White Moss Road
Blackley
Planning Statement
August 2026

Bowker Sadler

Report control

Document:	Planning Statement
Project:	**Land at the corner of Rochdale Road and White Moss Lane, Blackley, Manchester**
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1. Introduction

1.1 Client and Design Team

Bowker Sadler has been instructed by Jigsaw Housing North/ Chapter RE to submit a full planning application for the proposed residential development of 43no. affordable rent homes on the Land at the corner of White Moss Lane and Rochdale Road
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
- Affordable Housing Statement by Jigsaw/ Chapter RE
- Site investigation Ph1 & Ph2 by Link
- Flood risk Assessment and Drainage Appraisal by Link
- Noise Impact Assessment by Azymuth Acoudtics
- Crime impact statement by Dobson Owens Security Consultants
- Waste management proforma by Bowker Sadler
- Preliminary Ecological Assessment by Whistling Beetle
- Biodiversity Net Gain Assessment by Rubeaecology
- Tree Survey, Arboricultural impact assessment and method statement by Rowbottom's Tree Services
- Topographical survey
- Environmental Standards Statement by Energy Counsel
- Air Quality Assessment by Energy Counsel
- Utilities Report by Landmark Information
- Soft landscaping plan by Saville Landscape Design
- Transport Statement by SCP
- Framework Travel Plan by SCP
- Broadband Connectivity report by Bowker Sadler

2. Site Description

2.1 Physical Context

The immediate surrounding area consists largely of 3 storey apartment blocks and 2 Storey terrace and semi-detached housing,

The site is well served by public transport, with bus connections to Manchester city centre (20 mins) and Middleton town centre (15 mins.) available via bus stops immediately adjacent on Rochdale Road.

There are shops located to the north of the site on White Moss Road and Rochdale Road, within a 5 min walk and 5 min bus journey respectively.

Immediately south of the site is the Damhead Medical centre and Damhead Park which links to the nature reserve of Boggart Hole Clough. Approximately 0.5km to the east is Plant Hill Park.

The Co-Op Academy High School is approximately 1km to the west. Crosslee and St. John Bosco Primary schools are located approximately 1km to the north.



Proposed site

Bus route

Bus stop

Shops/ amenity

3. Proposed Development

3.1 Description of Proposals

The proposal comprises a total of 43 no. new homes, in the form of an L shaped 3 storey apartment block.

The proposed mix will be 16 no. 1 bed homes (37%), which includes 2no. M4(3) homes, and 27 no. 2 bed homes (63%). Overall, the total number of units proposed is 43, with all units designed to Nationally Described Space Standards (NDSS) & available for social rent.

Car parking

Parking will be provided at a ratio of 1no. per property (100%). Therefore, a total of 43 no. spaces will be provided, which includes 2 no. disabled spaces

Cycle Storage

Secure cycle storage will be provided in accordance with MCC recommendations. 1no. space per property will be provided (100%).

Waste and recycling

In line with MCC policy, the following will be provided:
5 no. 1100 litre bins for general waste
3 no. 1100 litre bins for pulpable recycling
3 no. 1100 litre bins for mixed recycling
2 no. 240 litre bins for food waste

Please refer to the Waste Management Proforma, for more details, which forms part of this application.

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Proposed site plan

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4. Pre-Application Advice and Public Consultation

4.1 Pre- app meeting

As detailed within 1060_Design and Access Statement a pre-application meeting was held with, and subsequent feedback received from Manchester City Council, which is summarised as follows:

- Pre-App meeting with Sue Wills (planning case officer) on 03.03.26 to discuss proposals.
- Issue of initial proposed site plans to Sue Wills on 20.06.24
- Pre-app feedback summary
    - Overall support for the principles of the masterplan, mix and types of accommodation and secured by design optimisation.

4.2 Public Consultation

A letter was sent by the applicant on 03.09.26 to Damhead Medical Centre, inviting comments and offering the opportunity to discuss the proposals in further detail.

3rd September 2026

Damhead Medical Centre
1020 Rochdale Rd
Manchester
M9 7HD

Dear Sir / Madam

Planning application for 43 Affordable Homes – Former VASA Club, White Moss Road / Rochdale Road

You may have noticed some activity around the vacant site off Rochdale Road/White Moss Road. Chapter Real Estate is a developer of 100% affordable homes and we are working with local Housing Association, Jigsaw Homes Group, to bring forward a development comprising 43 new homes on this site. The homes will be available for social rent.

The proposal seeks to deliver 43 high-quality affordable homes designed to meet local housing needs, including a mix of one and two bedroomed properties suitable for young families, and older residents wishing to remain within the local community.

The proposed development has been carefully designed to:

- Provide much-needed affordable housing for local people
- Complement the character and appearance of the surrounding area
- Landscaping and private parking
- Deliver safe pedestrian and vehicle access
- The scheme will provide sustainable, energy-efficient homes including Photovoltaic panels and achieve at least an EPC B.

Our planning application will be submitted soon, and we will share more details about the scheme in due course. For now, you can see the proposed layout and an example of the proposed elevations overleaf. If you have any queries or would like to discuss with us in more detail, please contact us at hello@chapterre.co.uk

Yours faithfully

Chapter Real Estate

Letter/ information re. application sent to to Damhead Medical Centre

Proposed Site Layout



Sample Proposed Elevations





5. Planning Policy Context and Assessment

This section of the document sets out the key planning policies at local and national level, together with other material considerations which are relevant to the determination of this planning application and describes how the proposals will address these policies.

5.1 The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that determinations should be made in accordance with the adopted development plan unless *'material considerations indicate otherwise.'*

The relevant adopted Development Plan documents for the Site consist of:

- Places for Everyone Joint Development Plan (PfE) (adopted March 2024)
- Manchester Core Strategy (adopted July 2012) (addendum added March 2024 following PfE adoption)
- 'Saved' Policies of the City of Manchester Unitary Development Policies (Saved UDP) (adopted July 1995).

Consideration should also be given to the **National Planning Policy Framework (NPPF, 2026), National Planning Policy Guidance**, and any supplementary planning guidance documents considered relevant to the proposed development.

5.2 Places for Everyone (PfE) Joint Development Plan (2024)

The Places for Everyone ('PfE') Joint Development Plan Document has been produced by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan (minus Stockport who withdrew) to facilitate jobs, new homes, and sustainable growth across Greater Manchester. It has been published by the Greater Manchester Combined Authority ('GMCA') on behalf of the nine districts. The PfE Development Plan Document took effect and became part of the Statutory Development Plan for each of the nine PfE authorities in March 2024, and:

- Sets out how the nine boroughs should develop up until 2039
- Identifies the amount of new development that will come forward across the 9 districts, in terms of housing, offices, industry and warehousing, and the main areas in which this will be focused
- Supports the delivery of key infrastructure, such as transport and utilities
- Protects the important environmental assets across the city region
- Allocates sites for employment and housing outside of the existing urban area
- Defines a new Green Belt boundary for Greater Manchester

5.3 Relevant PfE Policies and How They are Addressed

5.3.1 Policy JP-S1: Sustainable Development

'To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.
In preparing plans, authorities should make as much use as possible of suitable previously-developed (brownfield) land and vacant buildings to meet development needs.'

Response- the proposed homes will be to modern design and technical standards, constructed using sustainable methods and materials. The development will occupy the site (brownfield) of the now disused Social Club and car park.
The proposals will create a collection/ community of dwellings that are a mix of different types and sizes to suit local needs The homes will be to modern design and technical standards which, architecturally respect the local context.

5.3.2 Policy JP-H1: Scale, Distribution and Phasing of New Housing Development

'A minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305.
The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution (as set out in Table 7.2) will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets.'

Response- The development, due for completion in 2027/28 will provide 43 new homes, in a variety of apartment types, all designed to MCC's space standards and will include 2no. apartments designed to M4(3) standards. The site is well connected to sustainable transport with bus stops located immediately to the west on Rochdale Road.

5.3.3 Policy JP-H2: Affordability of New Housing

'*Maximising the delivery of additional affordable homes, including through local plans setting targets for the provision of affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability'*
'The Greater Manchester Housing Strategy sets out our aim to deliver at least 50,000 additional affordable homes across Greater Manchester as a whole (including Stockport) by 2037'.

Response- The development will provide 43 new affordable dwellings and is currently expected to be completed in 2027/28.
The tenure will be 100% social rent to respond to the housing needs of people in the area and the homes will be managed by Jigsaw (the applicant).

PFE JP-H2 Part / Policy H8 Affordable Housing:
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.

Response- The tenure will be 100% social rent to respond to the housing needs of people in the area and properties will be managed by Jigsaw (the applicant).

5. Planning Policy Context and Assessment

5.3.4 Policy JP-H3: Type, Size and Design of New Housing

'Development across the plan area should seek to incorporate a range of dwelling types and sizes'
'Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence.'
'All new dwellings must:
1. Comply with the nationally described space standards; and
2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.'
'Innovation in housing development will be supported where it is consistent with the principles of good design and contributes to local distinctiveness,'

Response- the proposals comprise a total of 43 no. new homes, in the form of a 3-storey apartment block.
The proposed mix will be 16 no. 1 bed homes (14%), which includes 2no. M4(3) homes, and 27 no. 2 bed homes (86%). with All homes are designed to meet the Nationally Described Space Standards (NDSS) and the Manchester Space Standards (Residential Quality Guide).

The form, massing and architectural language will be distinctly contemporary but will respect/ reference the immediate built context (as described in the Design and Access Statement)

5.3.5 Policy JP-H4: Density of New Housing

New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.'

In order to achieve an appropriate mix of housing across the plan area, developments should include the provision of houses and/or apartments having regard to the following and the need to achieve high quality design:

70-120 dwellings per hectare: mix of houses and apartments

120+ dwellings per hectare: primarily apartments, incorporating houses and/ or ground-floor duplexes where practicable

Response- The development will comprise of 43no. Apartments on a site of 0.4Ha, therefore overall density will be 110 dwellings per Ha, which is deemed appropriate, given the scale and nature of the 'design context' (predominantly 2/ 3 storey houses). All new homes will have access to a generous communal garden/ amenity space. The site is located, adjacent to bus stops/ routes into city centre Manchester to the south and Middleton town centre to the north.
The development will assist with regeneration of the area as new residents will help support local shops and other businesses.

5.3.6 Policy JP-S2: Carbon and Energy
This policy provides a strategy for reducing CO2 emissions and fuel poverty in line with the energy hierarchy.

Response- An energy Statement prepared by energy council accompanies this application and sets out strategy. See section 6 of this document -Technical Considerations

5.3.7 Policy JP-S4: Flood Risk and the Water Environment
'An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the Northwest River Basin Management Plan and managing flood risk by:

- *Working with natural processes and adopting a natural flood management approach to slow the speed of water drainage and intercept water pollutants*
- *Locating and designing development so as to minimise the impacts of current and future flood risk,*
- *Expecting developments to manage surface water run-off through sustainable drainage systems and as close to source as possible.'*

Response- A flood risk assessment and Drainage Strategy, prepared by Link and accompanies the application. See section 6 of this document – Technical Considerations.

5.3.8 Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity
This policy seeks to avoid any adverse impacts upon biodiversity. Where impacts are unavoidable, developers will be required to provide appropriate mitigation.

Response- An Ecological and Biodiversity Net Gain Assessment have been prepared by Rubeaecology and accompany the application. See section 6 of this document – Technical Considerations.

Policy JP-S5: Clean Air
A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met including:

- *Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution*
- *Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users.*

Response- An Air Quality assessment prepared by Energy Counsel accompanies this application. See section 6 of this document – Technical Considerations.

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5. Planning Policy Context and Assessment

5.4 Core Strategy

Relevant spatial objectives which inform the policies are as follows:

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.

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.

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.

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.

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.

5.5 Relevant Policies of the Core Strategy and How They are Addressed

5.5.1 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.

Response- the development provides 43 no. new homes and is located adjacent to bus stops/ routes into city centre Manchester to the south and Middleton town centre to the north.

5.5.2 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.

Response- the proposals comprise a total of 43 no. new homes,.
The proposed mix will be 16 no. 1 bed homes (14%), which includes 2no. M4(3) homes, and 27 no. 2 bed homes (86%). with All homes are designed to meet the Nationally Described Space Standards (NDSS) and the Manchester Space Standards (Residential Quality Guide). Overall density will be 108 dwellings per Ha, which is deemed appropriate, given the scale and nature of the 'design context' (predominantly 2/ 3 storey houses).

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5.5.3 Policy H10 Housing for people with additional support needs – Policy 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.

Response- the proposals comprise a total of 43 no. new homes,.
The proposed mix will be 16 no. 1 bed homes (14%), which includes 2no. M4(3) homes (5%)

5.5.4 Policy T1 Sustainable Transport:
Aims to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. Developments should seek to improve and develop pedestrian and cycle routes, and access to public transport.

5.5.5 Policy T2: 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.

Response (T1 and T2)- The site is well served by public transport, with bus connections to Manchester city centre (20 mins) and Middleton town centre (15 mins.) available via bus stops immediately adjacent on Rochdale Road.
Houses will be provided with 1 parking space per dwelling. Car parking is provided adjacent to properties to help prevent on street parking that harms pedestrian routes. All parking spaces will be provided with EV charging points.
Secure cycle storage is provided for each home. For further detail refer to 'Transport Statement' which forms part of the application

5. Planning Policy Context and Assessment

5.5.6 Policy EN1 Design Principles and Strategic Character Areas:
All development in Manchester will be expected to follow the seven principles of urban design. The Central Arc Character Area is s predominantly one of 1960's social housing estates and zoned industrial areas bisected by the transport network and largely resulting from the comprehensive redevelopment of the past. The opportunity exists for development on a large scale using innovative urban design solutions. These should use District Centres and key nodes of public transport as focal points and involve existing communities.

Response- The proposals have taken these seven principles as the basis for development of the designs. They also respond to the immediate and wider context of the site by referencing character elements in a modern interpretation.

5.5.7 Policy EN9 Green Infrastructure: New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Response- The proposed development respects the of existing mature trees bordering the site and integrates them within a considered hard/ soft landscape strategy, which includes replacement tree planting and a residents' communal garden space. the proposed landscaping will improve the bio-diversity through tree, hedge, shrub and wildflower meadow planting.

5.5.8 Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies: Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum, to meet the target shown inTables12.1 or 12.2, unless this can be shown not to be viable. This should be demonstrated through an energy statement. The proposed development will follow the principles of the Energy Hierarchy by adopting a passive fabric-first approach to design rather than adopting the use of renewable technologies.

Response- the approach will be fabric-first design approach combined with appropriate mechanical and electrical (M&E) specifications and on-site renewable energy generation, supporting both energy efficiency and compliance with local low carbon planning goals. Key to this performance are three integrated factors:
High Fabric Efficiency.
Targeted Low-Carbon Technologies- Given the very low predicted space heating loads, the selected approach uses simple, responsive electric heating solutions that are well matched to actual performance requirements, avoiding unnecessary system complexity or oversizing. Meanwhile, domestic hot water demand, which accounts for a larger share of energy use, is met using hot water heat pumps with a seasonal coefficient of performance (SCOP) of 3.49, ensuring highly efficient year-round operation.
Renewable Energy Integration: In addition to efficient building design, the scheme incorporates renewable energy generation on site to further reduce net energy consumption and support local carbon reduction objectives, contributing positively to the development's overall energy and environmental credentials.
See section 6.11 of this statement.

5.5.9 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.

Response - A stage 1 geotechnical report accompanies this application

5.5.10 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.

5.5.11 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.

Response- Design strategy set out by the Design and Access statement which accompanies this application. All homes will meet Code for Sustainable Homes Code Level 4.

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

5.6.1 Saved Policies - 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:

5.6.2 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.

Response- All apartments will have level access. Those ground floor apartments facing Rochdale Road and White Moss Road will have level access to front doors, and those facing east and north (to the car park) will have level access to the communal garden/ amenity space 2no. proposed apartments will comply with the requirements of M4(3).

5.6.3 Policy 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

Response- A noise Impact assessment accompanies this application- further details are provided in Section 6 Technical Considerations

5.7 Housing Strategy (2022-2032)

This strategy sets out the following principles to meet housing demands in the city: "Increase affordable housing supply and build more new homes for all residents" "Work to end homelessness and ensure housing is affordable and accessible to all." "Address inequalities and create neighbourhoods where people want to live." "Address the sustainability and zero-carbon challenges in new and existing housing."

The proposals will contribute to housing demand by creating 43 no. new homes of mixed typology, the tenure will be 100 % affordable social rent, managed by Chapter RE/ Jigsaw (the applicant) and built to meet current sustainability/ environmental criteria (as set out in the 'Energy Statement').

5. Planning Policy Context and Assessment

5.8 Manchester Residential Quality Guidance (March 2017)

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 sets out nine components that combine to deliver high quality residential development, through safe, inviting and sustainable neighbourhoods where people want to live.
The proposals have responded to key guidance as follows:

Make It Manchester
The proposal relates positively to its context while transforming the image of the neighbourhood using appropriate density and scale.

Make It Bring People Together
The mix of house types and the affordability of houses promote social inclusion.

Make It Animate Streets And Spaces
The site is considered the opportunity to create a strong urban streets: buildings step back from street line, creating private and communal spaces facing the public realm where future residents can interact with passers-by. Entrances have been oriented towards the street and there are windows provided on all floors to facilitate natural surveillance.

Make It Easy To Get Around
The transport planning advice by SCP has demonstrated that the development would be highly accessible via non-car travel modes, such as walking, cycling and public transport. Secure cycle storage has been provided to the apartments.

Make It Work With The Landscape
The residential scheme integrates a landscape proposal which enhances the street scenes with hedges, trees and shrubs. The proposed soft landscaping improves biodiversity, adds aesthetic value and improves air quality.

Make It Practical
Bin storage points for the apartments have been carefully positioned to prevent the bins from dominating the street scene. The car park spaces have been proportionally located across the site.

Make It Future Proof
The thermal performance of the proposed development will be based on a fabric first approach, with low air permeability and U-values to satisfy the requirement of the current Building Regulations.

Each car parking space will be provided with an electric car charging point to promote the use of electric cars.

Make It A Home
Houses and flats offer a good level of natural lighting to the internal spaces. Windows positions have been given detailed consideration in regard to internal furniture layout.

All units comply with the Manchester' emerging space standards; the layout of the units provides a high level of privacy whilst creating generous living/dining rooms that can be used by residents for social interaction.

Make It Happen
Consideration of construction detail/buildability have been part of the design consideration from the outset. The proposals have adopted a limited palette of quality materials, with carefully considered detailing to ensure the delivery of a technically successful project.

5.9 National Planning Policy Framework 2026

The following points set out the relevant policies of the NPPF (August 2026) and how they are addressed.

5.9.1 Paragraph 7 states that: *"The national decision-making policies should also be read as a whole (including relevant footnotes and annexes). Some of these policies indicate how much weight the government would expect a particular consideration to be given, including cases where it is appropriate to give substantial weight to certain benefits, and the limited circumstances in which it is expected that permission would be refused".*

5.9.2 Policy S3 of the Framework 2026 states that decisions on development proposals should apply a presumption in favour of sustainable development.
5.9.3 Policy S4 (1) advises that development proposals within settlements should be approved unless the benefits of doing so are substantially outweighed by adverse effects, when assessed against the national decision-making policies in the Framework. *"In applying policy S4, the circumstances in which the benefits of approving development are likely to be substantially outweighed by adverse effects include (but are not restricted to) situations where the development proposal would:*

a. Have a substantial adverse impact in relation to:
i. The allocation or safeguarding of land or buildings for particular uses in the development plan, unless there is no reasonable prospect of an application coming forward for the allocated use, or there is evidence that the safeguarding is no longer appropriate;"
This is not applicable to the existing site/ building.
"or
ii. The application of the policies in this Framework for existing recreational land and facilities (HC7), Local Green Space (HC8), areas of particular importance for biodiversity and geodiversity (N6), Protected Landscapes (N4) and development within residential curtilages (L2(1)(d))."
This is not applicable to the existing site- see sections 6.7-6.9 of this statement.

"b. Involve the whole or partial loss of undeveloped land which is used for a cemetery or burial ground; or for water storage and/or flood risk management (unless suitable compensatory provision is made that does not increase the risk of flooding either on or off-site)"
This is not applicable to the existing site/ building- see sections 6.7-6.9 of this statement.

"or c. Fail to comply with one of the national decision-making policies which state that development proposals should be refused in specific circumstances".

5.9.4 In respect (S4 (c)) the national-decision making policies that state that development should be refused in specific circumstances are considered below:
• TR6 (4): Assessing transport impacts – the proposal would not have a severe adverse impact on the transport network. See 6.5/ 6.6 Technical considerations.
• HC5 (1): Hot Food takeaways - this policy is not relevant to the application.
• L3 (4): Achieving appropriate densities –the proposed density of 110 dwellings per hectare is considered appropriate for a residential development in this location.
• DP3 (3): Key principles for well-designed places – the design of the proposals are described comprehensively in the Design and Access Statement
• N2 (2): Improving the natural environment – an assessment of biodiversity accompanies the application and is summarised in 6.7-6.9 of this statement.

5. Planning Policy Context and Assessment

• N4 (2): Protected landscapes – the proposal does not comprise major development within a protected landscape.
• N6 (1) (a) and (2): Area of particular importance for biodiversity and geodiversity – there is no habitats site relevant to the application proposal, nor would there be an impact on an irreplaceable habitat. See sections 6.7-6.9 0f this statement.
• HE6 (5): Proposals affecting designated heritage assets – the proposals would not lead to substantial harm to a designated heritage asset.
M5 (1) and (2): Development involving peat, coal or onshore oil and gas – non of these materials are associated with the development site.
• F6 (1) (a): Development in areas at risk of flooding from rivers or the sea – the site is in Flood Zone 1. this is addressed by the flood risk strategy- see section 6.3 of this statement
F7 (2): Ensuring development is safe from flooding – a flood risk and drainage strategy has been provided
• F 9 (1): Development in Coastal Change Management Areas – not applicable to site location

5.9.5 Policy HO7: Meeting the need for homes states that*: "In applying the policies in this Framework, substantial weight should be given to the benefits of providing homes which will contribute towards meeting the evidenced accommodation needs of the community, as identified through needs assessments prepared for the area of the local planning authority and other relevant evidence. This includes, but is not limited to, homes needed for different groups assessed under policy HO1."*
The development would deliver significant benefits compatible with this policy as follows:

- Delivery of 43 new affordable dwellings in the context of local need. These homes would be owned and managed by Chapter RE and Jigsaw Homes- established registered social landlords with a track record of delivery in the Greater Manchester area.
- All of the proposed dwellings would comply with the Nationally Described Space Standards and be M4 (2) compliant, 5% would be M4 (3) compliant.
- Delivery of housing on a previously developed site in a sustainable location with access to local shops, services and open space.
- The inclusion of renewable energy. The proposals would increase the proportion of energy generated from renewable sources.
- Economic benefits and supporting local services
- The development has a net BNG loss of 0.36 habitat units however we will be providing a net offsite contribution to offset this loss.

6. Technical Considerations

6.1 Affordable Housing

PFE JP-H1 (part) Policy H1
PFE JP-H4 40-50
Policy H3
PFE JP-H2 Part / Policy H8
NPPF H07

An Affordable Housing Statement, as prepared by Jigsaw Homes North Ltd. forms part of this application and supports the affordable housing aspirations as set out in the Policies listed above. Key points of the statement includes:

Jigsaw Homes North will retain long-term ownership of the proposed homes and will therefore be responsible for all repairs and maintenance throughout the lifetime of the development. The organisation will oversee rental income, tenancy management and the letting of the properties at both initial and subsequent occupancies, in full accordance with local lettings policies.

Affordable Housing Mix:
Total Plots: 43
% of Affordable: 100%
Tenure: Social Rent

Social Rent Homes will be owned and managed by Jigsaw Homes North, let at below-market rents in line with government rent-setting guidelines. These homes are designed to be affordable for households on low incomes or with identified housing need.

Rent to Buy Homes will be provided by Jigsaw Homes North at a discounted rent, enabling tenants to save towards a future home purchase, with the intention of moving on to shared ownership or full ownership when they are financially ready.

6.2 Site Investigation

A Phase 1 Preliminary Risk Assessment and a Phase 2 Geo-Environmental Investigation, Risk Assessment and Outline Remediation Strategy both prepared by LK Consult accompany this application

6.3 Flood Risk Assessment (FRA) and Drainage Strategy (DS) by Link

NPPF Section 18
PPG Paragraph 56, 80

Key points from FRA and DS
The site-specific Flood Risk Assessment has been prepared in accordance with NPPF guidance and local policy on Flood Risk. The government approved flood mapping shows the site to be located within Flood Zone 1 flood risk from both fluvial and pluvial sources on the site. Further to this, the proposed levels on the site shall be set such that in the unlikely event of these systems failing the development on the site will remain protected.

The proposed drainage strategy demonstrates that an appropriate drainage system for both foul and surface water can be provided on the site which discharges to a suitable outfall with runoff rates being limited at the 1in1 year brownfield discharge rate. Subject to the mitigation measures proposed, the development may proceed without being subject to significant flood risk. Moreover, the development will not significantly increase flood risk to the wider catchment area.

6.4 Noise Impact Assessment
Azymuth Acoustics UK have undertaken a Noise Impact Assessment (NIA). The results of which have been reviewed in relation to the following guidance documents in order to comply with suitable conditions relating to potential noise sources:

ProPG: Professional Practice Guidance on Planning and Noise (New residential development), NPPF 2024, British Standard 8233:2014
World Health Organisation Guidelines on Community Noise,
British Standard 4142:2014+A1:2019, IOA Guide to Noise Requirements of Approved Document O 2022, Acoustics Ventilation and Overheating Residential Design Guide 2020.

Assessment concludes:
The main source of noise affecting the site is traffic noise coming from Rochdale Road and White Moss Road alongside the intermittent sound of Fire Engines from the Blackley Community Fire Station which would affect the LAmax. (maximum sound level)

Assessment recommends:
Glazing – those windows facing White Moss Road & Rochdale Road achieve a min. 40dB Rw and 35dB Rw +Ctr. And for the car park facing elevation windows achieve a min. 29dB Rw and 25dB Rw +Ctr.
Ventilation - Elevations facing White Moss Road & Rochdale Road: minimum ventilation MVHR system. Window (assumed) fully closed at night in accordance with Approved Document O. : Rochdale Road - Windows closed most of the day with some periods where occupants would choose to open windows as per AVO guidance (High risk day and night.
Apartments facing the proposed parking lot: minimum ventilation to be building regs ADF compatible MEV type (or better) and windows can be open in daytime or night depending on occupant preferences.

6.5 Transport Statement (TS) by SCP
PFE JP-H2 / Policy T1
Policy T2
NPPF Section 15

Report concludes:
It has been demonstrated that the development 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 high standard and there are multiple public transport services within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be reliant on the private car.

It is estimated that the scheme will result in a net increase of 11 two-way vehicle movements during the AM peak hour, given that public houses are not open, and a material reduction in two-way vehicle movements in the PM peak hour as well as across a full day when compared to the level of traffic which could be generated by the existing use. An increase of 11 two-way vehicle movements during the AM peak hour equates to just 1 additional vehicle movement every 5-6 minutes or so and the effect of this additional traffic on the local highway network will not be perceptible.

Based on the analysis presented in this TS, it is considered that the application proposals are acceptable regarding transport.

6. Technical Considerations

6.6 Travel plan (TP) by SCP

The travel plan reviews the existing transport facilities at the development site and identifies a range of measures for implementation by the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes.

Through the delivery of the measures discussed within the travel plan, the objectives identified will be fulfilled. These include:
• Reducing the transport impact of the development, by reducing reliance upon the car and improving awareness and usage of alternative modes;
• Increasing opportunities for residents, by promoting walking, cycling, public transport and car sharing;
• Minimising the total travel distance of residents; and
• Promoting healthy lifestyles and sustainable, vibrant communities, accessible by all.

The document will assist in ensuring that the development is sustainable.

6.7 Preliminary Ecological Assessment by Whistling Beetle

Policy EN15 Biodiversity and geological conservation
Schedule 5 Wildlife & Countryside Act 1981
NPPF - (ODPM) Circular 06/2005 and 'Planning for Biodiversity and Geological Conservation: paragraphs 5.34 and 5.35

The immediate area surrounding the site is primarily urban with a linear woodland on its northern boundary. In the wider area tracts of woodland and open countryside are present.
There are no permanent waterbodies present on site that could provide opportunities for aquatic species.
The habitats present within the proposed development site are dominated by developed land and sealed surfaces. Other habitat types present were other calcareous grassland, Scattered trees (native and non-native species and a linear strip of bare ground).
Assessment finings/ recommendations:
Due to its location and the surrounding environment any proposed development within the footprint of the present site will not adversely impact on any nature conservation sites.
On the border of the buffer zone the Local Nature Reserve Boggart Hole Clough (LNR). The proposed development on the Whitemoss Road site will have no impact on the LNR.
The potential development of the site will have no significant negative impact on the local biodiversity. The inclusion of some significant biodiversity enhancements as part of the proposal such as the provision of bat and bird boxes in the new buildings, inclusion of nectar producing plants within new 'wildflower areas and fruit bearing shrubs within existing hedgerows will provide a significant increase in opportunities to enhance the site's biodiversity value.

6.8 Bat Report by Whistling Beetle
Policy EN15 Biodiversity and geological conservation
Schedule 5 Wildlife & Countryside Act 1981
NPPF - (ODPM) Circular 06/2005 and 'Planning for Biodiversity and Geological Conservation: paragraphs 5.34 and 5.35

Bat survey findings:
The survey results indicate that the buildings at Whitemoss Road site offers no opportunity for bats and no evidence of any presence either current or historic was recorded during the surveys.
Demolition of the building will have no impact upon the status of bats in this area.
Taking into consideration the results and findings from the Preliminary Roost Assessments and Dusk Emergence Surveys conclusions were that no further surveys are necessary.
Recommendations- as detailed in Section 10.0 of the report

6.9 Biodiversity Metric Report by Rubeaecology
Policy EN15 Biodiversity and geological conservation
Schedule 5 Wildlife & Countryside Act 1981
NPPF - (ODPM) Circular 06/2005 and 'Planning for Biodiversity and Geological Conservation: paragraphs 5.34 and 5.35

The development required a minimum of 10% BNG and with the proposed plans this target has not been achieved. The development results in a habitat loss of -27.22% (-0.36 units). The hedgerow category did not require a 10% net gain however planting ornamental hedgerows around the communal area has provided 0.29 hedgerow units.
See the Statutory Biodiversity Metric Calculation Tool attached for a breakdown of all results and BNG report for more do for more detail.

6.10 Air Quality Assessment (AQA) by Energy Counsel

Air Quality Standards Regulations (2010)
Air Quality Strategy (2023)
Environmental Improvement Plan 2025
NPPF (2026) P1/ P2
NPPG
Policy EN 16 - Air Quality
Policy DM 1 - Development Management
Policy JP:S5: Clean Air
Policy JP-P1 Sustainable Places

The AQA report concludes:

During the construction phase of the development there is the potential for air quality impacts from fugitive dust emissions from the site. These were assessed in accordance with the IAQM methodology27. Site-specific dust control measures were subsequently determined based on the identified risk ratings. Subject to implementation, residual air quality impacts from dust generated by demolition, earthworks, construction and trackout activities are predicted to be not significant.

Potential impacts during the operational phase of the proposed development may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site. These were assessed against the screening criteria provided within the IAQM guidance28. Due to the low number of vehicle trips generated by the proposals, road traffic exhaust impacts were predicted to be not significant.

The potential for exposure of future residents to elevated pollution levels was assessed based on AQMA designations, local monitoring results and background concentrations. The assessment indicated that concentrations of NO2, PM10 and PM2.5 are likely to be below the relevant AQOs and Concentration Target across the site. As such, the development is considered suitable for the proposed use from an air quality perspective.

A number of mitigation measures were identified in line with the requirements of the MCC's 'Air Quality and Planning Technical Guidance24 in order to reduce vehicle exhaust emissions associated with the proposals. It is considered these are appropriate for a development of this scale and nature and will further control impacts during the operational phase.

Based on the assessment results, air quality factors are not considered a constraint to planning consent for the development.

6. Technical Considerations

6.11 Environmental Standards Statement (ESS) by Energy Counsel

NPPF (2026) CC2 and CC3
Policy JP-S1: Sustainable Development
Policy JP-S2: Carbon and Energy
Policy JP-S3: Heat and Energy Networks

Key conclusions set out in the ESS include:

Following the 'Be Lean, Be Clean, Be Green' hierarchy, the proposed design solutions are predicted to:
1) Reduces the total carbon emissions by 110.81% compared to new building regulations ADL 2021.
2) The heat pumps are the renewables/ low carbon technology. Their contribution to the overall energy reduction under the 'be green' energy hierarchy is approx. 50%.
3) Reduces the total primary energy by 93.61% compared to new building regulations ADL 2021. This is a new metric under Part L.
The approach for the development at White Moss Road, Manchester is to embed sustainability into the heart of the development through a range of design measures based on the 'Be Lean, Be Clean, Be Green' design hierarchy. Measures will include:
1. Enhanced building fabric to meet Building Regulation ADL1A 2021.
2. Enhanced air tightness and thermal bridging
3. Highly efficient mechanical ventilation with heat recovery system to all apartments
4. Heating to apartments will be provided by highly efficient electric panel heaters
5. Hot water to apartments will be provided by highly efficient hot water heat pumps
6. Efficient lighting strategy primarily using LED type fittings.
7. 107.1 kW PV Array mounted on the roof to benefit the Apartments

An initial thermal comfort assessment has been completed for the worst-case plots to demonstrate Part O compliance.

Low/ Zero Carbon Technologies (LZT) Review
• Solar Thermal Hot Water is not a viable option as hot water will be provided by heat pumps.
• Biomass has been discounted as it poses problems in terms of air quality, delivery of fuel, storage and transportation for deliveries etc. It would require a centralised larger plant space for storing fuel, which on this constrained site is not viable.
• Micro-wind turbines do not work on this type of development due to problems with wind turbulence and mounting of the units. The wind speeds in the area are not conducive to wind power electricity generation and there would be issues with turbulence, wind shading, noise and air traffic.
• GSHPs are not viable for site because of spatial and financial costs. There is no room to accommodate a GSHP vertical bore and associated communal plant room, ground conditions are unknown, and systems are very costly.
• HWHP units have been proposed for the hot water delivery on this development due to their high COPs providing carbon savings in addition to the future proofing of the dwellings when considering the future of mains gas boilers.
A more detailed overview of LZT technologies is provided in the appendices of the report

A passive fabric-first approach has been taken to reduce the energy demand of the proposed development. By focusing on passive design measures and energy efficiency through the energy hierarchy, the project offers an efficient and sustainable solution for the life of the building.
Proposed development emissions against Building Regulations Part L1A 2021:

	Total CO_2 Emissions (kgCO2/yr)	**Total Primary Energy** (kWh/yr)
Target Dwelling Performance	**27,635**	**145,495**
Proposed Dwelling Performance	**-2,988**	**9,301**
Total Reduction	**30,623**	**136,194**
Percentage Improvement (above ADL1 2021)	**110.81%**	**93.61%**

7. Conclusion

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

- An excellent opportunity to revitalise an underutilised site.
- The effective and efficient use of vacant, underused parcel of 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 character, scale, mass in keeping with the surrounding buildings.

In terms of Economic and Social Benefit, the provision of 43 No new affordable homes will contribute significantly to the required housing supply and will supplement the economic and social activity of the area, supporting the local shops and amenities.
We believe the proposals are found to be in accordance with the Development Plan and NPPF policies, and therefore respectfully request that the application is supported.



Proposed view looking north along Rochdale Road