



Paul Butler Associates

Planning, Development & Heritage Consultants

AIY Ltd

Residential Development at White Moss
Road, Charlestown

Planning Statement

20 July 2022

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1. Introduction

Purpose of this Statement

- 1.1 Paul Butler Associates have been commissioned by AIY Ltd to prepare a Planning Statement in support of a planning application on land at White Moss Road, Charlestown. The applicant for the planning application is AIY Ltd. The development will provide new housing on a vacant site.
- 1.2 The application site is bordered to the north by Blackley Community Fire Station, White Moss Road to the east and south, and Rochdale Road to the west. The application site is centred on Grid Reference 386064 (Easting) / 403352 (Northing).
- 1.3 The application seeks full planning permission for a residential development consisting of 20 new build houses, 16 new build apartments, associated car parking, private gardens, and public realm works. Also provided will be ancillary facilities including a refuse/recycling store and bike store.
- 1.4 The proposed application offers the opportunity to regenerate a vacant, brownfield site with a scheme of high design quality providing new housing in a sustainable and accessible location.

Environmental Impact Assessment

- 1.5 The proposed development is not considered to be Environmental Impact Assessment (EIA) development when considered against the EIA regulations. The development proposed is residential in nature and therefore does not fall within Schedule 1 development. The quantum of development proposed at 36 dwellings does not meet or exceed the thresholds in schedule 2 with reference to Category 10b 'urban development projects' and the site is not located within a sensitive area as defined in Regulation 2(1).

Application Content

- 1.6 This planning statement provides an overview of the development proposals, assesses the proposals against local and national planning policy and presents the case for granting planning permission.
- 1.7 The planning application is accompanied by drawings prepared by Ollier Smurthwaite Architects and the following documents in line with Manchester City Council's validation checklist including:
- Application form and completed ownership certificates.
 - Design and Access Statement (prepared by Ollier Smurthwaite Architects)
 - Crime Impact Statement (prepared by Greater Manchester Police)
 - Statement of Community Involvement (prepared by Manchester City Council)
 - Environmental Standards Statement (prepared by Watt Energy & Consulting Engineers Ltd)
 - Noise Assessment (prepared by Acoustic & Engineering Consultants Limited)
 - Landscape Architects (prepared by CW Studio Landscape Architects)
 - Framework Travel Plan (prepared by Axis)
 - Transport Statement (prepared by Axis)
 - Air Quality Assessment (prepared by Redmore Environmental Ltd)
 - Flood Risk Assessment (prepared by GeoSmart Information Ltd)
 - Sustainable Drainage Assessment (prepared by GeoSmart Information Ltd)

Structure of this Statement

- 1.8 The remainder of this statement is structured as follows:
- Section 2 examines the characteristics of the site and surrounding area.

- Section 3 examines the planning history associated with the site.
- Section 4 presents the proposed development for which planning permission is sought.
- Section 5 reviews the relevant local and national planning policy and guidance.
- Section 6 appraises the scheme against the Development Plan and all other material considerations.
- Section 7 concludes the statement providing an overall summary of the case for granting planning permission.

2. The Application Site and Surrounding Area

The Site

- 2.1 The site is located within the neighbourhood of Charlestown, Manchester. The development site is approximately 0.4 ha in size, currently comprises vacant land with hardstanding predominating and a vacant building, formerly the Victoria Avenue East Ex Service Men's Club ('the VASA Club'), a community club and bar. The VASA club will be demolished as part of the works. A map of the site boundary is included in figure 2.1 below.



Figure 2.1: Aerial image of the application site

- 2.2 The site is located northeast of the centre of Manchester, within Charlestown. It is bounded by Rochdale Road to the west, Blackley Community Fire Station to the north and White Moss Road to the east and south. Vehicle and pedestrian access to the site is currently from a dedicated access on White Moss Road. The existing site consists of green space,

hardstanding areas forming the car park and access, and the single storey former VASA club building.



Figure 2.2: VASA Club building



Figure 2.3: Access to site and car park



Figure 2.4: White Moss Road. Site to right.



Figure 2.5: View across site from Rochdale Road

The Surrounding Area

- 2.3 The ward of Charlestown is located approximately 5km away from Manchester City Centre. The area surrounding the site is predominantly residential with some commercial, service and retail units in close proximity. South of the site is the Damhead Medical Centre which is bounded by Damhead Park to the south and east.
- 2.4 The flats to the east and south of the site are modern in character, dating from the 1990s and consist of red brick walls, wooden framed windows, mono pitched roofs and are three storeys tall with communal gardens. The houses to the west of the site on Rochdale Road are a mixture of white painted brick bungalows with front facing dormers, 2 storey red

brick detached houses with pitched tiled roofs and red brick 2 storey terraced houses with pitched gabled slate roofs.

- 2.5 The roads surrounding the site are reasonably well maintained with footways and street lighting, are subject to a 20mph speed limit and generally encourage a pedestrian-friendly environment. There is extensive accessible open space surrounding the site which provides a variety of recreation opportunities for local residents including Damhead Park, Plant Hill Park and Boggart Hole Clough, a large park with walking trails and a boating lake.



Figure 2.6: White Moss Road. Site to left.



Figure 2.7: View from Rochdale Road towards site.

- 2.6 The nearby Rochdale Road (A664) is a major radial route into Manchester City Centre to the south and to Middleton in the north. It also provides a direct route to the M60. Directly outside the site on White Moss Road is a bus stop that provides services to Piccadilly Gardens, Harpurhey and Middleton. On Rochdale Road, there are also numerous bus services that run frequently to destinations such as Bury, Rochdale, Manchester Royal Infirmary and Shudehill. The site's sustainability is examined in further detail in the supporting Transport Assessment.

3. Planning History

- 3.1 The planning history associated with the application site as at 11.07.2022 is summarised in the table below:

Planning Ref.	Location (As per MCC database)	Description of development	Decision	Decision issued date
F03038	Victoria Avenue Ex Service Mens Club, Rochdale Road, Higher Blackley.	Single-storey extension to games room at the side and rear of club premises with new bottle store.	Approved	26 Aug 1975
F03326	V.A.S.A. Club, White Moss Road/Rochdale Road, Blackley.	Single-storey extension to Games room and new crate store to existing club premises.	Approved	08 Sept 1975
055796/FO/NORTH1/98	V.A.S.A. Club, Whitemoss Road, Blackley	Construction of ramped access at front elevation to improve disabled access	Approved	04 Jan 1999
130544/DE M/2021	283 White Moss Road Manchester M9 6NZ	Prior Notification for the demolition of building	No Objection	29 Jun 2021

Table 3.1: Planning History

- 3.2 The above planning history confirms there has been no recent development at the site other than the demolition notice issued for the building in June 2021.

4. The Proposed Development

- 4.1 The proposed layout shows a scheme for 36 dwellings incorporating a mix of 1 bed garden flat and 2 bed duplex apartment, alongside 3 and 4 bed houses. The development will contain a range of units fronting White Moss Road and Rochdale Road, including 36 car parking spaces that are positioned internally within the development.
- 4.2 The proposed housing mix is as follows:
- 1 bed apartments (8 units in total)
 - 2 bed Duplexes (8 units in total)
 - 3 bed townhouses (8 in total)
 - 4 bed townhouses (12 in total)
- 4.3 Affordable housing provision will be made as part of the scheme. The proposed development can be accessed by vehicles via an access in a similar position to the existing access off White Moss Road, whilst a pedestrian access is also provided to Rochdale Road. A secure cycle store is provided within the site. The proposed scheme is reviewed in further detail below.

The Proposed Apartments

- 4.4 The apartments will be a mix of 1 and 2 bed dwellings located on Rochdale Road and on the southwest corner of White Moss Road. The one bed apartments are located on the ground floor, approximately 450 sq. ft in size and contain an open plan living and kitchen area space, a bathroom and a bedroom. The two bed apartments are spread over two floors and consist of two bedrooms on the second floor with a main bathroom. There is a large open plan living / kitchen / dining area on the third floor. Each apartment will also have a dedicated parking space and access to either a front or rear amenity space.
- 4.5 The apartments buildings will therefore be three storeys tall and consist of a mix of red brick, red brick with recessed header panels, header course feature bands, Cembrit Jutland Fibre cement roof slates and zinc clad dormer windows to front elevations at the

roof level. The remaining windows will be projecting bay windows and double storey brick opening heights to the front elevation.

The Proposed Townhouses

- 4.6 The townhouses will be a mix of 3 and 4 bedrooms with the majority located on White Moss Road and two located on Rochdale Road. The townhouses will be an average of 1250 sq. ft in size and will be three storeys tall. The three bed townhouses will consist of an open plan living / kitchen / dining room area on the ground floor, 1 bedroom, 1 reception room and a main bathroom on the first floor and two bedrooms on the second floor along with an additional bathroom. The four bed townhouses will consist of open plan living / kitchen / dining room area on the ground floor, two bedrooms and a main bathroom on the first floor and two bedrooms on the second floor along with an additional bathroom. Each townhouse will have a dedicated parking space and contain front and rear gardens.
- 4.7 The townhouses will consist of a mix of red brick, with a combination of recessed header panels and textured brick to break up the façade. Roofs will be slate and Cambrit Jutland Fibre cement with zinc clad dormer windows to front elevations at the roof level. The remaining windows will be projecting bay windows and double storey brick opening heights to the front elevation.
- 4.8 Consideration has been given to the existing built form including the local character, layout and typologies in order to create an acceptable development in the local context for both the apartments and the townhouses. Further detail in this regard is set out within the submitted Design and Access Statement.

Key Benefits of the Proposed Scheme

- 4.9 In summary the scheme which has been developed through extensive consultation with MCC, the local community and key stakeholders, will deliver a range of benefits, including:
- The construction of a high quality residential scheme that will act as a catalyst to encourage further regeneration within this part of North Manchester;

- A mix of 1, 2, 3, and 4 bedroom dwellings meaning that the development makes provision for a broad range of households including families, couples, and single people thereby creating a sustainable community within an accessible location.
- A scheme that responds to the housing targets contained within Manchester's Core Strategy.
- A scheme that is well located for access to jobs, retail, schools and local services and facilities;
- A design that responds positively to its location providing an innovative scheme of high design quality whilst also making efficient use of this vacant brownfield site.
- Re-use of a previously developed site, reducing the pressure to build on green space and / or for Green Belt release; and
- The creation of temporary employment during the construction stage of the project.

Statement of Community Involvement

- 4.10 In accordance with national and local planning policy guidance, the proposals have been consulted on with Manchester City Council's planning and highways officers, Charlestown Ward Councillors, local residents / businesses, and key statutory consultees including Greater Manchester Police. This consultation has helped inform the final proposals and the preparation of a robust planning application submission.

National and Local Planning Policy Context

National Planning Policy Framework / Planning Practice Guidance

- 4.11 The National Planning Policy Framework places significant importance on early engagement at 'pre-application' stage. Paragraph 39 explains that:

‘Early engagement has significant potential to improve the efficiency and effectiveness of the planning system for all parties. Good quality pre-application discussion enables better co-ordination between public and private resources and improved outcomes for the community.’

- 4.12 Paragraphs 40 - 42 of the NPPF go on to emphasise the importance of statutory consultees and other consenting bodies participating in pre-application discussions to enable early consideration of all the fundamental issues. Within the ‘Achieving well-designed places’ chapter (12), the NPPF stresses at paragraph 126 the importance of pre-application discussions with the community in the design process.
- 4.13 The Planning Practice Guidance (PPG) provides additional advice for applicants prior to submitting an application. This reinforces the value of pre-application engagement by prospective applicants which can offer significant potential to improve both the efficiency and effectiveness of the planning application system and improve the quality of planning applications and their likelihood of success. The PPG also offers advice on which parties should be involved at the pre-application stage including: the local planning authority, statutory and non-statutory consultees, elected members and local people.

Manchester City Council Statement of Community Involvement

- 4.14 Manchester City Council adopted a refreshed Statement of Community Involvement (SCI) on 11 June 2018. This outlines the Council’s plans for community consultation and involvement in the preparation of the Council’s new Local Plan and other planning policy documents, and the determination of planning applications.
- 4.15 Appendix 1 of the Statement provides specific guidance for developers submitting a planning application. The SCI states that Manchester City Council will encourage developers to consult with the local community before they submit a planning application. The SCI recognises that pre-application consultation is beneficial to both the local community and developer as it allows the developer to design a proposal which

takes on board the opinions of the community, meaning that there are likely to be fewer objections once an application is submitted.

- 4.16 The SCI acknowledges that each engagement programme will be tailored in response to various factors including being proportionate to the scale of the development, planning issues and geographical area under consideration. The SCI advises that engagement should be inclusive, transparent and understandable, and allow sufficient time for consultees to make comments that could help shape and change the development rather than just notifying them that a new development is proposed. The SCI states that suitable consultation methods will include letters sent to residents / businesses and drop-in consultation events.

The Consultation Process

Consultation Methods

- 4.17 The design team recognises the importance of pre-application stakeholder involvement and have undertaken extensive consultation on the development proposals for this site. The key consultation methods employed as part of the project have included:
- Formal pre-application consultation with Manchester City Council (MCC) planning and highways officers.
 - Attendance at a meeting with Charlestown Ward Councillors to present the proposed scheme and answer any queries raised.
 - Holding a drop-in public consultation event to present the proposals for the site and answer any queries. A series of presentation boards were produced which provided details of the site and context; the proposed scheme layout and landscaping proposals; floorplans, elevations and street scenes of the housing; and, computer generated images of the proposed scheme. A letter was sent out to c.240 residential properties / commercial premises notifying them of the proposals for the site and inviting them to the consultation event. In addition, Paul

Butler Associates liaised with the Council's Neighbourhood Development officer for Charlestown on the issuing of the letter via their social media networks.

Pre-application with Manchester City Council

- 4.18 Prior to the application submission, the design team had various discussions with MCC planning and highways officers on the proposals for the site. An initial meeting was held on 9 November 2021, the purpose of which was to present the proposals and discuss the associated planning issues. At this meeting the principle of the development was established whilst there was discussion on issues surrounding design, car parking, sustainability and affordable housing.
- 4.19 Following the initial meeting there was various correspondence with officers on the progression of the scheme's design, whilst there was also agreement on the importance of engaging with the local community and on the information that would be required in support of a planning application. Planning officers were also in attendance at the meeting with the Charlestown Ward Councillors. In response to consultation with planning officers, the following changes have been made to the scheme:
- A reduction in the car parking provision within the site to increase areas of soft landscaping.
 - Improvements to the layout of the car parking area to improve maneuverability within the site.
 - Provision of in-curtilage car parking to the houses for security / ownership reasons.
 - An increase in size of the rear garden areas to the houses.
 - Provision of trees within the front gardens of properties overlooking White Moss Road and Rochdale Road. Additional hedgerow trees and garden trees have also been provided to the rear of the houses.
 - A bin collection point has been provided adjacent to the entrance on White Moss Road to allow ease of access for bin collection crews.

- Gates have been provided to the pedestrian / vehicular entrances to improve security to the site.
- 20% affordable housing is to be incorporated into the scheme in accordance with policy.

Consultation with Charlestown Ward Councillors

- 4.20 A meeting took place with Charlestown Ward Councillors (Veronica Kirkpatrick and Hannah Priestly) and the Council's planning officers on 9 June 2022. The purpose of the meeting was to present the proposals for the site and answer any queries raised.
- 4.21 No issues were raised with regards to the principle of redeveloping the site with a residential scheme. Queries were raised with regards to various aspects of the proposal – i.e. the number / mix / size of the proposed dwellings; the level of affordable housing to be provided; tree planting and green infrastructure; levels of car / cycle parking provision; details of bin storage facilities and servicing of the site etc – which the design team responded to.
- 4.22 A key point that was raised related to the scheme's relationship with the neighbouring Dam Head Estate, and it was commented that the scheme should integrate and add value to its surroundings. It was confirmed that the scheme would be of a high design quality and that the properties had purposefully been designed to overlook Rochdale Road and White Moss Road to provide interaction and passive surveillance to the surroundings. Councillors also confirmed that face to face engagement on the proposals with the local community was important, as well as liaising with the Council's Neighbourhood Manager to widen the reach of the consultation.

Consultation with Local Residents and Businesses

- 4.23 A drop-in public consultation event was arranged for Wednesday 6 July 2022 at Northwards Housings' offices on White Moss Road, and local residents / businesses were invited to this via a letter drop. The team liaised with the Council's Neighbourhood Manager on the area of consultation, which was also agreed with the Charlestown Ward

Councillors. C.240 letters (see Appendix A) were sent out in the post via Hobs Reprographics, whilst the Neighbourhood Manager also distributed the invite letter via their database and social media pages. The letter confirmed the benefits of the proposal and that the design team would be on hand at the event to answer any questions that the local community had.

- 4.24 Four neighbouring residents and a member of the public attended the event with all comments supportive of the principle of the proposals. Residents commented that the proposals were of a high-quality design and a residential use for the site was appropriate and preferred over the lawful drinking establishment use. The key questions raised related to the timescales for progressing a planning application and delivery of the scheme, and how impact on residents' amenity would be minimised during the construction period. Regarding the latter point, it was confirmed that conditions would be attached to a permission which would require any contractors to work to certain hours and in accordance with a Construction Management Plan, which would minimise the potential for any impacts associated with noise, vibration, dust, traffic.
- 4.25 In summary, the consultation that has been undertaken with Manchester City Council, Charlestown Ward Councillors and local residents has influenced the design and parameters of the development, enabled the content of the application submission to be 'fixed', and ensured that the development has been appropriately considered against the key planning issues.

5. Planning Policy Context

- 5.1 This section of the statement sets out the national and local planning policy context relevant to the determination of this planning application. An appraisal of how the proposal relates to the key planning considerations relevant to the site is set out in section 6 of this statement.

The Development Plan

- 5.2 Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. In the case of Manchester City Council the adopted development plan consists of the Core Strategy (2012) and the saved policies of the Unitary Development Plan (1995). Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

Manchester City Council

- 5.3 The policies of the Core Strategy which are considered relevant to the scheme are outlined in the following section. The spatial objectives which underpin the policies in the plan are examined first.
- 5.4 **Spatial Objective SO1 'Spatial Principles'** – states that the sustainable development of the city can contribute to halting climate change. Recognising the need for mitigation and adaption to climate change, the Core Strategy will guide the scale and distribution of economic, housing, transport, environmental, health, education and other service and infrastructure investment across the City.
- 5.5 **Spatial Objective SO2 'Economy'** – supports a significant further improvement of the city's economic performance to spread the benefits of this growth across the City to reduce

economic, environmental and social disparities, and to help create sustainable communities.

- 5.6 **Spatial Objective SO3 'Housing'** – seeks the provision of a significant increase in high quality housing provision at sustainable locations to address demographic needs and support economic growth. The emphasis for the City Council is the provision of a good range of high quality housing, (in terms of size, type, tenure, accessibility and price) including affordable housing across the City in order to create sustainable lifetime neighbourhoods with high quality environments, good local facilities with easy access to employment opportunities.
- 5.7 **Spatial Objective SO5 'Transport'** – seeks to improve the connectivity of the city through sustainable and accessible transport networks in turn providing access to jobs, education, services, retail, leisure and recreation.
- 5.8 **Spatial Objective SO6 'Environment'** – seeks to protect and enhance the natural and built environment of the city, ensure the sustainable use of natural resources, and secure a high standard of design in all development proposals.
- 5.9 The detailed policies of the Core Strategy are organised to reflect the spatial objectives of the City Council in order to manage development within the local authority over the plan period. The relevant policies of the Core Strategy to the determination of this application are set out below.
- 5.10 **Policy SP1 Spatial Principles** – the policy sets out the key spatial principles which will guide the strategic development of Manchester to 2027. This places an emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. Further the policy also requires new development to maximise the potential of the City's transport infrastructure in promoting walking, cycling and the use of public transport. The policy also sets out a series of 'Core Development Principles' which all development should adhere to.

- 5.11 **Policy EC4 North Manchester** – The Council will promote development which has regard to the key transport infrastructure such as arterial roads Bury New Road, Cheetham Hill, Rochdale Road and other public transport networks such as bus routes, Metrolink and proposed extension and new stops, connecting major employment opportunities to residential neighbourhoods within North Manchester.
- 5.12 **Policy H1 Overall Housing Provision** – the policy sets out that approximately 60,000 new dwellings will be provided for in Manchester over the period 2009 to 2027. New Housing will be predominantly in the North, East, City Centre and Central Manchester areas. The type, size and tenure of the housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability. Outside the Inner Areas the emphasis will be on increasing the availability of family housing therefore lower densities may be appropriate.
- 5.13 The policy also prioritises the redevelopment of brownfield land with a target for 90% of residential development to be on previously developed land. The approximate number of dwellings (net) to be provided over the plan period in North Manchester is 11,840.
- 5.14 New residential development will need to take account of the need to: provide house types to meet a diverse and growing population; support growth on previously developed sites in sustainable locations; contribute to the Council's design principles in terms of character, amenity space and parking provision; address deficiencies in, physical, social or green infrastructure, prioritise sites in close proximity to centres of high frequency public transport routes; consider environmental constraints; and be designed to give privacy to both its residents and neighbours.
- 5.15 **Policy H3 North Manchester** – over the Core Strategy period, 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.

- 5.16 **Policy H8 Affordable Housing** – the requirement for affordable housing or any alternative financial contribution applies to all residential developments consisting of more than 15 units. All new development will be expected to contribute towards the city wide policy of 20% of new housing to be affordable. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options. Affordable housing units should be inclusively designed to reflect the character of development on the site.
- 5.17 **Policy H10 Housing for people with additional support needs** - Policy H10 provides support for accommodation for elderly people provided that it does not result in an over concentration of this type of accommodation in the ward and adds to the vitality and viability of the neighbourhood and does not put a stress on local services.
- 5.18 **Policy T2 Accessible areas of opportunity and need** – new development will be actively managed to ensure that new development is easily accessible to the city's main economic drivers and is easily accessible by walking, cycling and public transport.
- 5.19 **Policy EN1 Design Principles and Strategic Character Areas** – All developments within Manchester are expected to follow the seven principles of urban design set out in national planning guidance. Development should also have regard to the strategic character in which the site is located. Charlestown is identified as falling within the Northern Character Area. Within this area developers should respond to the underlying topography and varied townscape created by the balance between built form and the tree-covered landscape.
- 5.20 **Policy EN3 Heritage** – requires that new development should preserve or where possible enhance the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

- 5.21 **Policy EN4 Reducing CO2 emissions by enabling low and zero carbon development** - provides a strategy for reducing CO2 emissions and fuel poverty in line with the energy hierarchy.
- 5.22 **Policy EN14 Flood Risk** – the policy reiterates the sequential risk based approach to the location of new development required by national planning policy and expects all new development to minimise surface water run-off, including through the provision of Sustainable Drainage Systems and the appropriate use of green infrastructure.
- 5.23 **Policy EN15 Biodiversity and geological conservation** – the policy seeks to avoid any adverse impacts upon biodiversity. Where impacts are unavoidable, developers will be required to provide appropriate mitigation.
- 5.24 **Policy EN16 Air Quality** - the policy is in place to improve the air quality within Manchester, and particularly within Air Quality Management Areas.
- 5.25 **Policy EN18 Contaminated Land and Ground Stability** - the policy outlines the need for ground conditions associated with a development to be considered and assessed at the outset.
- 5.26 **Policy PA1 Developer Contributions** – the policy outlines the scope of potential planning obligations that may be sought. In determining the nature and scale of any planning obligation, the Council may take into account specific site conditions and other material planning considerations including viability, redevelopment of previous developed land or contamination.
- 5.27 **Policy DM1 Development Management** – sets out various issues that development should have regard to, including: appropriate siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas; effects on amenity; accessibility; community safety and crime prevention; adequacy of internal accommodation; refuse storage and collection; effects relating to archaeological or built heritage; new residential development to meet as a minimum Code for Sustainable Homes Code Level 4.

- 5.28 The detailed assessment of the scheme within the following planning appraisal section confirms that the proposal accords with the above Core Strategy policies.

Saved Policies of the Unitary Development Plan (UDP) for the city of Manchester (adopted 1995)

- 5.29 The UDP was superseded by the Core Strategy, however, a number of UDP policies have been 'saved'. Extant policies contained within the UDP which are relevant to the proposed scheme include:
- 5.30 **DC7.1 New Housing Development** – seeks to ensure new housing is accessible at ground floor level for disabled people where this is practical.
- 5.31 **DC26.1 Development and Noise** – states that the Council will consider the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Manchester Residential Quality Guidance (March 2017)

- 5.32 The Manchester Residential Quality Guidance seeks to provide clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester. The Guidance is designed to build upon the Council's adoption of the London Housing Design Guide space standards in March 2015. The purpose of the document is to outline the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester.
- 5.33 The Guidance sets out nine components that combine to deliver high quality residential development, through safe, inviting and sustainable neighbourhoods where people want to live. The nine components are:
- Make it Manchester – Understanding the character and qualities of the various parts of the city.

- Make it bring people together – Encouraging a sense of community and neighbourliness.
- Make it animate street and spaces – Relationship between buildings, streets and spaces in making a place feel safe and inviting.
- Make it easy to get around – Ensure development is accessible, well connected and easy to get around.
- Make it work with the landscape – Enhancing the connection with landscape and nature.
- Make it happen – Ensuring deliverability, and that schemes are delivered as designed, well-constructed, and sustainable.
- Make it a home – Provide sufficient space, natural light and storage.
- Make it future proof – Anticipate the impacts and effects of climate change that can make residential design more efficient.
- Make it practical – Dealing with the clutter of life.

5.34 For each component, the key ingredients, key actions, and key requirements are set out within detailed guidance.

Guide to Development in Manchester Supplementary Planning Document 2007 (SPD)

5.35 This document aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development that everyone wants to see in Manchester. The SPD has provided useful guidance, particularly in terms of the following:

- Accessibility (Section 3)
- Environmental Standards (Section 4)
- Parking Guidelines (Section 6)

- Community Safety and Crime Prevention (Section 8)

5.36 The proposed redevelopment scheme has been designed in accordance with the design guidance outlined within this document.

Design for Access 2 (2003)

5.37 This is the Council's best practice guidance on inclusive design standards. This document has been considered in developing the scheme's design, with regards to internal layout arrangements, and access and manoeuvrability.

5.38 The detailed assessment of the scheme within Section 6 of this Statement confirms that the proposal accords with the above national and local policies.

6. Planning Appraisal

- 6.1 It is a requirement of Section 38(6) of the Town and Country Planning Act 2004 that where a development plan contains policies relevant to an application, the decision must be made in accordance with the development plan, unless material considerations indicate otherwise.
- 6.2 The statutory development plan therefore relating to the application site consists of the Manchester City Council Core Strategy and the saved policies of the Unitary Development Plan. Material considerations relating to this application include the National Planning Policy Framework and Planning Practice Guidance and Supplementary Planning Documents prepared by Manchester City Council.
- 6.3 Having regard to the above planning policy guidance, the main material considerations against which the proposed scheme should be considered, and which are discussed in this section, include:
- Principle of Development
 - Dwelling Density, Size and Mix
 - Affordable Housing Statement
 - Detailed Design Considerations
 - Residential Amenity
 - Crime and Security
 - Transport, Highways and Car Parking
 - Sustainability
 - Flood Risk and Drainage
 - Ecology
 - Arboriculture

- Air Quality
- Noise
- Contamination
- Waste Management Strategy

Principle of Development

- 6.4 Core Strategy Policy SP1 sets out the key spatial principles which will guide development over the plan period. This states that beyond the airport and regional centre the emphasis of new development should be on creating neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. Spatial Objective SO3 'Housing' also calls for a significant increase in high quality housing provision at sustainable locations throughout the city in order to address the demographic needs of the population and support continued economic growth. Spatial Objective SO5 'Transport' seeks to improve the physical connectivity of the city through sustainable and accessible transport networks to enhance its function, competitiveness and access to jobs.
- 6.5 The proposed development will support a sustainable pattern of growth, given its location in proximity to local services and facilities in the Charlestown area, and its high level of accessibility with high quality local public transport links passing the site. By regenerating a previously developed site in a highly accessible location with high quality housing which meets local needs, the development firmly meets the central policy objectives of the Core Strategy. The scheme proposed offers an ideal opportunity to bring forward family accommodation in line with Policy H3. The one and two bed apartments along with the three and four bed townhouses are all space standard compliant and offer good sized accommodation to meet a variety of housing needs in this part of the city.
- 6.6 The Council's Core Strategy Proposals Map identifies Policy EC4 'North Manchester' as being relevant. The policy highlights that development will be promoted which has had regard to key transport infrastructure on arterial roads such as Rochdale Road. As set out

above and in the submitted Transport Statement, the site is in a highly sustainable location for new development with excellent links to the city centre and regional centre.

- 6.7 New residential development in this location will sustain local services by providing new housing in close proximity to key facilities and regenerating what is currently brownfield and vacant land. The site offers an ideal location for new housing, facilitating the housing delivery targets set out in policies H1, H3 and H8. The development is capable of proceeding without any adverse impact to the local environment and could offer a range of benefits to the area including acting as a catalyst for future investment.

National Planning Policy Framework

- 6.8 Whilst the above demonstrates that the principle of development is acceptable when considered against local planning policy, the NPPF is a material consideration carrying significant weight and as such an assessment of the principle of development against the framework is required.
- 6.9 The scheme will clearly help meet an identified need for new housing in Manchester. The NPPF outlines a presumption in favour of sustainable development, whereby development proposals that accord with the development plan should be approved unless material considerations indicate otherwise.
- 6.10 Having regard to the adopted policies of the Core Strategy and Saved UDP and paragraph 11 of the NPPF, we consider that the principle of residential development on the site is appropriate. Furthermore, it is also demonstrated that the proposed development constitutes sustainable development when assessed against the policies in the Framework as a whole. There are no other policies in the NPPF that in our view would restrict the development of the site and any adverse impacts of granting planning permission would not significantly or demonstrably outweigh the benefits.
- 6.11 The following section demonstrates that the principle of development is considered to be consistent with the policies in the NPPF, specifically:

- 6.12 Section 5: Delivering a sufficient supply of homes – the development will support the government’s objective of significantly boosting the supply of new homes, ensuring housing land comes forward where it is needed and that the needs of groups with specific housing requirements are addressed. The development will provide affordable housing in response to local need. The approach, providing as it does a variety of apartment and house types, also contributes to achieving the objective of creating mixed and balanced communities.
- 6.13 Section 6: Building a strong and competitive economy – the proposed development will provide high quality housing on an underused brownfield site representing an efficient use of land. The development will contribute to the wider regeneration of the city enabling the creation of a diverse and sustainable community which will exploit opportunities for the use of sustainable transport modes. The provision of construction jobs during the construction phase will assist in building a strong economy for the future, whilst new residents will sustain the existing (and proposed) commercial uses in the area.
- 6.14 Section 9: Promoting sustainable transport – the highly accessible location will encourage the use of more sustainable forms of transport. The site is well located in relation to local bus routes, thereby reducing the reliance on the private car and providing access to jobs and services in the city centre / regional centre by non-car modes of transport.
- 6.15 Section 11: Making effective use of land – the proposed development makes the most of this ‘brownfield’ site encouraging multiple benefits from the land. The application promotes and supports the development of under-utilised land and buildings meeting an identified need for housing in the Council’s Development Plan. Further, the development will be able to maximise the availability and capacity of infrastructure and services that in turn can promote sustainable travel modes and limit future car use.
- 6.16 Section 12: Achieving well designed places - the development would introduce 36 dwellings within a high quality residential environment contributing to the strategic aims of Manchester City Council.

Dwelling Density, Size and Mix

- 6.17 The development proposes a density of development that reflects the character of the surrounding area which comprises a mixture of low rise housing types. The apartment buildings respond positively to the location and design of surrounding buildings and spaces to create a coherency in form and structure.
- 6.18 In terms of dwelling mix, the proposed mix of dwellings proposed includes:
- 1 bed apartments (8 units = 22% of total scheme)
 - 2 bed Duplexes (8 units = 22% of total scheme)
 - 3 bed townhouses (8 units = 22% of total scheme)
 - 4 bed townhouses (12 units = 33% of total scheme)
- 6.19 The range of accommodation responds to the needs of a rapidly growing city, facilitating the creation of a sustainable, balanced community in accordance with policy SP1 Spatial Principles.

Affordable Housing Statement

- 6.20 The proposed scheme will make provision for affordable housing in accordance with MCC's 20% target as set out within Core Strategy Policy H8. An agreement is in place with Mosscafe St Vincents (MSV), a Registered Housing Provider which will enable 20% of the proposed dwellings to be available as intermediate housing, thereby delivering affordable home ownership options. The affordable housing units will be inclusively designed to reflect the character of development on the site. Pre-application discussions with MCC officers and local councillors regarding the affordable housing provision has been undertaken, and the applicant looks forward to concluding those discussions during the course of the application. Following handover of the completed units, the Registered Provider will coordinate the sale of the affordable units.

- 6.21 The proposals have been assessed against CS policies H8 and PA1, and the Providing for Housing Choice SPD.

Detailed Design Considerations

- 6.22 The application scheme presents a well-designed, functional, attractive and sustainable form of development that has evolved through a process of design review with internal and external stakeholders. The design aspects of the scheme and its pre-application development are considered in further detail in the Design and Access Statement prepared by Ollier Smurthwaite Architects. A high quality soft landscaping scheme has also been prepared by CW Studio which includes the retention of good quality trees, additional tree and hedge planting, and a green roof to the proposed cycle store. Further information is detailed within the submitted Soft Landscape Proposals Document.
- 6.23 The proposal has regard to the character of the existing streetscape and will significantly improve the aesthetic value of the area, including via the removal of the existing building which is of no design merit and in a dilapidated state. On the basis of the above, it is concluded that the proposal is consistent with provisions of the NPPF; objective SO3 of the Core Strategy and DM 1 of the Core Strategy and Saved UDP Policies 7.1.

Residential Amenity

- 6.24 There are existing residential properties in relatively close proximity to the application site to the north and east along White Moss Road and to the west on Rochdale Road. The properties on the opposite side of White Moss Road which face the site are 3 storey apartment blocks however these are set back from the road and footpath. The separation distance would be approximately 32 metres and therefore sufficient distance is achieved, causing minimal overlooking or loss of privacy impacts which is also assisted by amenity tree cover. There is further 2 storey housing to the north of the site (Grasdene Avenue) but again the proximity, intervening tree cover, and orientation of these dwellings ensures there will be no amenity impact in terms of privacy or overlooking.

- 6.25 There are also residential properties to the west on Rochdale Road which are predominantly two storeys. The separation distance due to the width of Rochdale Road is approximately 25 metres from the boundary of each property and this ensures any overlooking and loss of privacy will be minimal.
- 6.26 Future residents of the dwellings will be provided with a good level of amenity in terms of outlook and privacy. The proposed scheme will be a high standard of design in terms of living accommodation, sound proofing, natural lighting and ventilation, with each room in each dwelling meeting the minimum requirements as set out within the National Described Space Standards. Externally each property will have a rear and/or front garden space.
- 6.27 For the reasons discussed above, the proposed scheme will ensure a sufficient level of amenity is achieved for future residents of the scheme whilst safeguarding the amenity of nearby residents. On this basis the scheme accords with policy DM 1; saved UDP policies DC7.1 and DC26.

Crime and Security

- 6.28 A Crime Impact Statement has been completed by Greater Manchester Police which confirms that the proposed scheme is acceptable in principle and notes multiple positive aspects including bring a currently vacant site back in to legitimate use, will improve informal policing and natural surveillance, and notes multiple benefits in terms of how the development will address adjacent development and the public realm.
- 6.29 The statement does recommend further consideration of certain aspects of the scheme including with regards to access to the rear of some properties, the separation of front and rear gardens, spaces should be separated by fencing and gates, and cycle / bin store arrangements. Some alterations to the scheme were subsequently made and the submitted Design and Access Statement explains how these issues have been considered within the proposed layout.

- 6.30 From a crime and security perspective, the scheme complies with the provisions of the NPPF, Core Strategy Policy DM 1, and Section 8 'Community Safety and Crime Prevention' of the Guide to Development in Manchester SPD.

Transport, Highways and Car Parking

- 6.31 A Transport Statement (TS) and Framework Travel Plan (FTP) has been prepared by Axis and is submitted as part of this planning application. The Transport Statement reviews the site's accessibility, analyses the anticipated traffic generating potential of the development and reviews the proposed car parking arrangements. The Framework Travel Plan sets out how future users of the development will be encouraged to limit single occupancy car trips and use sustainable modes of transport.
- 6.32 The TS highlights that the site is accessible and well connected with a wide range of local amenities within a reasonable walking and cycling distance to and from the site. Reviewing the anticipated traffic generation, it is expected that the proposed development could give rise to around 140 two-way vehicle movements over the course of a typical weekday. This equates to roughly one additional movement every 4 minutes on average and would not have a significant impact on traffic generation. The Statement also concludes that the maximum level of car park occupancy is expected to be overnight with a car parking demand of 34 vehicles.
- 6.33 The FTP has outlined different methods that will be used to monitor and assess residents travel patterns with the aim of reducing the proportion of single occupancy vehicle trips and widening travel choices for residents. It is suggested that a travel plan coordinator will be appointed one month prior to initial occupation. They will aim to promote sustainable travel by making future residents aware of the different public transport modes that can be used. Residents will receive an information pack that will provide information on public transport services, the benefits of using such services and destinations that can be reached using those services. A travel survey will be conducted once every resident has moved in and the results can be used to inform how people travel to / from the site, what

are the most significant deterrents for not using sustainable modes of transport and what can be done to encourage less car use.

- 6.34 The submitted TS and FTP demonstrate that the scheme accords with the transport requirements of the NPPF, Objective SO5 and Policy T2 of the Core Strategy.

Sustainability

- 5.39 An Environmental Standards Statement has been prepared by Watt Consulting. The report states that due to the use of an MVHR system, high energy performance targets are set to be achieved. A Low Zero Carbon (LZC) feasibility assessment was conducted and the results show that all of the MCC carbon targets are satisfied, bringing the total carbon reduction to 13.4% when using SAP 9.0 carbon factors. The reduction rises further to 36.1% and 61.5% when using SAP 10 and 10.1 carbon factors. Additionally, the development can also be defined as carbon neutral because it will have net zero carbon emissions.
- 5.40 Overall, the proposed sustainable design and energy strategy allows the development to comply with relevant provisions of the NPPF and Core Strategy objective SO6 and Policy EN4.

Flood Risk and Drainage

- 6.35 A Flood Risk Assessment and Sustainable Drainage Assessment has been undertaken by GeoSmart Ltd which is submitted in support of the planning application. The site is located within fluvial flood zone 1 and within an area defined as being at very low risk. The site has a very low to medium risk of surface water flooding and a negligible risk of groundwater flooding.
- 6.36 The Sustainable Drainage Assessment report assesses the feasibility of a range of Sustainable Drainage Scheme (SuDS) options in support of the site development process. The report concludes that the site has a moderate to high potential for infiltration. The proposed SuDS strategy would ensure surface water runoff is stored on-site in SuDS features

for the 1 in 100 year event including a 40% allowance for climate change. Following the recommendations provided in the Flood Risk Assessment and the Sustainable Drainage Assessment, the development is regarded to be compliant with relevant provisions of the NPPF and Core Strategy Policy EN14.

Ecology

- 6.37 A Preliminary Ecological Appraisal has been undertaken by JCA Limited to assess the potential of the site to support protected habitats and species. This comprised the undertaking of a desk study and field survey. Whilst the Appraisal discounted potential impact on the majority of protected and notable species, recommendations are made with regards to nesting birds and bats which the site has the potential to support.
- 6.38 The Appraisal also recommends that a Biodiversity Enhancement Plan should be designed pre-construction to be implemented post construction during the landscaping phase of the development. The applicant welcomes the opportunity to make such provision and would welcome input from the Greater Manchester Ecological Unit in this regard. It is assumed that any biodiversity enhancement provision would be secured by planning condition.
- 6.39 In accordance with Core Strategy Policy EN15, the proposed scheme will not have an adverse impact on biodiversity, and has the potential to incorporate biodiversity enhancement measures.

Arboriculture

- 6.40 A Site Tree Report and Appraisal prepared by Rowbottom's Tree Services has been submitted in support of the planning application. The report provides an inspection of significant trees on and adjacent to the application site and considers the potential impact of the development upon trees to be retained. The report did not identify any Category A trees on or adjacent to the site; whilst 38% of the trees were Category A and B.

The majority of the trees on site are Category C (62%). Only Category C (9 trees) and Category U (3 trees) trees are proposed for removal to accommodate the scheme.

- 6.41 The report notes that the tree removals required to facilitate the proposed development will have little impact on the visual amenity of the area, and that there is sufficient space between the proposed works and the better quality trees to the north east corner of the site to ensure they are fully protected.
- 6.42 Subject to the implementation of the tree protective measures, the proposals will have an acceptable impact from an arboricultural perspective. For the reasons discussed above, the proposals are in accordance with Chapter 15 of the NPPF, and Core Strategy policies EN9 and EN15.

Air Quality

- 6.43 An Air Quality Assessment (AQA) has been prepared by Redmore Environmental. The report identifies the potential for construction phase air quality impacts to occur, however it is considered that the use of good practice control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.
- 6.44 The AQA also examined the potential impacts that may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site once the scheme has been completed. The modelling undertaken indicated that predicted pollution levels would not be significant at any sensitive location in the vicinity of the site. The results of the assessment also indicated that pollution levels were below the relevant criteria at all locations across the development. Accordingly the site is considered to be suitable for residential use when assessed from an air quality perspective. The proposals are considered to be in accordance with relevant provisions of the NPPF and Core Strategy Policy EN16.

Noise

- 6.45 A Noise Assessment has been prepared by AEC Ltd and is submitted in support of the application. The noise report concludes that due to the installation of an MVHR system, the requirements for internal ventilation will be met via acoustic glazing. There may be some external mechanical services associated with the MVHR and therefore an external plant noise level limit has been proposed. Taking into regard the recommendations from this report, it is considered that the development is capable of proceeding from a noise perspective. The proposals are considered to be in accordance with relevant provisions of the NPPF and saved UDP policy DC26.1.

Contamination

- 6.46 A Phase 1 Preliminary Risk Assessment (PRA) has been prepared by LK Group which sets out the necessary research to develop a contamination conceptual model for the site. The PRA concludes an overall moderate / low risk to receptors from contamination, and states that sufficient information on the potential contaminative status of the site has been identified to allow conditional approval of a planning application. Recommendations for further work are set out within the report including the undertaking of a Phase 2 intrusive investigation. Both the PRA and the submitted Coal Mining Report confirm that no further reports are required in relation to coal mining risks.
- 6.47 Subject to the undertaking of the further work and mitigation set out within the PRA, the scheme is in accordance with Core Strategy Policy EN18.

Waste Management Strategy

- 6.48 MCC's Waste Management Strategy Proforma has been completed and is submitted in support of the application. The strategy sets out the provision of refuse containers, the approach for the storage, management and collection of waste to ensure that the development can be served by MCC refuse collections. The strategy is considered to be in accordance with MCC's Waste Storage and Collection Guidance for New

Developments (GD04 v6.00); the provisions of the NPPF, CS policies EN19, DM1; section 4 'Environmental Standards' of the Guide to Development SPD; and Manchester's Residential Quality Guidance.

7. Conclusions

- 7.1 This planning statement has been prepared on behalf of AIY Ltd in support of a full planning application for a proposed development on land at White Moss Road, Charlestown, Manchester with residential development comprising of 20 three storey townhouses and 16 apartments with associated parking, access, landscape and public realm works.
- 7.2 The proposals will have a transformational impact on the site and its locality. The proposed redevelopment of the site will provide a series of economic, social and environmental benefits. These include:
- The development of a scheme that will have a positive impact on the local townscape and encourage further regeneration within this part of Manchester.
 - The construction of a housing and apartment buildings which are of a high design quality.
 - A mix of one, two, three, and four bedroom dwellings will help to meet an identified need for housing within Manchester and contribute to the creation of a sustainable community. The scheme will also meet MCC's requirement for 20% affordable housing.
 - The provision of residential use which will encourage natural surveillance to help reduce crime and the fear of crime.
 - Securing direct investment into the local community through the provision of jobs during the construction stage of the project and spending in nearby facilities by future residents.
- 7.3 The application scheme is considered to be in full compliance with the adopted policies of the Core Strategy, the Saved UDP, and adopted guidance. The proposals have been

carefully considered with valuable input from local residents and key stakeholders during the design evolution.

- 7.4 The development site is located in a sustainable location close to a major arterial route and a range of frequent bus services. The site also benefits from excellent local cycling and walking infrastructure. The proposed development maximises the opportunities that the site's sustainable location presents and plans for a development which makes the best use of an underutilised site and contributes towards the supply of affordable housing in the North Manchester area.
- 7.5 As evidenced in this statement, the site has been shown to be a suitable and sustainable location for new development with no known adverse impacts arising from the development that would significantly and demonstrably outweigh its benefit. It is our view that no material planning considerations exist that would justify a refusal of planning permission. Consequently the proposals are considered to constitute sustainable development as defined by the NPPF and the presumption in favour of sustainable development should apply in the determination of this application.

Appendix A: Consultation Letter

29 June 2022

[Insert address]

Our Ref 21.1638

Dear Sir/Madam

The Former Vasa Club, White Moss Road, Manchester M9 6NZ

We write to notify you that together with Ollier Smurthwaite Architects we are progressing a redevelopment scheme for the above site on behalf of AIY Limited. Please find a site location plan overleaf.

The proposals involve the demolition of the existing building and redevelopment of the site with a residential scheme comprising a mix of apartments and family housing. The proposed development has been sensitively designed to ensure there is minimal impact on neighbouring properties whilst ensuring that the design of the development respects the local character and context.

The development will be associated with a range of benefits including:

- The opportunity to create high quality accommodation in a highly accessible and sustainable location. Each of the dwellings will have private amenity space and additional trees will be planted within the site, whilst an appropriate level of car/cycle parking will also be provided.
- The provision of housing that will meet an identified need for accommodation in Blackley and which is suitable for a wide range of people including young professionals, couples, key workers and families.
- The redevelopment of a brownfield site which will relieve pressure to build on green belt and greenfield sites.
- The scheme will minimise opportunities to commit crime and reduce the fear of crime by providing passive surveillance to surrounding streets. The development will also incorporate appropriate security fixtures and fittings to minimise the likelihood of crime.
- Securing direct investment into the local community through the provision of jobs during the construction stage and spending in nearby facilities by future residents/employees.
- The scheme will represent investment and regeneration and may also act as a catalyst for future investment in the area.

We are aiming to submit a planning application in the near future, and following its submission the Council will consult neighbouring properties as part of the planning application process and you will have the opportunity to make your comments directly to the Council as part of that process.

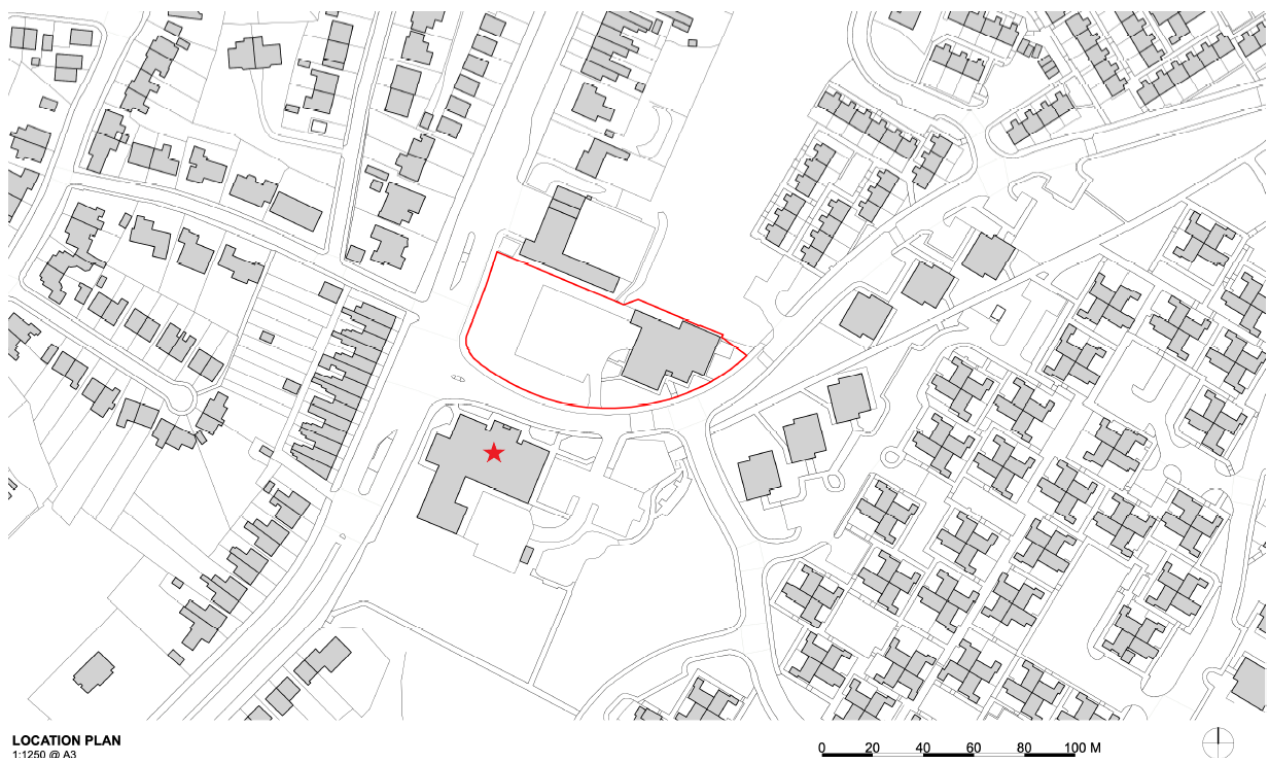
However, the project team are keen to present the proposals to the local community before progressing the planning application submission and will therefore be holding a drop-in consultation event at Northwards Housings' offices on White Moss Road, opposite the site (see location plan overleaf). This is to take place on Wednesday 6th July between 5.30pm – 7.30pm, and will allow the Team to answer any queries that residents might have.

We hope that you can join us.

Yours faithfully,

The Team at Paul Butler Associates

Site Location Plan



LOCATION PLAN
1:1250 @ A3

Site boundary = red line

Northwood Housings' Offices = red star