting the application proposals.

CONCLUSION

- The site is currently vacant with no beneficial use and is not allocated for a specific use in the Core Strategy. The site is not subject to any special protection in the context of either the natural or historic environment. The principle of the redevelopment of previously developed brownfield land is long established and prioritised within the adopted development plan policies of the Core Strategy and the NPPF. The principle of this mixed use development is considered acceptable as assessed within this statement.
- Taking account of the site's prominent and highly sustainable location along Rochdale Road and proximity to district facilities, this brownfield site will deliver a high quality development, which provides 7 no apartments and a commercial unit to a high standard and contemporary design.
- Careful design detailing has taken place as evident within this submission. The design and layout of the scheme reflects the character of the area and the layout of the site has been sensitively designed following pre-application advice from MCC in order to ensure that it positively enhances the area. The development has been designed to respond to the scale and massing of the site context and the design of adjacent buildings to produce a well-designed mixed-use development.
- The proposed development is 'high quality', is architecturally charismatic, aesthetically pleasing and has been designed to meet the requirements of modern living as well as being sympathetic with the immediate area. We believe the development doesn't overbear or dominate surrounding buildings and the building sits comfortably in the streetscape and will enhance the setting and streetscene.
- The site, located to the north of Manchester City Centre and within 1 mile to Blackley and Harpurhey centres is well positioned for commuting and served by road, metrolink and bus modes of transport with easy access to the city centre and very good access to public transport links. The proposals will provide off road car parking and provide adequate secure cycle storage facilities and therefore will not have a detrimental impact on network capacity.
- There would be no adverse consequences for the residential amenities of neighbouring dwellings, from either overshadowing, loss of light or loss of privacy.
- The proposed new dwellings will provide a high level of residential amenity for future residents meeting the DCLG technical standards.
- The scheme will provide biodiversity enhancements and provide a net gain for biodiversity at the site, in line with the requirements of the National Planning Policy Framework.
- The proposed development will be constructed to modern energy efficiency standards ensuring that the development will be environmentally friendly.
- Air quality factors are not considered a detrimental concern the development and the proposals comply with the relevant local and national policies with regard to air quality.
- The development will be built in accordance with the submitted drainage scheme that is in accordance with local and national policies and the impact on flooding is considered acceptable.
- The development will be constructed in accordance with crime prevention measures outlined on page 32 in accordance with Secured By Design and GMP. Therefore the impact on crime is acceptable.
- A waste management plan has been submitted and we believe this accords with policy EN19 of the councils Core Strategy.
- The proposals accords with the relevant policies of the Core Strategy and NPPF in relation to Contaminated Land.
- The statement demonstrates that the proposed development can be accommodated within the site, in accordance with local and national planning policy. It is therefore proposed that this scheme positively contributes to the surrounding area, and is appropriate in terms of the site's context and location. Overall, the proposal is shown to comply with local and national policy guidance and will provide a high quality mixed-use development in a sustainable location; therefore, we believe that this development presents an overwhelming case to grant planning permission.

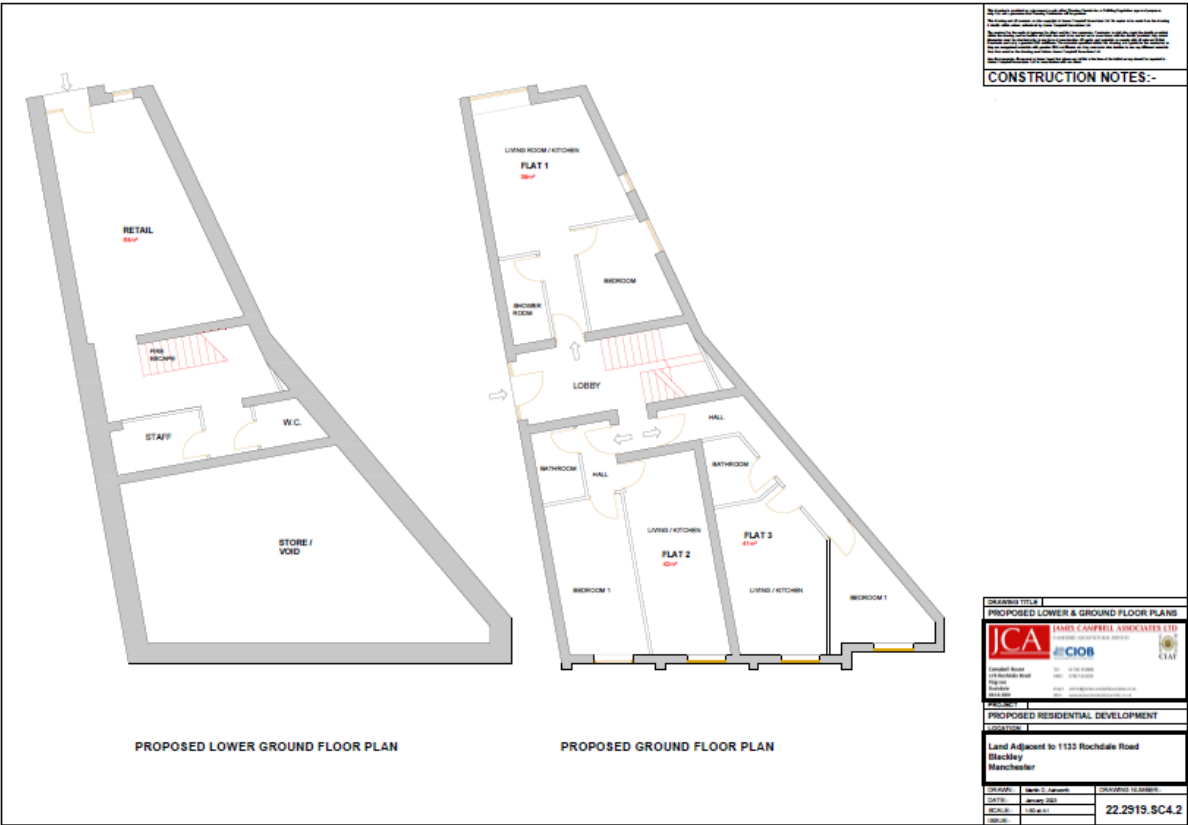
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APPENDIX A – SUBMISSION DRAWINGS



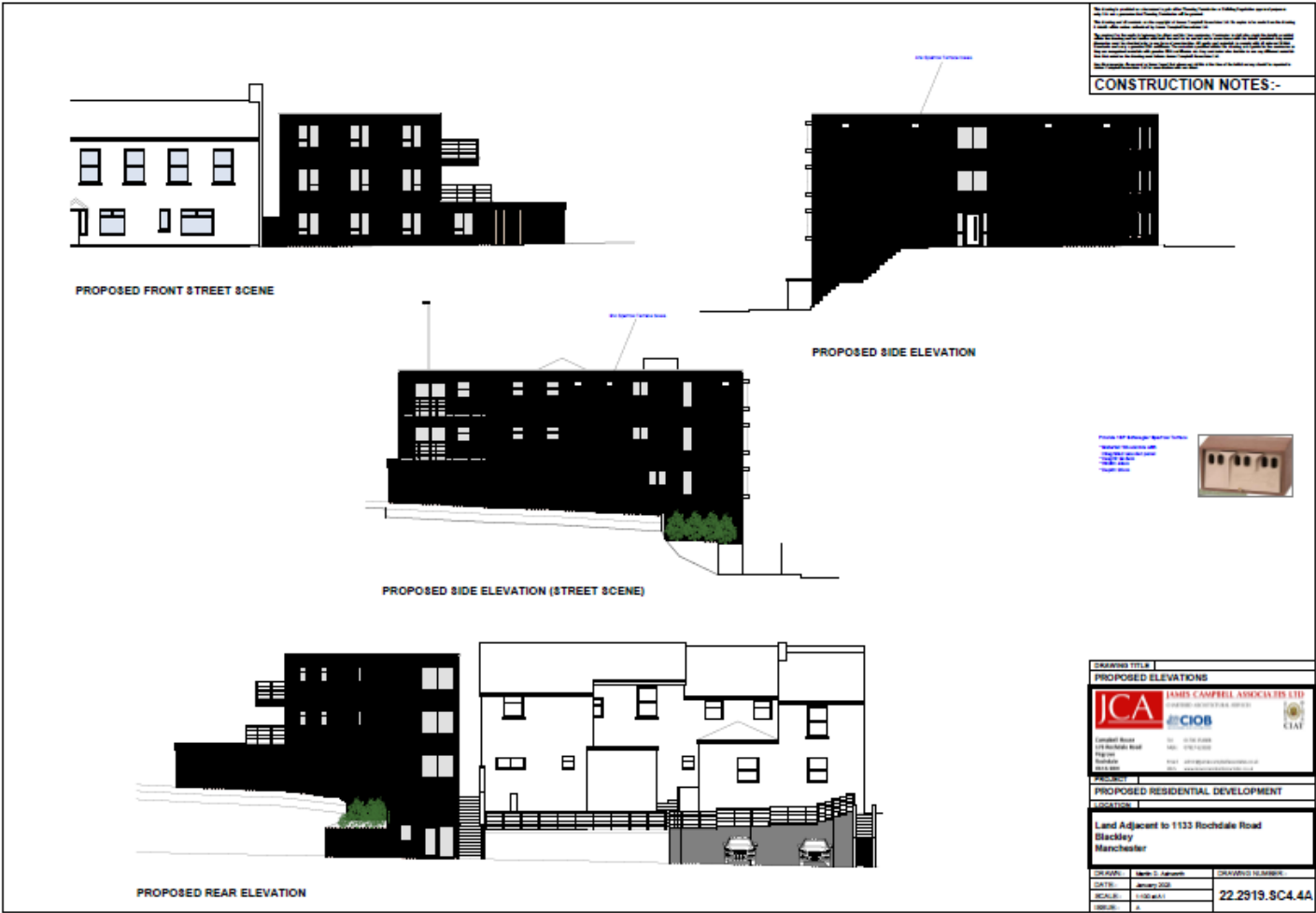
JAMES CAMPBELL ASSOCIATES
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APPENDIX A – SUBMISSION DRAWINGS

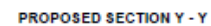
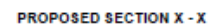


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DRAWING TITLE		
PROPOSED SECTIONS		
  		
JAMES CANFIELD ASSOCIATES LTD 1000 UNIVERSITY AVENUE SUITE 1000 VANCOUVER, BC V6T 1A1 TEL: 604.681.1111 FAX: 604.681.1112 EMAIL: info@jca.ca		
CONSULTANT 115 BROADVIEW AVE 10TH FLOOR VANCOUVER, BC V6T 1A1 TEL: 604.681.1111 FAX: 604.681.1112 EMAIL: info@jca.ca		
PROJECT NO. 22.2919.SC4		
PROPOSED RESIDENTIAL DEVELOPMENT		
LOCATION:		
Land Adjacent to 1153 Rochdale Road Blackley Manchester		
DRAWN BY	DATE	CHECKED BY
DATE	10 January 2024	
SCALE	1:500 AS SHOWN	22.2919.SC4

[illegible]





APPENDIX A – SUBMISSION DRAWINGS



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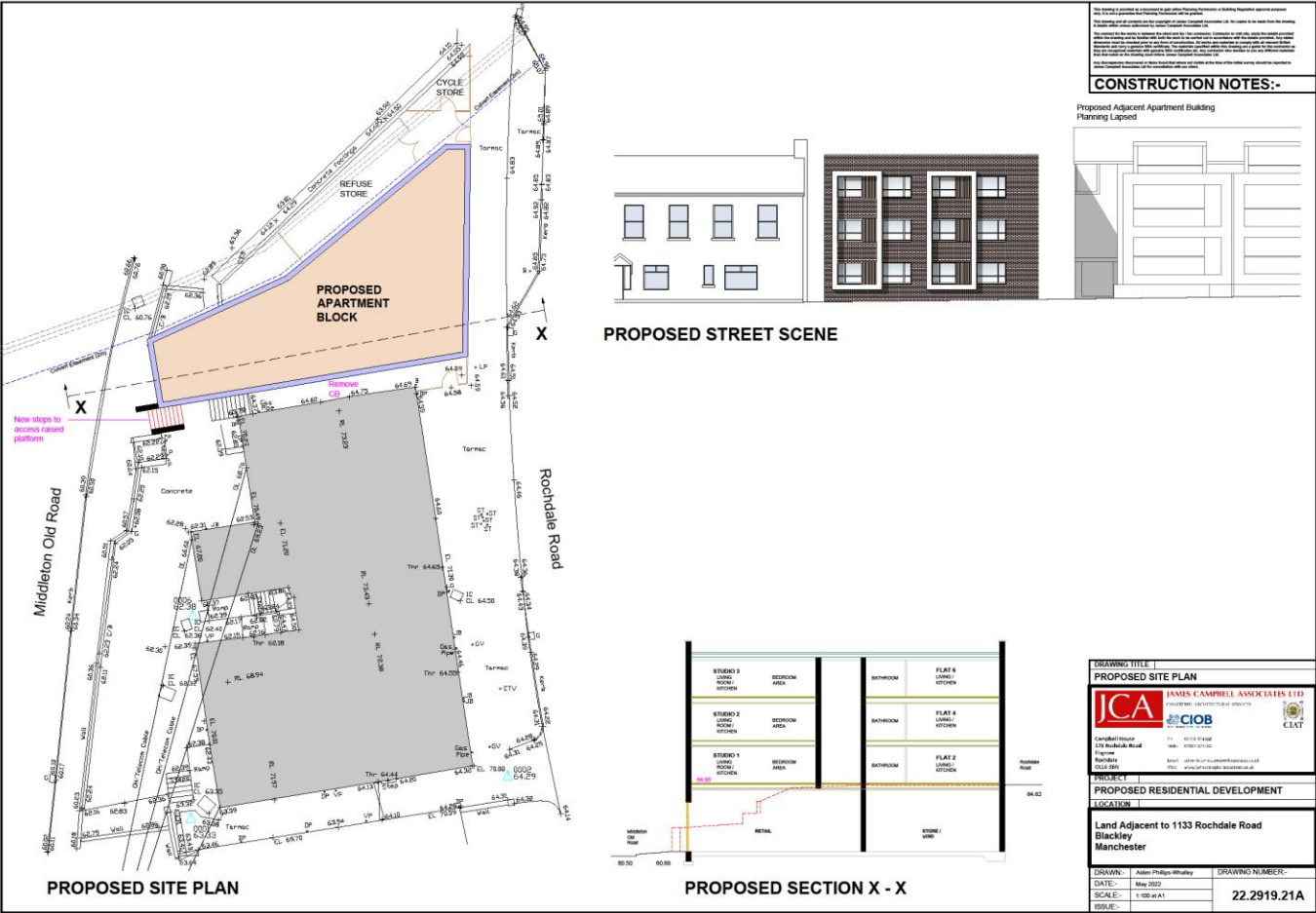




APPENDIX B – PRE APP SCHEME



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APPENDIX B – PRE APP SCHEME



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I refer to your pre application enquiry regarding a proposed mixed-use development at the above and apologise for the delay in responding.

I make the following comments:

-Whilst it is noted that there is a lapsed consent on land immediately to the north, it is considered that the site would benefit from comprehensive redevelopment to include both sites. This would provide continuity in the street-scene and prevent one site from prejudicing the redevelopment of the other i.e in terms of windows positions and any potential overlooking issues. It would also prevent an awkward, residual gap site from being created, even smaller than the current situation.

-Any building should look to adhere to the established building line to Rochdale Road to the south.

-It is considered that the proposed elevational design would appear out of place in this context, unsympathetic to the vernacular of neighbouring buildings within the row. It is considered that elevations should reflect the style and proportions of the windows to the south. The vertical emphasis provided by the proposed detailing around the windows is not considered appropriate in this location and fails to reflect the domestic appearance of neighbouring buildings to the south.

-Whilst the scale proposed is likely to be acceptable, it is considered that due to site topography and when taking account of other buildings in the row, any new building should have a stepped roof line to reflect the existing context and street-scene.

-9 x 1 bedroom apartments, together with a lower ground floor retail unit, represents overdevelopment, given no off-road parking or amenity space is proposed. Any proposal should also seek to include some amenity space, planting or setting to the building, as well as segregated bin and cycle storage areas for each use. It is believed that a lesser number of units would be more appropriate.

-The Council would share your concerns surrounding the use of render. Any new building should incorporate the use of a masonry facade.

Given the above, it is not considered that an application based on the submitted proposal would be supported.

Steve McCoombe
Senior Planner
Development Management North
Planning Building Control and Licensing - Growth and Development
Manchester City Council

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Email: steven.mccoombe@manchester.gov.uk
www.manchester.gov.uk

COMMUNITY ENGAGEMENT RESPONSES – MARCH 2023

Maxim Zhekov,
Maxim's Tattoo's,
1141 Rochdale Road –

I am happy with this development as long as there is sufficient parking.

Donna O'Neill,
Fresh Fuel Bar,
1149 Rochdale road –

The development looks nice and we would love the extra local customers.

Scott Pascoe,
Flat 2 1133 Rochdale road –

I don't have a problem with the proposed construction.

Victory Oghumu
Flat 3 1133 Rochdale road –

I am happy with it, a lot of people in the area need houses.

Clair Johnson,
Flat 8 1133 Rochdale road –

I think this is a great idea as we have rats in the area.

Keira Marsland,
Flat 10 1133 Rochdale road –

I think building this property is a great idea, it reduces a lot of flytipping which will improve the area a lot more. It makes the area look a lot more cleaner and presentable