

Longhurst Road, Higher Blackley, Manchester M9 8NS

Planning Statement

Proposed residential development of 22 no. affordable rent units

Longhurst Road, Higher Blackley, Manchester M9 8NS

Proposed residential development

Report Control

Document: Planning Statement

Project: Longhurst Road, Higher Blackley, Manchester M9 8NS

Client: Great Places Housing Group

Job number: 20-043

Longhurst Road, Higher Blackley, Manchester M9 8NS

Proposed residential development

Contents

1. Introduction
2. Site description
3. Planning history
4. Pre-application advice
5. Proposed development
6. Technical considerations
7. Planning policy context
8. Planning policy assessment
9. Conclusions

Longhurst Road, Higher Blackley, Manchester M9 8NS

Proposed residential development

1 Introduction

Bowker Sadler Architecture has been instructed by Great Places Housing Group to progress full planning application for the proposed residential development of 22 no. affordable rent units on the land on Longhurst Road, Higher Blackley, Manchester M9 8NS.

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 Statement by Great Places Housing Group
- Site investigation Ph1 & Ph2 by Curtins
- Flood risk assessment and drainage appraisal by Pell Frischmann
- Air Quality assessment by Miller Goodall
- Noise Assessment by Acoustic & Engineering Consultants Limited
- Crime impact statement by SecurebyDesign
- Waste management proforma
- Preliminary Ecological Assessment
- Tree Survey, Arboricultural impact assessment and method statement
- Topographical survey
- Environmental statement by TWC Consulting
- Transport statement by SCP
- Utilities survey and capacity appraisal
- Soft landscaping plan by Saville Landscape Design
- Drawing list
 - 1000 Location Plan
 - 1001 Topographical survey
 - 1002 Proposed Site Plan – Ground Floor
 - 1003 Proposed Site Plan – First Floor
 - 1004 Proposed Site Plan – Boundary Treatment
 - 1005 Proposed Site Plan – Waste Management Strategy
 - 1006 Proposed Roof Site Plan
 - 1010 North Elevations
 - 1014 Proposed Sections Blocks 1, 2, 7
 - 1015 Proposed Section Block 4 3b5p
 - 1016 3D Massing Model images
 - 1020 Apartment Plans – 1b2p – Type A
 - 1021 Apartment Plans – 1b2p – Type B
 - 1022 Town Houses – 3b5p – Type C
 - 1023 Town Houses – 3b5p – Type D

Longhurst Road, Higher Blackley, Manchester M9 8NS

Proposed residential development

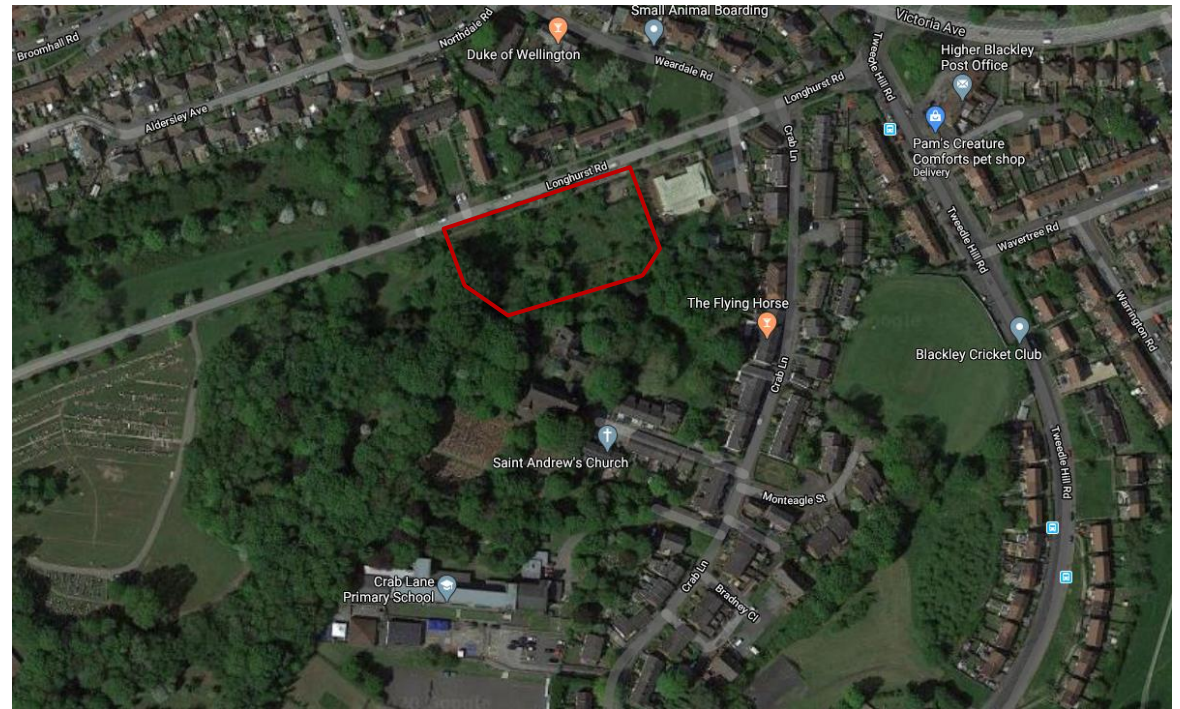
2 Site description

The proposed development site is located on Longhurst Road, Higher Blackley, Manchester. The site boundary is formed by the road to the north, private green space to the south and west and a community facility to the east.

Currently, the site is a disused brownfield land. It was previously occupied by a children's nursery, associated external play space and car parking. The building has since been demolished.

Victoria Avenue to the northeast of the site provides all local amenities including Primary and High Schools, local shops, community, health and leisure facilities, supermarkets and a library /learning centre.

The site is situated close to Crab Lane Conservation Area to the east. The closest grade II listed buildings are situated along Crab Lane and are no. 162-172 (even) Crab Lane, 113 Crab Lane and 136-142 (even) Crab Lane, together with their rear neighbours 2-8 (even) Pleasant View. The listed buildings are not visible from the site.



Aerial view of the site with its neighbourhood

Longhurst Road, Higher Blackley, Manchester M9 8NS

Proposed residential development

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:

- **031744** – APPROVED – “Erection of portable buildings to form pram/toy stores”
- **063590/VO/NORTH1/01** – APPROVED – “Erection of 2.4m high railing and paladin fencing and 3.0m high paladin fencing to front of school”
- **115904/VO/2017** – APPROVED – “Erection of 10 no. two storey residential dwellings with associated car parking, landscaping, regrading of ground levels and boundary treatments.”

Longhurst Road, Higher Blackley, Manchester M9 8NS

Proposed residential development

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:

- Split-level houses that address the changes of ground levels
- Strong, active street frontages
- Building line of Longhurst Road extended
- New access road to be adopted
- Boundary treatment

Initial pre-application planning advice was sought from MCC Planning Officer Sue Wills, who provided informal advice on the initial proposals in favour of split-level houses to address the changes of ground levels with some suggestions regarding enhancing the character of the corner and gable of plots 9 and 22, all of which was addressed in the final design. Gable frontages to houses changed to lower continuous eaves with dormer windows for rooms in roof space.

Community involvement

A Public consultation pack was distributed to local residents/ stakeholders in February 2023 and subsequent comments collected.

The feedback mainly focused on concerns regarding car parking. In response, Transport planning advice has been provided by SCP, which states that

'The site is within an acceptable walk distance of Higher Blackley and Blackley as well as the array of amenities these areas have on offer. The site is also within an acceptable walk distance of transport connections, as detailed later, to encourage prospective residents to travel via sustainable modes.'

'the site benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are good transport connections within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be wholly reliant on the private car.'

Furthermore, the car ownership amongst residents of affordable dwellings is believed to be lower than privately-owned dwellings. Thus, we believe that 100%

car parking will be sufficient for the new development. The transport planning advice states that:

'the proposed car parking levels are considered to be appropriate in this instance.'

Feedback also raised concerns regarding the presence of crime within the area. This was addressed through the application of Secured by Design guidance and principles. In addition, a Crime Impact Statement has been prepared and submitted with this application.

Addressing a comment about the loss of green space, we have conducted Biodiversity Net Gain calculations together with an Ecological Appraisal. New trees will be planted within the site and the development will be carried out with the necessary measures to respect the presence of existing wildlife as far as practicably possible. The existing vegetation on site includes invasive non-native species, such as Japanese Knotweed, which will be safely removed, thus improving the condition of the site.

The feedback also includes; comments regarding limited space to conduct the construction of the development, a request for a guarantee that any damage to the private driveway of the neighbouring property (no. 16 Longhurst Road) will be reinstated and that constant access to the property is maintained during the construction. These issues will be addressed in the Construction Management Plan.

Longhurst Road, Higher Blackley, Manchester M9 8NS

Proposed residential development

5 Proposed development

The proposal comprises of 22 residential units with associated parking and landscaping.

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

Apartment block

- 8no. 1bed/2persons

Houses

- 14no. 3bed/5persons

All dwellings will be affordable rent units.

The typologies proposed are semi-detached dwelling houses of three storeys with private gardens and two two-storey apartment blocks 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 on Longhurst 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 apartment and dwelling house, including one wheelchair parking space. 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.

Longhurst Road, Higher Blackley, Manchester M9 8NS

Proposed residential development

6 Technical considerations

Supporting reports forming part of this application include:

Topographical survey

Design & Access statement by Bowker Sadler Architecture

Site investigations – Ph1 – Desktop Study by Curtins dated 27th April 2021.

Recommendations and remedial strategy. Refer to report.

Flood risk assessment and drainage appraisal

Recommendations: “As part of the detailed design the use of SuDS features should be considered to maximise the use of SUDS techniques and provide alternative means of achieving good water quality which will potentially remove the need for a separate oil/petrol interceptor. The FFL of the new buildings shall be set 150mm above the proposed ground level to ensure that if flows in exceedance of the 1 in 100 years plus 40% allowance for climate change storm event occur or a failure of the site surface water drainage system occurs, that suitable overland flood routes are provided within the development to ensure no localised flooding of the buildings occurs. Regular, ongoing maintenance will be required to ensure that the capacity of the system is maintained as it has been designed.”

Refer to Outline Drainage Plan.

Air quality assessment by Miller Goodall dated 3rd February 2023

And concludes that “The development is expected to have a not significant effect on local air quality. No additional mitigation beyond the best practice measures outlined in the MCC Guidance is deemed to be necessary.”

“The assessment of dust soiling and human health impacts during the construction phase of the development results in the proposal of dust mitigation measures. The implementation of these will ensure that residual dust impacts during the construction phase are not significant. Concentrations of NO₂ and PM₁₀ are likely to be below their respective long and short-term objectives at the proposed development site which is therefore considered suitable for residential/ commercial use with regards to air quality.

Concentrations of PM_{2.5} are expected to be below the annual mean target. The proposed development is not expected to have a significant impact on local air quality. There is, therefore, no reason for this application to be refused on the grounds of air quality.”

Noise assessment by Acoustic & Engineering Consultants Ltd dated 13th March 2023 and concludes: “In summary, the measured noise levels are typical for such a location and are not high. (...) Based on this assessment, noise should not be considered a determining factor in relation to any planning permission being sought.”

A recommendation is made to the decision maker to grant permission 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: “Based on the evidence presented in this Technical Note, it is concluded that there is no highway or transport related reason to withhold planning permission for the scheme”.

Energy and environmental Statement by TWC Consulting dated 17th March 2023

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 2021. A mixture of sustainable building-design, a fabric first approach and renewable/low carbon energy systems [where required] will deliver thermally efficient accommodation that will reduce demand for energy, resist heat-loss through conduction and maintain internal temperatures at comfortable levels for the occupants.”

Crime Impact Statement by SecurebyDesign dated 16th March 2023.

The positive features highlighted the appropriate balance of types and size of properties, a suitable amount of defensible space around them with parking being included within the curtilage, provision of a lockable cycle store, amenity space and appropriate boundary fencing and partial retention of grass verges and street trees.

Longhurst Road, Higher Blackley, Manchester M9 8NS

Proposed residential development

6 Technical considerations

Within the report there was a suggestion that the apartment residents' cycle store is relocated to the shared amenity space. We have looked at this option and concluded that the preferred option is to retain its position on the eastern side of the new access road where it enjoys natural passive surveillance from three apartments and from Longhurst Road. In addition, this option avoids the potential of additional excavation and loss of greenspace, resulting from its location within the shared garden space.

Waste Management proforma

Preliminary ecological assessment by Anthony Nickson Ecology dated December 2022.

Recommendations have been made as follow: "In accordance with the guidelines for assessing the potential suitability of proposed development sites for bats if G2.2 birch, G6.2 willow, G6.3 willow and/or G8 poplars are to be impacted by the proposals then further nocturnal emergence/re-entry survey work should be undertaken to determine the value of these trees for bats prior to the commencement of works."

"(...) prior to commencement of work onsite a suitably qualified ecologist should undertake a walkover of the application site to recheck it for signs of badger, particularly used badger setts."

"(...) it is recommended that site work takes place outside the peak bird breeding season (March to September). If site works or activities to any habitats where any nesting birds may be present is to be undertaken within the nesting season, then an appropriately qualified ecologist will be required to undertake a site walkover to visually assess potentially suitable nesting habitat for active nests within the construction zones. If active nests are discovered, then site works must cease until the nest is deemed inactive or until a suitable Precautionary Working Method Statement is developed."

"It is a mandatory requirement that the Japanese knotweed and Himalayan balsam plants present on site are not moved around the site; or removed from the site without first being treated. It is strongly advised to instruct an experienced invasive weeds control specialist to undertake eradication works and prepare a working method statement prior to the commencement of any activities which may impact these species."

"(...) enabling works should be avoided until protective fencing has been erected around the site to avoid any damage to adjacent habitats. Vegetation clearance should be undertaken in a sensitive manner to prevent any unnecessary impacts on common fauna within the site. The areas of rank grassland and scrub should initially be cut to a height of 150mm. All arisings should be removed and then an ecologist should undertake a hand search of the site. The site should then be left undisturbed for at least 48 hours to allow any fauna to move away from the site. In the unlikely event that any protected fauna are found during development, then all works must cease immediately and advice sought from a suitably qualified ecologist."

"(...) the project should integrate a variety of bird and/or bat boxes. Maximising native tree and other vegetation planting will provide recognizable fruit and nectar sources for local birds and invertebrates and will enhance the biodiversity of the development."

"The impact of light to biodiversity within the site, and in particular bats and flying invertebrates should be mitigated through the implementation of a sensitive lighting strategy."

Any lighting specified along the boundaries should use downward directed lighting with a tightly controlled distribution to limit unwanted backwards spill to minimise the impact of light spill.

(...) the external lighting should use LED lighting sources which are UV filtered to limit the amount of UV light produced, this will minimise the attraction to insect from adjacent habitats and feeding areas and minimise unnatural behaviour stimulated by the lighting."

Tree survey, Arboricultural impact assessment, arboricultural method statement by Mulberry dated 14th February 2023 and concludes: "The tree categorisation method identifies the quality and value of the existing tree stock but it is not meant to be interpreted rigidly and is presented in order to form a balanced judgement on tree retention and removal. A precautionary method of working near trees is detailed in the accompanying Arboricultural Method Statement. Following site development, regular (annual or biannual) inspections of all retained trees should be undertaken by a qualified Arboricultural Consultant. It is considered that in following the advice in this document, any negative factors affecting trees on the site will be minimised."

Affordable Housing Statement by Great Places Housing Group (see the statement).

Longhurst Road, Higher Blackley, Manchester M9 8NS

Proposed residential development

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.

Longhurst Road, Higher Blackley, Manchester M9 8NS

Proposed residential development

7 Planning Policy Context

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.

Longhurst Road, Higher Blackley, Manchester M9 8NS

Proposed residential development

8 Planning Policy Assessment

The proposal comprises 14 dwellings in form of semi-detached houses and 2 blocks of apartments containing 8 flats in total. Overall, the total number of units proposed is 22 and all units will be for affordable rent.

Development of the site 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, it is therefore a site that provides an important mix to the Council's 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.

Longhurst Road, Higher Blackley, Manchester M9 8NS

Proposed residential development

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.