

Application Number	Date of Appln	Committee Date	Ward
121537/FO/2018	12th Oct 2018	14th Feb 2019	Gorton and Abbey Hey Ward

Proposal Proposed residential development comprising of 13 no. 2-storey houses, 102 no. apartments with associated car parking, boundary treatments and landscaping across two sites

Location Land Bounded By Pottery Lane, Gorton Lane, Belle Vue Street And Polesworth Close, Manchester, M12 5JD

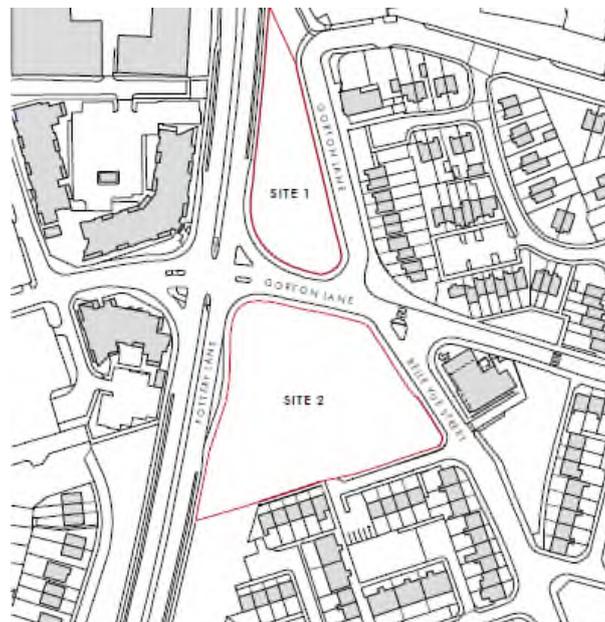
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Application Site and Area Description

The application site is comprised of two separate pieces of land located either side of Gorton Lane at the junction with Pottery Lane within the Gorton area of the City. The two sites measure approximately 0.98 hectares in combined area, with Site 1 measuring 0.286 hectares, and Site 2 measuring 0.695 hectares.

The two separate pieces of land labelled Site 1 and Site 2 can be seen on the map below:



As can be seen above, Site 1 is located to the north of Gorton Lane and is a narrow tear drop shape bounded by Pottery Lane to the west and Gorton Lane to the east and south. Site 2 is then located to the south of Gorton Lane and is a much wider site bounded by Belle Vue Street to the east, Polesworth Close to the south and Pottery

Lane to the west. The application site is located approximately 1.6 miles to the east of Manchester city centre and 1 mile northwest of the district centre of Gorton.

The application site is surrounded by existing residential properties on Gorton Lane, Belle Vue Street, Polesworth Close and on the opposite side of Pottery Lane. Immediately to the south and east of the site, are small estates of mainly 1970s housing of predominantly two storey semi-detached and terraced properties of brick construction with tiled roofs and private gardens. Immediately to the west of the site across Pottery Lane are a pair of apartment buildings, which are 4 storeys in height. These occupy the north and south sides of Wenlock Way at the junction with Pottery Lane. These apartment buildings were constructed in 2011 and are clad in a mixture of black brick, white render and green copper effect cladding. The West Gorton Youth Centre is located to the east of site 2 on the corner of Belle Vue Street and Gorton Lane.

Further east along Gorton Lane is the strategically important Gorton Monastery, which is a Grade II* listed building. This is the only listed building close enough to the site to be considered relevant to its context. Further along Wenlock Way beyond the apartment buildings on Pottery Lane is the new regeneration area of West Gorton, where Keep Moat have recently redeveloped the area for family housing of 2 storeys. The houses are predominantly clad in red brick with pitched eaves facing and semi gable fronted roofs.

Pottery Lane is a major north-south arterial route, which runs between the main east west arterial routes of Ashton Old Road and Hyde Lane, which are key routes in and out of the City Centre.

The application site and surrounding area previously comprised Victorian terraced housing, which was subsequently cleared to provide land for the highway improvements in the area that can be seen in the area today. This was mainly the construction of Pottery Lane which was completed in the early 1980s / late 1990s. The south east corner of Site 2 was previously occupied by the Gorton Arms public house until it was demolished in the early 2000's. The access road and hardstanding that previously served the pub still exists within the site.

The application site is characterised by grassland with some mature trees spread across the site. The tree planting along the western boundary along Pottery Lane has the highest amenity value, to screen the residential area from this main arterial route. The sites are clear of any buildings, though there are some areas of adopted highway remaining within the sites, including the remnants of Clowes Street and George Street from the area clearance and highway improvement works.

In relation to constraints, the application site contains constraints both above and below ground. The northern section of Site 1 is located within Flood Zone 2, due to the local presence of the culverted Cornbrook. The rest of the application site is located within Flood Zone 1. There is then a significant number of constraints below the sites, including foul and highways sewers along with high and low voltage electrical cabling running within the sites. Each of these has an easement requirement, within which no buildings can be sited. The site contains a large number of trees although none of them are the subject of a Tree Preservation Order.

The application site is located within the Gorton area of the City in the Gorton and Abbey Hey ward, which is a suburban area of Manchester. The area surrounding the application site is predominantly residential in character, with some areas of industrial, commercial and educational uses close by.

There are a number of amenity areas in close proximity to the site including Gorton Park along Belle Vue Street and the Casson Street Local Park located further along Gorton Lane, along with the new green spaces created within the West Gorton regeneration area. The district centre of Gorton is approximately 1.5km south east of the application site, whilst the site is well located in relation to surrounding services and facilities including public transport links. The application site is located close the Ashburys train station, which has regular services into the City Centre.

The City Council has an interest in this site as a land owner. Members are reminded that in considering this matter, they are discharging their responsibility as Local Planning Authority and must disregard the City Council ownership interest.

Proposed Development

Planning permission is sought through this application for a proposed residential development comprising 13 no. houses and 102 no. apartments across the two sites. The houses are either semi-detached or detached properties, and the apartments are provided within 4no. blocks ranging in height from 3 to 6 storeys. More specifically, the development is split across the two sites as follows.

Site 1 predominantly includes the provision of 7 no. 3 bedroom two storey family houses to the north of the site facing Gorton Lane, each with incurtilage car parking and gardens to the front and rear. To the southern end of Site 1 is a 3 storey apartment building providing 11 no. apartments with a gated car parking courtyard and communal residents garden. The band of trees that currently lines Pottery Lane to the west of the site will be retained to provide both a buffer to the new and existing houses, and to retain the amenity value of the trees within the local area. The very northern tip of Site 1 will then comprise an improved public open amenity space for the wider community.

Site 2 includes the provision of 3 no. residential blocks providing the remaining 91 no. apartments. These range from 6 storeys onto the Pottery Lane / Gorton Lane frontage down to 3 storeys closest to the existing residential properties on Polesworth Close. These residential blocks are all centred around a communal residents garden and are set in a landscaped setting. Off street parking is provided within secure courtyards that are accessed from Polesworth Close. The proposals then include the provision of 6 no. 3 bedroom two storey family houses facing Polesworth Close, again with incurtilage private car parking and gardens to the front and rear.

The redevelopment of Site 2 involves the closing up of the existing adopted highways and an unadopted footpath. Like Site 1, a substantial landscaping strip consisting primarily of existing mature trees will provide a green buffer along the western extent of the site, providing visual and physical separation from Pottery Lane.

Across the development, private balconies, ground floor terraced areas or upper level terraces are provided to 26 apartments with all other apartments having access to the shared courtyard gardens on Sites 1 and 2. 90 no. car parking spaces are to be provided, comprising 13 no. incurtilage spaces for the houses and 77 spaces within secure parking areas for the apartments. The development also includes 100% secure cycle parking and will include electric vehicle charging points in the final design.

The layout of the proposed development can be seen below:



The proposed housing will be of an affordable tenure, providing a mix of shared ownership and rent to buy properties increasing access to new affordable homes in the East Manchester area. This will be explained further with additional information provided later in the report.

Consultations

Local Residents

Letters were sent out to 168 addresses surrounding the application site and 2 letters of representation have been received in objection to the proposals. The comments made can be summarised as follows:

The landscape and visual impact - The landscape includes (20+) forty-year-old trees and a grassed area that has encouraged many species of wildlife over the years which includes birds and squirrels. The trees also decrease noise pollution from Alan Turing Way. Loss of outlook and privacy for residents on Polesworth Close.

To go from looking at a beautiful tree/grassed area to a 6ft fence with a car park on the other side of it would be very depressing. Currently sit out in the front garden enjoying the view and the wildlife. This fence would have a huge effect on health and well-being and the environment.

The access road to the development - Polesworth Close has been a cul-de-sac since it was built 40 years ago. It is a peaceful, quiet cul-de-sac with no more than 6 cars belonging to residents being driven on it (with the exception of the odd delivery driver). The proposed access road to the development is to use Polesworth Close. With 20 houses and 102 new apartments, it would be estimated that over 100 cars would use this road throughout the day, with the main concern being between 7-9am and 4-6pm when residents will be commuting to and from work. Will traffic signals be implemented at the end of Polesworth Close at its junction with Belle Vue Street? Causing more congestion and fumes from cars outside our houses? The noise pollution will be unbearable, but the air pollution will be even worse.

This lovely quiet close will turn into a mad traffic nightmare with the entrance/exit to properties being on Polesworth Close. The parking spaces for the 5 houses 11-15 Polesworth Close will be lost.

The character of my neighbourhood - Polesworth Close is a quiet neighbourhood with only 9 houses situated on it. It is a very private neighbourhood with no reported crime in years. The over-development and increase in density and population of this area will in my opinion bring more crime and anti-social behaviour.

The council are 'garden grabbing' a piece of land that has been untouched and unspoilt for over 40 years.

Value to property - The price of property would be affected by this new development. We were advised that the 6ft fence would add to neighbourhood security. This is maybe the case for the new tenants, but not for existing residents. The fence would go from the car park entrance down to the trees lining the road, it would still leave a gap around our houses for any undesirables to cut around closer to our houses than before. Any potential buyer looking to buy these houses would prefer to look out on beautiful trees/grassed area and not a 6ft fence with car park.

Following the re-notification of local residents on receipt of some amended plans / information, no further letters of representation have been received.

Highway Services

The TA suggests that the proposals will generate 42 two-way movements during the AM peak and 44 within the PM peak period, 29-31 of these vehicles using the Pottery Lane/ Gorton Lane/ Wenlock Way junction. As such, Linsig modelling has been undertaken at this junction indicating that it currently operates close to practical reserve capacity with the proposed development leading to anticipated further queuing over the junction.

HFAS (Highway Forecasting and Analytical Services) and UTC (Urban Traffic Control) were consulted in relation to the trip generation and junction capacity assessments and provided the following comments:

1. Trip Generation - It should be noted that HFAS are unable to validate the 'Existing Traffic Flow' data as there are a lack of traffic flow raw data outputs contained within the TA. There are no other issues with the trip generation exercise.
2. Traffic Congestion – SCOOT loops are installed at traffic signals to measure traffic congestion. The existing SCOOT loop installed on Gorton Lane is queued upon and with the additional traffic from the development it is very likely that the SCOOT loop will be further queued upon. SCOOT relies upon the SCOOT loops not being queued upon. The proposed development should fund the relocation of the SCOOT loop further from the stopline. To mitigate the impact of the development traffic, SCOOT revalidation of the Pottery Lane and adjacent junctions should be included as a condition.

Existing layout

- Non-nearside lanes should not be defined as nearside.
- The turning radii should be defined in order for the true saturation flow to be captured.
- The lane widths should be reviewed to match the existing layout.
- The Gorton Lane approach consists of one lane.
- The non-blocking storage for the right turns from Pottery Lane should be reduced.

Proposed layout

- The proposed layout that includes the pedestrian crossings has not been provided and for this reason the model can't be checked in detail.
- Segregated cycle lanes should be included in the design of the junction as well as the pedestrian phases.
- The frequency assumption of the appearance of the all-red pedestrian stage should be included in the assessment.

Recommendation: Given the above, the submitted models do not capture the true impact of the development and should be amended. In addition, it should be highlighted that at junctions operating close to 90% DoS, small reductions in capacity can result in a significant increase in delay.

1. Traffic Regulation Orders (TROs) TfGM would suggest that a review is undertaken of the Traffic Regulation Orders in the vicinity of the development, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.

The site is suitably accessed by sustainable modes, with regular bus and train connections provided within a walkable radius of the site. Accident data has been considered, highlighting 11 accidents over the last 3 year period within an immediate radius of the site. Whilst it is acknowledged that a large proportion of these are non-serious/ fatal, it is requested that data based on a 5 year period is provided.

In relation to pedestrian crossings, MCC Highways and TfGM require an upgrade to the A6010 Pottery Lane/Gorton Lane/Wenlock Way signals, as the existing pedestrian refuge islands are considered to be substandard. Further detailed design work will be required in conjunction with MCC Highways/ TfGM's Urban Traffic Control (UTC) to agree the extent of works required in this location. Confirmation has been received that the pedestrian facilities should be implemented across all 4 arms, contrary to the TA report by Curtins.

Highways would recommend that the footways across the perimeter of the site be resurfaced as part of the development. It is noted that there are some instances of footway parking along Belle Vue Street. Whilst the installation of bollards has been considered, given the length of Belle Vue Street this is not deemed to be appropriate in this location. In order to facilitate large vehicles along Polesworth Close, it is accepted that adjustment to the existing kerb radii is required, partially on the adopted highway. A dropped crossing will also be required to cater for access to Site 1.

Access to Site 1 is gained from Gorton Lane, with Site 2 accessed from Polesworth Close. Appropriate visibility splays have been provided, in line with Manual For Streets Guidelines, indicating no constraints for vehicles egressing onto the highway. Separate pedestrian access from Pottery Lane is offered, which is accepted in principle.

90 car parking spaces are proposed across the two sites catering for the 115 units, equating to a provision of circa 78%. Given the accessibility to sustainable modes and perceived low vehicle ownership, this level of parking is considered acceptable in principle. There are 4 accessible spaces to cater for disabled users, representing a 4% provision. It is recommended that this be further increased to offer nearer 10% of the total car park offering, in line with MCC Parking Standards.

Highways would also recommend the installation of electric vehicle charging facilities within the car park, at a suggested provision of 10%. Highways would recommend that the uptake of these facilities is regularly monitored as part of Travel Planning strategies, with facilities further increased when 80% capacity is reached.

Regarding the dimension of the spaces, these should all accord with MCC's standard minimum requirement. It is recommended that standard parking bay dimensions be a minimum of 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. This should also include a 6 metre aisle width to allow vehicles to safely manoeuvre within the car park, with formal demarcation of all spaces. Individual driveway spaces should offer a minimum 3.0m x 6.0m in order to ensure no obstruction on the adjacent highway. In principle, the indicative layout of the car parking areas are considered acceptable, subject to confirmation of bay sizes.

Cycle storage for 115 cycles has been provided, therefore offering 100% provision which is welcomed by Highways. Highways would recommend that the uptake of cycle parking facilities is regularly monitored as part of Travel Planning strategies, with cycling accommodation further increased when 80% capacity is reached.

In-curtilage refuse storage has been provided for each of the 13 houses, with centralised refuse stores provided for apartment use at both sites. Servicing is proposed on-street with swept paths based on a 12m rigid vehicle demonstrating sufficient clearance along Polesworth Close to negotiate refuse vehicles, with only slight reversing movements required. This strategy is therefore accepted in principle by Highways.

All boundary treatments with frontage to the adopted highway will require visual permeability from a height of 600mm upwards in order to maintain appropriate sight lines. Gated accesses, both vehicle and pedestrian, will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality. It is recommended that the above is conditioned and attached to any planning permission that may be granted.

Therefore, suggested conditions include:

- Off-site Highways Works (to include pedestrian crossing)
- Cycle Parking provision
- Servicing Management Strategy
- Construction Management Plan
- Travel Plan

Following the comments received above, additional and amended information was submitted by the applicant to address the issues raised. Further information has been provided in relation to the electric vehicle charging points, an increased number of disabled car parking spaces to 10% and clarification over footway resurfacing works. It has also been confirmed by Highway Services that pedestrian improvement works will be required to mitigate the impact of the development and that this should be included as an off-site highway works condition. Therefore, on the basis of the above, Highway Services are now satisfied with the development.

Environmental Health

Environmental Health have reviewed the acoustic report submitted by Lighthouse and have the following comments to make. There are concerns regarding the external sound levels on site 1. These have been assessed and the majority of the garden spaces have noise levels of 60-65dBA which exceed the upper limit value of

World Health Organisation (WHO) criteria. The applicant has attempted to partially address the requirements states in the guidance, for example through the introduction of a 3 metre high acoustic fence, which has reduced the external noise levels in the amenity areas on site 1.

However, Environmental Health recognise that although BS8233:2014 states that “the acoustic environment of external amenity areas should ideally not be above the range 50 – 55 dB LAeq,16hr”, it also suggest “... guideline values may not be achievable in all circumstances where development might be desirable. In such a situation, development should be designed to achieve the lowest practicable noise levels in these external amenity spaces but should not be prohibited”. In this instance it is up to the Planning Authority, as the decision maker, to consider whether the development is desirable taking into account economic, social and other environmental factors. NPPF/NPPG states that noise is a material consideration, but should not be considered in isolation and that other such factors can influence the decision making process.

In relation to the internal noise levels to the properties, as specified in Acoustic Planning Report 0405/APR1 Revision 2, Acoustic test data for the proposed glazing systems should be forwarded to the Planning Authority for approval. As also specified in this report, before any background ventilation systems are installed, detailed proposals should be forwarded to the Planning Authority for approval acoustically. The ventilation systems should achieve noise levels of LAeq 30dB in living rooms and bedrooms and LAeq 35dB in kitchens and bathrooms where providing continuous background ventilation.

The Waste Management Strategy submitted with the application is acceptable, and can be approved through an appropriately worded condition.

EH have reviewed the submitted SLR Air Quality Assessment, and advise that, notwithstanding the conclusions of that report, that construction impacts may be mitigated and predicted operational phase impacts are not significant, good practice principles should be applied to the operational phase of the development. Relevant conditions are recommended to address these issues.

Other recommended conditions include contaminated land and the acoustic insulation of any externally mounted equipment.

Flood Risk Management Team

FRMT have assessed the application and would recommend conditions to be included relating to the submission of a fully detailed surface water drainage scheme and the submission of details of the implementation, maintenance and management of the sustainable drainage scheme.

Greater Manchester Ecology Unit

The information submitted with the application includes an Ecological Assessment, which identified the most important habitats on site as the areas of woodland on the western and southern site boundaries of the southern section of the site. The

southern area of “woodland” is to be lost to the development. While GMEU would normally object to the loss of woodland on a site, from aerial photography this area appears to support closely planted individual trees with no woodland structure or features present. Equally the area of woodland along Gorton Road appears to be a planted buffer strip including non-native species. Mitigation for the loss of any of these features should therefore be straight forward and the landscaping scheme includes planting of native species. GMEU therefore have no objections to the proposals.

As the trees and scrub impacted by the proposals may support nesting birds, GMEU would recommend a condition relating to the removal of trees outside the bird nesting period. In addition, as invasive species have been found at the site, GMEU recommend that a condition is including requesting an invasive non-native species protocol to be submitted to and approved by the local planning authority.

GMEU would expect any such scheme to include measures to enhance biodiversity at the site, in line with the requirements of the National Planning Policy Framework. A condition is recommended that requests the submission of a scheme for Biodiversity Enhancement Measures to be submitted.

Greater Manchester Police

Having made an assessment of the planning application, Greater Manchester Police would advise that it is essential that all of the physical security specifications set out in section four of the submitted Crime Impact Statement are incorporated into the scheme. Greater Manchester Police would recommend a condition is added to the approval of the application to reflect the physical security.

Arboriculture

Having read through the landscape plans, there are no objections to the proposed development from an arboricultural perspective.

Policy Context

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved and accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' one of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The proposal would contribute towards meeting housing growth in the City and creating a high quality neighbourhood for residents to live in. Consideration has been given to minimising the impact on local residents along with promoting a high quality design and new public realm and linkages.

Policy T1 'Sustainable Transport' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. The proposal is located in an area where there is access to a range of public transport modes, including the Ashburys train station and regular bus services, whilst also encouraging other forms of transport such as cycling, and electric vehicle charging points.

Policy T2 'Accessible areas of opportunity and needs'. It is considered that the proposed development is in a sustainable location, close to all forms of public transport and would have a minimal impact on the local highway network and encourage the use of other forms of transport.

Policy EN1 'Design principles and strategic character areas'. The proposed development is considered to be a high quality scheme in terms of its design and appearance that would enhance the regeneration of this area of the City.

Policy EN3 'Heritage' states that proposals for development must preserve or enhance the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. The closest heritage asset to the site is Gorton Monastery further along Gorton Lane. However, it is not considered that the development would have any detrimental impact on the character, setting or local views of this important listed building.

Policy H1 'Overall Housing Provision' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. Policy H1 prioritises residential development on

previously developed land, in particular through the re-use of vacant housing or other existing buildings. The redevelopment of this brownfield site would accord with policy H1.

The development will form a medium density residential scheme within an area of East Manchester that is expected to accommodate housing growth. Consideration has been given to the design, siting and scale of the apartment buildings on the main road frontages and family housing along with prioritising the re-use of these previously developed sites. In addition, the proposal will also provide accommodation which will be attractive to a diverse range of housing needs through varying accommodation size. The accommodation is generous in size with a large number of the properties being 2 and 3 bedroom accommodation.

Policy H2 'Strategic Housing Location' states that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre, identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits. Developers should take advantage of these opportunities by:- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too. This site is a strategic housing location and the delivery of development will help the delivery of the adopted core strategy.

Policy H5 'Central Manchester' states that Central Manchester, over the lifetime of the Core Strategy will accommodate around 14% 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 would be permitted within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme District Centre as part of mixed use developments. The proposed development would accord with policy H5 by facilitating the delivery of a wide range of new affordable accommodation consisting of good quality family houses and 1, 2 and 3 bedroom apartments seven 3 and 4 bedroom as part of a wider regeneration of the West Gorton area.

Policy H8 'Affordable Housing' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The proposed housing will be of an affordable tenure, providing a mix of shared ownership and rent to buy properties increasing access to new affordable homes in the East Manchester area. Further details will be provided in the main body of the report in this regard.

EN4 'Reducing CO2 emissions by enabling low and zero carbon development' the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy being designed to reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies.

Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure' the regional centre has a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

Consideration has been given to how the buildings functions would reduce overall energy demands and the building fabric is considered to be high quality and would allow energy costs to remain low.

Policy EN9 'Green Infrastructure' states that development should maintain green infrastructure in terms of its quantity, quality and function. Developers should 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. There is existing green infrastructure currently at the site, which mainly runs along the main radial route of Pottery Lane. This band of trees is being retained as part of the development to retain the green buffer between this main road and the new and existing residential properties in this area. There are also opportunities to improve green infrastructure as part of the development proposals in the form of well sized amenity spaces and landscaping.

Policy EN10 'Safeguarding Open Space, Sport and Recreation Facilities' therefore is of relevance to the assessment of loss of open space. This policy states that proposals on existing open spaces and sport and recreation facilities will only be permitted where equivalent or better replacement open space, sport or recreation facilities will be provided in the local area; or the site has been demonstrated to be surplus for its current open space, sport or recreation function and the City Wide Standards set out above are maintained, and that the development will be ancillary to the open space, sport or recreation facility and complement the use or character.

Policy EN11 'Quantity of Open Space, Sport and Recreation' is also of relevance in that the Council will seek the provision of new open space, sport and recreation facilities, in particular where there is a quantitative shortage of a particular use per head of population, including any increase of population created by the new development is identified in the area; or significant levels of development are proposed including within the Strategic Housing Location.

Policy EN14 'Flood Risk' development should minimise surface water runoff, and a Flood Risk Assessment (FRA) is required for proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water runoff and a scheme will be agreed which minimises the impact from surface water runoff.

Policy EN15, 'Biodiversity and Geological Conservation', requires developers to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate. The application site

is not considered to be of high quality in ecology terms and appropriately worded conditions have been recommended to protect any nesting birds and provide some biological enhancement through the development.

Policy EN16 'Air Quality' The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases.

Policy EN17 'Water Quality' Consideration has been given to minimising the impact on the surrounding water courses including those which may be under ground.

Policy EN18, 'Contaminated Land', The applicant has provided provisional details relating to ground conditions and further investigative work would be needed to confirm the findings of the provisional details and determine if any mitigation is required.

EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The applicant has a clear waste management strategy for the site which will ensure that residents adhered to recycling principles. Compliance with this strategy will form part of the conditions of the planning approval.

Policy DM1 'Development Management' all development should have regard the following specific issues:-

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

The applicant has given careful consideration to the design, scale and layout of the development along with providing solutions to prevent noise ingress, crime, refuse and car and cycle parking. The proposal also meet the City Councils space standards.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved DC7 'New Housing Development' states that 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.

The proposal meets City Council spaces standards and will be accessible for all residents of Manchester.

Saved policy DC19 'Listed Buildings' - the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. This is discussed in detail below.

Saved policy DC26, Development and Noise, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments. The proposal has been designed to minimise the impact from noise sources and further mitigation will be secured by planning condition.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

National Planning Policy Framework (2018)

The revised NPPF was adopted in July 2018. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 'Delivering a sufficient supply of new homes' states that in order to support the Government's objective of significantly boosting the supply of homes, 'it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay' (paragraph 59).

With regards to affordable housing, paragraph 64 states that where major developments are proposed involving the provision of housing, planning policies and decisions should expect at least 10% of homes to be available for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 91).

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health' (paragraph 103). Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109).

Within this context, applications for development should:

- a. give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b. address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c. create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d. allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e. be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 110).

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111).

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 117).

Decisions should support development that makes efficient use of land, taking into account:

- a. the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b. local market conditions and viability;
- c. the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d. the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e. the importance of securing well-designed, attractive and healthy places. (paragraph 122).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

Paragraph 123 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 124).

Planning decisions should ensure that developments:

- a. will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 130).

In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 148).

Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

Section 16 'Conserving and enhancing the historic environment' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189).

In determining applications, local planning authorities should take account of:

- a. the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b. the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c. the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 192)

In considering the impacts of proposals, paragraph 193 states that the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a. the nature of the heritage asset prevents all reasonable uses of the site; and
- b. no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c. conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d. d) the harm or loss is outweighed by the benefit of bringing the site back into use (paragraph 195).

Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 197).

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Practice Guidance (PPG)

The relevant sections of the PPG are as follows:

Noise states that Local planning authorities’ should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.
- Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles,

appropriate waste management measures and environmental sustainability.
Sections of relevance are:

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the

guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

Make it Manchester;
Make it bring people together;
Make it animate street and spaces;
Make it easy to get around;
Make it work with the landscape;
Make it practical;
Make it future proof;
Make it a home; and
Make it happen.

Manchester's Great Outdoors – a Green and Blue Infrastructure Strategy for Manchester (2015)

Adopted in 2015, the vision for the strategy is that 'by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow'

There are four objectives in order to achieve this vision:

1. Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Other legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the

Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Section 149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Issues

Publicity

The proposal, by virtue of the number of residential units, has been classified as a large scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development. Site notices were displayed at various locations around the application site. In addition, notification letters have been sent to an extensive area of local residents and businesses.

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. The proposed development is not of a type listed in Schedule 1. The EIA Regulations state that the proposed development may be considered to be Schedule 2 development under Category 10, 'Infrastructure Projects', of the EIA Regulations. Sub-section (b) relates to 'Urban development projects', where the area of development exceeds 5 hectares. The Site is 0.98 ha and does not exceed the 5 hectare threshold set out in Schedule 2 10 (b) of the EIA Regulations.

The nature of the proposal falls within "Urban Development Projects", however, falls below the threshold in terms of site area (1 ha) and units size (150 units). It is

acknowledged that there are a number of consented schemes in this area of West Gorton and some of these may be constructed at the same time and therefore, the cumulative impacts have to be considered. However, these are located on the other side of Pottery Lane and therefore, there is a decent separation distance between the developments to reduce the cumulative impact experienced. Also, given the nature and scale of the proposed development for residential purposes, it is considered that the proposed development and the cumulative impacts in the immediate area would not warrant the completion of a full EIA.

Principle

The application site is located within the Gorton and Abbey Hey ward of the City, as allocated on the Proposals Map contained within the Manchester Core Strategy (2012), and forms part of the East Manchester Regeneration area. Policy SP1 states that this area will be the focus for the provision of new residential accommodation on areas of previously developed land. Policy H1 goes on to state that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. Policy H1 also seeks to ensure good quality family housing.

As outlined earlier in the report, the two pieces of land in question for this application formed part of a wider building clearance scheme to provide the land necessary to create the improved highway network seen in this immediate area. However, following the completion of these works, the application site land was no longer required and since that time has become greened through both purposefully planted trees along the Pottery Lane edge and self-seeded areas. Notwithstanding this, the application sites are classed as brownfield sites and as such, the development does accord with the principles of Policies SP1 and H1.

Further to this, the two sites currently comprise open land, identified within the City Council's Core Strategy evidence base Open Spaces Audit, as 'Amenity Green Space'. The application is therefore required to be accompanied by an Open Space Assessment, which considers the loss of the application site as open space in terms of overall quantitative and qualitative supply in the East Manchester area. This matter, along with the consideration of the scheme against policy EN10, is outlined in more detail below.

Whilst the principle of the development is consistent with planning policy framework, there are detailed matters that require particular attention. This report will therefore consider the following material considerations and determine whether any undue harm will arise as a consequence of the development.

Community Involvement

A Statement of Consultation has been prepared in support of the application, and is located within Section 5.0 of the Design and Access Statement. This document explains the programme of consultation that the proposal has been through in order to ensure that issues could be considered and addressed as the proposal is developed.

A public consultation event was held on Wednesday 26th September at West Gorton Youth Centre. The applicant and design team members were present to greet members of the public, to present the proposals and to answer any queries raised. Prior to the event, flyer invitations were distributed to residents. 54 flyers were distributed to residents living on Gorton lane, Polesworth Close, Belle Vue Street and Pottery Lane. Out of the 54 recipients of flyers, 11 people attended the event. In addition, two local ward councillors were present.

The consultation statement outlines that on the whole, the development proposals were positively received. Attendees recognised the high need for housing in the area and fully supported the proposal's tenure of 100% affordable housing. The sites, in particular site 2, are currently viewed by some residents as unsafe, unsightly and encouraging of anti-social behaviour. The development was seen to address these issues. However, a main concern for those who attended the event was that the development would cause the loss of green space. The applicant has made sure that these concerns are mitigated through design measures and supported by necessary assessments carried out by specialist consultants. The proposal has been developed with landscape at the forefront and the application is accompanied by both an Open Space Assessment and an Arboricultural Impact Assessment.

Other issues raised during the consultation include the impact on traffic and parking. Both a Transport Assessment and an Integrated Travel Plan have been prepared by Curtins in support of this application to address any issues surrounding traffic and parking.

The Statement outlines that the planning submission provides a detailed response to all the matters raised at the consultation event through the inclusion of detailed plans and specialists reports. These matters will be considered in more detail below.

Loss of Open Space

As outlined above, the two sites that form this planning application site are identified within the City Council's Open Spaces Audit of 2009 as 'Amenity Green Space'. On this basis, the application is accompanied by an Open Space Assessment, which considers the loss of the application site as open space in terms of overall quantitative and qualitative supply in the East Manchester area.

As outlined within the Design and Access Statement, the application site comprises two parcels of land that until the second half of the 20th century comprised Victorian terraced housing. However, due to the clearance of this area. The two parcels of land are now green spaces at the junction of Pottery Lane and Gorton Lane. Policy EN10 'Safeguarding Open Space, Sport and Recreation Facilities' therefore is of relevance to the assessment of loss of open space. This policy states that proposals on existing open spaces and sport and recreation facilities will only be permitted where equivalent or better replacement open space, sport or recreation facilities will be provided in the local area; or the site has been demonstrated to be surplus for its current open space, sport or recreation function and the City Wide Standards set out above are maintained, and that the development will be ancillary to the open space, sport or recreation facility and complement the use or character.

Policy EN11 'Quantity of Open Space, Sport and Recreation' is also of relevance in that the Council will seek the provision of new open space, sport and recreation facilities, in particular where there is a quantitative shortage of a particular use per head of population, including any increase of population created by the new development is identified in the area; or significant levels of development are proposed including within the Strategic Housing Location.

The City Wide Standards for Amenity Green Space are 0.40 ha per 1000 population within a 10 minute walk time (480m). The Open Space Audit defines Amenity Green Space as including informal recreation spaces and green spaces in and around housing. It fulfils a primary purpose of providing opportunities for informal activities close to home or work. Amenity Green Space is often also used for landscaping purposes.

The City Wide Open Space, Sport and Recreation Study (OSSRS) was published in 2009 and underpins the policies in the Core Strategy. The OSSRS provides a full audit of existing open space, sport and recreation facilities across Manchester and develops local standards that when applied will ensure that all households can access a broad range of high quality open space, sport and recreation facilities. The OSSRS also highlights areas where there is sufficient or over provision and identifies areas where there are deficiencies in either the quantity and / or quality of provision.

Section 6 of the study examines the existing provision of Amenity Green Space across Manchester and sets quantity, quality and accessibility standards for future provision. The chapter establishes a recommended quantity standard of 0.4 hectares per 1000 population. The quality of amenity green space in East Manchester is identified as being good, scoring 71% which is in line with the Manchester average. The study goes on to identify that there is a current balance (overprovision) of amenity green space in East Manchester to 27.64 hectares, which would allow an additional population growth of 66,739 to be sustained.

Section 14 examines the key issues in the strategic area of East Manchester in detail. The East Manchester area is identified as having a population of 72,4072, this covers the areas of Ancoats and Clayton, Bradford, Miles Platting and Newton Heath, Gorton North and Gorton South. The OSSRS identifies that there are 119 Amenity Green Spaces (the greatest provision in the city) ranging significantly in size from 0.07 hectares to 7.55 hectares. The vast range in the size of sites is illustrative of the range of functionality of the different spaces.

The study therefore, reveals the healthy surplus of Amenity Green Space in East Manchester. The 119 sites, deliver a total of 56.6 hectares of Amenity Green Space which translates to a hectare per 1000 of the population, nearly double the Council's target standard in Policy EN10 of 0.40 ha provision per 1000 of the population.

Policy EN10 is the principle policy to be considered in the determination of the application. In order for development on sites of open space to be considered acceptable, the criteria in this policy must be satisfied. At the time of publication, the OSSRS records the level of provision of Amenity Green Spaces in East Manchester as 0.78 per 1,000 population. The Quantity standard as set out in CS policy EN10 is

for the provision of 0.4 ha per 1,000 population. The OSSRS identifies an oversupply of 27.64 hectares which is capable of accommodating a population growth of 66,739 people. Evidently there is a clear oversupply of Amenity Green Space in East Manchester.

In terms of accessibility, the standards state that residents should be able to access Amenity Green Space within a 10 minute walk time (480m). Map 14.6 (included in appendix 1 of this statement) of the OSSRS demonstrates that the application site and majority of East Manchester meet this standard. Even with the loss of this open space through the proposed redevelopment, there is plentiful Amenity Green Space in the locality, notably to the immediate south of the site adjacent to Pottery Lane; Burtree Street (south east of the site); Gorton Lane / rear of Valance Close (east of the site); Crossley Street / Lapford Road (east of the site); Belle Vue Street / Bridgend Close (south of the site); and Runhall Close / Corby Street (south of the site).

The average quality standard score for existing Amenity Green Space within East Manchester was 71%, with scores ranging from 48-100%. The exact score of the application sites are not recorded in the OSSRS. The current quality of the sites may have changed since the publication of the study therefore with excellent provision of Amenity Green Space in the local area it is relevant to look at the value of the existing sites.

Site 1 contains well maintained vegetation, however its location adjacent to Pottery Lane and lack of through routes across the site limits its function and value other than as a screen from the traffic and noise on Pottery Lane. Site 2 is less well maintained with overgrown planting and litter evident. This area is large, however it is not well laid out and does not lend itself to a secure and safe environment, limiting its functionality for local residents. When assessed against the quality standards in the OSSRS, the sites display limited quality in the context of the overall generous provision of Amenity Green Space in the wider area and as such from a qualitative perspective, they can be considered to be surplus to requirements.

The Council's evidence base indicates that there is an abundance of Amenity Green Space in the general area. In light of the limited benefit that the sites provide to the general public and local community, it is considered that their loss is justifiable in view of the wider regeneration benefits that will occur if the land is used to provide much needed new affordable housing for local people in the area. Given that the sites lie in close proximity to large areas of public open space, sports and recreational facilities, and that the development would retain a green buffer to Pottery Lane, it is considered that the loss of this land could be accommodated given the regeneration benefits of developing these mostly unused sites and providing much needed homes in the area.

The proposed new development is intended to generate an active use on an under-utilised piece of land, which lies adjacent to existing residential properties in a sustainable area. The residential use proposed is therefore in keeping with the character of the area and will contribute to the quality and supply of affordable housing in Gorton. Given the significant regeneration benefits that would arise from the proposed development, it is considered that this would outweigh any requirement

for a contribution towards another type of open space or facility in this area. Accordingly it is considered that the proposed development complies with Policy EN10 of the Manchester City Council Core Strategy and policy in the NPPF.

Affordable Housing

Policy H8 sets out how developments should respond to the 20% contribution of affordable housing across the City. Using 20% as a starting point, developers should look to provide new houses that will be for social or affordable rent with a focus on affordable home ownership options. Any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives.

The application has been accompanied by an Affordable Housing Statement, which outlines that One Manchester's target is to develop over 1000 properties within the next five years with the emphasis on diversifying the market by bringing a varied rental and affordable homeownership offer to our Manchester neighbourhoods. The proposal for this site is to deliver affordable homeownership under the Homes England Rent to Buy and Shared Ownership Programme. This is in accordance with the City's 'Providing for Housing Choice - Planning Guidance', where the City identifies that alongside a need for good quality, private housing, for owner occupation, that, many more people now need affordable housing options due to the sharply increasing house prices.

The Rent to Buy and Shared Ownership products provide the ability to diversify the affordable homeownership offer and attract new residents into an edge of City location. The Rent to Buy option enables prospective residents to rent a property at 80% of market rent for a period of 5 years. After this period, they will be given the option to purchase outright at market value or buy an equity share in the property with a portion of rent at 2.75% of unsold equity with an option to staircase in future years.

The Shared Ownership option is where residents can purchase an equity share in the property with a portion of rent at 2.75% of unsold equity with an option to staircase in future years.

Both of these options have been confirmed to be in line with Homes England funding conditions. This allows residents to move from affordable tenures into market tenures and then the grant will be recycled into the provision of future affordable housing. One Manchester will be launching this product as a pathway into affordable homeownership, which is in line with the Shared Ownership and Affordable Homes Programme 2016-2021. It is therefore, considered that this development will contribute towards addressing the under supply of affordable housing and will support the local authority in meeting their affordable housing targets.

The two parcels of land that are the subject of this application are currently owned by the City Council and therefore, it is not possible to secure this affordable housing provision through the usual route of a S106 agreement attached to the planning permission. However, it has been confirmed by the relevant City Council department

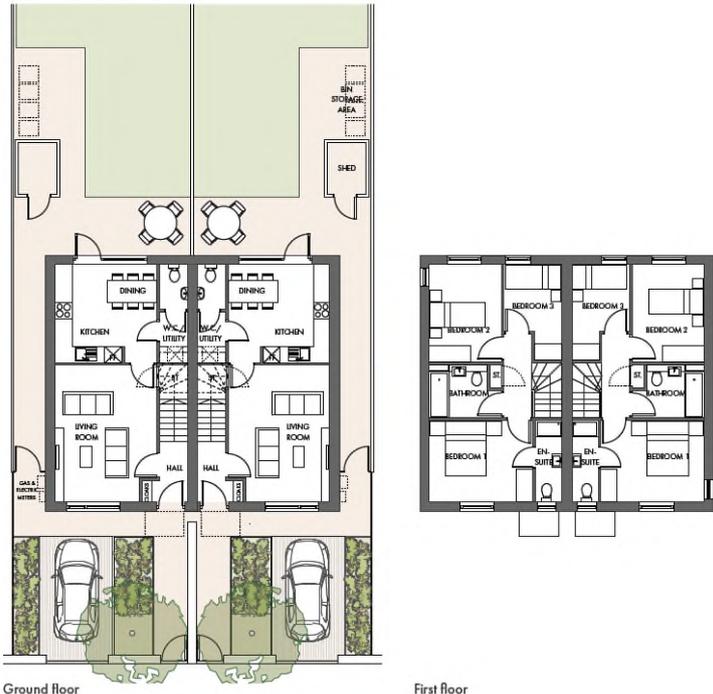
that the delivery and future perpetuity of this affordable housing provision will be secured through the Development Agreement necessary for the sale of the land.

Siting/layout

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites. It is acknowledged that the proposed development will remove an existing area of green open space on this main radial route in the City, however the proposed development is of a high quality that provides an opportunity to improve the visual quality of this key site, whilst retaining the considerable green edge boundary along the Pottery Lane frontage.

The two parcels of land are very different in shape and size but both have main road frontages to a number of sides. The proposed development responds positively to all of these road frontages by providing built form along the perimeter of the application site and strengthening the urban grain. The site layout of the site can be seen in the plan provided in the Proposed Development section at the beginning of this report. The main pedestrian entrance to the buildings will be from Gorton Lane, Belle Vue Road and Polesworth Close to provide open and active ground and upper floors, achieved through large window openings and balconies.

The family houses have a street frontage, with a decent sized front garden, in curtilage car parking space and front boundary treatments and planting to soften the appearance on the street scene. All of the properties are semi-detached, meaning that there is space to the sides for car parking on some plots, but bin access to all plots to remove the need for alleyways or frontage bin storage area. There are then well sized private gardens for the rear, which is adequate for these 3 bedroom dwellings. The typical layout of the houses can be seen below:



The apartment blocks for both sites 1 and 2 are then sited on the main junction frontage where Pottery Lane and Gorton Lane meet, to provide the correct key presence to this strategic location. The blocks are close to the site edge to create the best frame for the junction, but are set back enough to ensure a good quality landscaped setting for the buildings, which helps to retain the existing green feel of these sites. The block on site 1 has a private resident's garden to the side to provide ample amenity space for the future occupants, with a rear secure car park containing 10 spaces. The three blocks on site 2 are arranged around a central landscaped courtyard and residents' car parking. Blocks B and C are positioned on the north, west and east edges of the site providing strong frontages onto Pottery Lane, Gorton Lane and Belle Vue Street. At the ground floor of each block ancillary spaces provide refuse stores accessible via the communal cores, and secure cycle storage.

In line with the Residential Quality Guidance and the Guide to Development in Manchester, the new buildings and their key architectural features along with the significant existing and proposed landscaping dominate the street scene, with car parking located either centrally or screened by good quality boundary treatments and planting. The closest location to existing residential properties is across existing roads in all cases, and as discussed in more details below, the scale of the development is at its lowest at these points.

The application site is not located within a Conservation Area and there are no Listed Buildings located immediately adjacent to the development that would have a significant material effect on the layout. However, the Grade II* listed Gorton Monastery is located further along Gorton Lane and must therefore, be given some consideration. Gorton Monastery is not visible from the site or its immediate surroundings. Therefore, it is considered that the development will not have a detrimental impact on the setting of the identified heritage assets due to the site's distance from it.

Overall, the siting and layout of the development maximises the relationship with the surrounding road network. The siting and layout provides a logical arrangement and is therefore considered to be in accordance with policies SP1, EN1 and DM1 of the Core Strategy along with the aspirations in the SPD and the East Manchester SRF.

Scale/massing

The Guide to Development in Manchester SPD advises that consideration should be given to the scale of new developments and ensure that they are informed by their context. Where buildings are of different scale to their surroundings they should be of the highest quality and be of landmark status. The scale of existing buildings in the immediate surroundings consists of a mixture of 2 storey housing and 4 storey apartment buildings. Taking account of this context and the urban design objectives of providing appropriate scale frontages onto the surrounding streets, the proposed family houses are two storeys in height to compliment the scale of the existing houses adjacent to them on Gorton Lane and Polesworth Close. On site 1, the apartment building is 3 storeys in height to respect the scale of the existing two storey houses opposite on Gorton Lane.

The apartment buildings on site 2 are predominantly 4 and 5 storeys in height, rising to 6 storeys on the site's prominent corner to mark the Pottery Lane/Gorton Lane intersection. This provides a good quality frame to the junction and architectural interest to mark the corner. As outlined within the Design and Access Statement, the mass of each block is broken up horizontally by inset central stair/lift cores on the long sides and the inset glazed slots on the gable ends. Vertical massing is broken down in three ways; by storey-height steps, by inseting and changing material to break down the scale of the blocks, and by the use of gables. This is all with the aim of enhancing the feeling of the blocks stepping up to mark the Gorton Lane/Pottery Lane intersection and produce a varied and interesting roof line.

It is recognised that a building of this scale will mark a change in the street scene from the existing site, and in parts is taller than the existing residential buildings surrounding the site. However, it is considered that the proposal responds appropriately to its context fronting Pottery Lane where buildings of height are considered to be more acceptable and where similar buildings of height are seen across the junction on Wenlock Way. The taller elements of the scheme have been placed towards the main road frontage and kept away from the neighbouring buildings wherever possible to reduce the impact on these properties. The matter of the scale of the building and the potential impact on residential amenity will be considered in more detail later in this report.

Overall, the scale of the development responds appropriately to the scale of the existing developments in the area along with a high quality design that will activate this site frontage along a main radial route in the City. It is therefore considered to be in accordance with policies SP1, EN1 and DM1 of the Core Strategy along with the aspirations in the SPD.

Appearance/ design quality

Policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF. It is considered that the design of the proposed development has been to adopt many of the key characteristics of the surrounding area.

As described in the Design and Access Statement, the overall aim is to create a high quality development with a distinctive identity which is appropriate to its context. The intention is to breathe new life into the neighbourhood but without feeling alien to it. The palette of materials is purposefully simple and robust; a buff textured brick with smooth buff brick inset panels and detailing, fibre cement cladding to cores, set backs and roofs, and the accenting of entrances with panels of Flemish bond brickwork.

The façade treatment is intended to be simple, almost grid-like and yet playful. The occasionally irregular placing of windows is combined with the selective use of set back brick panels, containing variations in fenestration within a unified overall appearance. The set back panels express themselves as 2 storey elements from ground floor giving a sense of scale to the blocks. At key locations this becomes a colonnade, marking the entrance to the development or allowing parking beneath.

The vertically proportioned, full-height windows are deeply inset into the openings to accentuate the shadows and give substance to the buildings. The presence of projecting balconies onto key aspects further enriches the texture and patterns of the façades.

It is considered that the appearance of the development will be a high quality façade to the surrounding streets and this main radial route in the City. The simple arrangements of the elevations along with the quality and use of materials, position of the building on the site and its scale, will enhance the setting of the site and contribute to the ongoing regeneration of the area.

A number of CGI's can be seen below showing the design and appearance of the proposed development:



Site 1 from Gorton Lane



Site 2 as viewed from Pottery Lane



Site 2 as viewed from Gorton Lane



Site 2 within the Central Courtyard

Overall it is considered that the proposal will be a high quality building that will provide excellent detailing and use of materials. There is a clear and regular rhythm to the window arrangement along with double height glazing and panel work at the street scene which will help produce interest to the elevations. The building will enhance the setting of the nearby West Gorton regeneration neighbourhoods, which is vitally important to the ongoing regeneration of the area. It is recommended that a condition of the planning approval is that the final materials are agreed with the applicant to ensure they are suitable.

Proposed Residential Accommodation

As outlined within the Design and Access Statement, there is an identified need for housing in Manchester to meet the growing population and workforce. In line with the requirements in the NPPF the mix of housing has been designed to take into consideration existing and future housing needs in this area of City. The proposed mix of accommodation can be seen in the table below:

		1 BED 1 PERSON APARTMENT (39sqm)	1 BED 1 PERSON PENTHOUSE APARTMENT BLOCK C (47 sqm)	1 BED 1 PERSON PENTHOUSE APARTMENT (39sqm)	2 BED 3 PERSON APARTMENT SINGLE ASPECT (61 sqm)	2 BED 3 PERSON APARTMENT DUAL ASPECT (61 sqm)	3 BED 4 PERSON 2 STOREY HOUSE (84sqm)	TOTAL DWELLINGS
SITE 1	Block A	3	0	0	8	0	0	
	Houses	0	0	0	0	0	7	
	TOTAL							18
SITE 2	Block B	0	0	2	29	0	0	
	Block C	0	5	2	13	20	0	
	Block D	5	0	2	13	0	0	
	Houses	0	0	0	0	0	6	
	TOTAL							97
	TOTAL	8	5	6	63	20	13	115

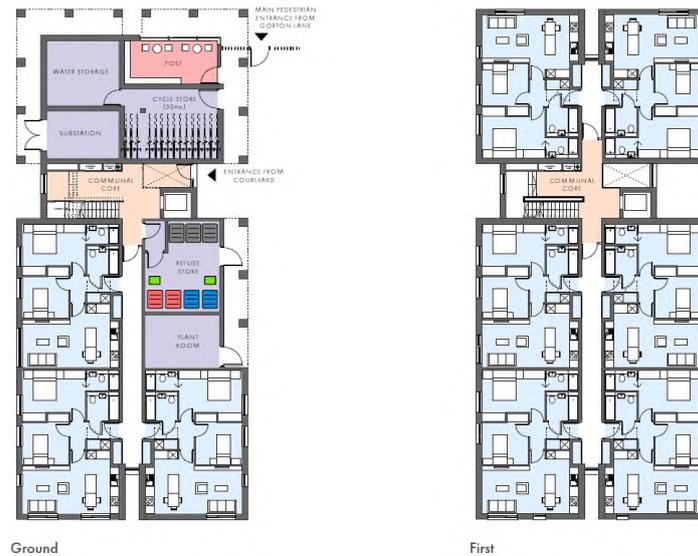
The residential units have been designed with consideration to the space standards outlined in the Manchester Residential Quality Guide. As can be seen in the table above, all proposed dwellings meet the minimum sizes set out in the Space Standards.

The design guidance is a material consideration in the determination of planning applications and sets out the space standards required to ensure quality in residential schemes coming forward. The design guidance is intended to provide a clear indication 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. It is considered that the proposed development has been designed in accordance with the design guidance outlined within this document.

The proposed ground floor gardens, balconies, and roof top amenity spaces will provide an opportunity for residents to benefit from outdoor living and to meet and socialise, helping to create a new community within the building. By including a mix of apartment types, including ground floor apartments with private garden space, it is considered that the development will be capable of accommodating a wide variety of residents.

The site is within easy walking distance of local amenities, as well as public transport links to larger district centres and the main retail facilities in the city centre. It is considered that the proposed apartments are an appropriate size and provide well-sized, well-designed living, sleeping and storage spaces. The shared amenity and circulation spaces have been designed in order to give a sense of place to the development. All shared lifts, stairs and corridors are generously dimensioned up to the front doors of the well designed, proportioned and decently sized apartments.

A typical apartment layout can be seen below:



The layout of the building has been designed to provide an appropriate level of privacy for existing neighbouring residents as well as those that will occupy the building. All apartments are appropriately sized in line with the space standards referenced in the Manchester Residential Quality Guidance. Therefore, the proposed accommodation is considered to be acceptable in this case.

Impact on Heritage

Policy EN3 of the Core Strategy, along with section 12 of the NPPF, states that consideration must be given to the impact of new developments on heritage assets. The application site is not located within a Conservation Area and the nearest Listed Building is the Grade II* Gorton Monastery. Due to the distance of this building from the application site, it is not considered that the proposal will have an unacceptable impact on the setting of these listed buildings. Under the tests of the NPPF, it is considered that this development proposal will lead to less than substantial harm to the significance of these nearby listed buildings, and this harm has been weighed against the overriding public benefits of the proposal.

As detailed elsewhere within this report, the proposed development responds positively to the character of the area and the proposed height of the development, whilst being taller than nearby buildings, adds to the character of the area and its overall distinctiveness.

Noise

A detailed Acoustic Planning Report has been completed by Crookes Walker Consulting Limited and submitted to accompany the application. The consideration of such matters is a key requirement for policy DM1 of the Core Strategy along with saved policy DC26 of the UDP. This approach is also outlined within the NPPF which seeks to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new developments. The report outlines the prevailing environmental noise climate at the development site, and that the acoustic requirements of national/local policies and current industry guidelines have been

reviewed and used to inform a detailed noise impact assessment of incident noise affecting the development as well as potential noise output from the development.

In relation to the potential impact of the development on the surrounding existing residential properties, it is acknowledged that there are existing residents living within neighbouring buildings adjacent to the application site, and there would be a significant increase in the amount of development on the site compared to the existing vacant land. However, any noise generated will only be from the comings and goings from occupants which should be limited compared to the general movement of people within this particularly busy part of this neighbourhood, and should not have a significant effect on the residential amenity currently enjoyed by the surrounding occupants.

In relation to the impact of existing noise sources within this area on the new residential accommodation being proposed, it became clear that through necessary mitigation measures, the appropriate internal levels of noise received by the proposed could be controlled and the relevant standards achieved. However, it has been confirmed that the external noise levels received within the rear gardens of the new properties on site 1 which back onto Pottery Lane, exceed the normal expected levels for amenity area. In response to comments received from Environmental Health, it was necessary to consider what had been said and investigate fully if there were any additional mitigation measures that could be implemented on site to bring these noise levels down. This was reviewed again by the applicant and a more robust 3m high acoustic fence is now proposed. However, it has to be acknowledged that even with this additional treatment, it is still not possible to reach the normal 55dB level.

Notwithstanding this, the provision of good quality family housing is important and in some cases within the City, this will need to be delivered in busy and sometimes noisy locations. The applicant has worked hard to secure a reduction in the predicted noise levels, and the importance of the provision of much needed good quality housing is considered in this case to outweigh the higher levels of noise within some of the external areas within the scheme.

On that basis, provided that the residential accommodation is appropriately insulated as recommended within the Acoustic Report and appropriate acoustic fencing is placed along the boundary with Pottery Lane, the proposed development is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Ecology

The planning application has been accompanied by an Ecological Survey due to the presence of existing trees and shrubs on the site. This is a key requirement of policies EN15 and DM1 which seeks to ensure that applicants identify, enhance and restore impacts from developments on local habitats.

An Ecological Assessment has been prepared by Urban Green and is submitted in support of the application. The report found that the habitats on site are common and widespread in the local area. Precautionary measures were recommended in respect

of tree and shrub removal along with recommendations for the eradication of the invasive species on the site. It has been confirmed by Greater Manchester Ecology Unit that these measures can be controlled and implemented via the use of appropriately worded planning conditions and as such there are no significant ecological constraints associated with the site. Therefore, the site is considered to be of low ecological value and there will be no harm as a result of the development proposals.

Landscaping and amenity space /boundary treatment/public realm

Policy DM1 outlines that all development should have regard to green infrastructure including open space, both public and private. Policy EN9 also explains that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function.

The planning application has been submitted with a Landscape Strategy Document, an Arboricultural Impact Assessment and an Ecological Enhancement Strategy, due to the existing planting that exists on the application sites. The Arboricultural assessment outlines that within site one to the north, 23 no. trees require removal to facilitate the development and within site two, 27 no. trees, 2 groups and part of another group require removal to facilitate the development. Therefore, it is recommended that the tree loss and the screening that it provides are mitigated through a robust soft landscaping scheme.

Tree protection fencing and ground protection will need to be installed at the alignment shown on the submitted Tree Protection Plans before any construction activity takes place along with supervised root pruning within trees in group G26 as shown on the Tree Protection Plan. Within Site 2, the boundary fences adjacent to T12 should be designed in a specific way to ensure there is a minimal impact on the trees, along with an Arboricultural Method Statement will be required to detail working methods and strategies to minimise the impacts on T12.

The Arboricultural assessment states that throughout the two sites the majority of the trees are of low value and quality and it is therefore, considered that this loss can be mitigated through the provision of a robust soft landscaping scheme. This has been reflected in the soft landscaping proposals prepared by DEP Landscape Architecture submitted in support of the application.

The Landscape Strategy Document and the submitted detailed landscape drawings for the development outline that there will be 70 new trees planted to mitigate the loss of those required for the development. It outlines that the landscaped areas across the two sites can be divided into four categories; Existing and Proposed Screening, Street Frontages, Residents' Garden and Swales. These landscape zones provide a key fabric across the two sites which enhances both the existing vegetation and links them together with the proposed landscaped areas.

Existing and Proposed Screening:

With the proximity of Pottery Lane along the West boundary of the site a key consideration is to retain as much of the existing vegetation as possible. However,

where this is not possible there is a focus on providing a defensible screen using native and semi-native species that reflect the existing and retained screen planting.

Street Frontages:

The dwellings along Polesworth Close and Gorton Lane are set back and provide a private driveway and front path for residents. These areas provide an opportunity for front gardens which include low to mid level ornamental shrub planting and semi-mature street tree planting. The driveways and front garden paths are defined by a double sett edge perimeter detail emphasising the private boundary line together with the low wall and railings.

Residents' Garden:

Both sites include a Resident's Garden, providing open space for the residents to use. There will be a number of functional spaces and seating areas for everyone to enjoy. The aim being to encourage resident interaction.

Swales:

Swales feature across Site 2 as a key part of the SuDs strategy. Run off from heavy down pours on the car park areas and circulation paths will be collected in swales.

The overall masterplan illustrates the defined landscaped areas, buffers and communal spaces. It is agreed with the strategy that all the different types of landscapes across the site play a key role in embedding the proposed development within its' existing and surrounding landscape. The landscape is designed to provide a high quality coherent scheme which finds the balance between usability and access whilst recognising the aesthetics and promoting flexibility of use. The private driveways, patios and entrances are screened and defined to discourage public access, whilst the communal areas remain open and inviting, to encourage social interaction between residents.

Retaining and enhancing the vegetation along the West boundary provides both a strong visual screen along with a necessary noise barrier. However, as these boundaries reach the road junction at the corner of Block A and B, the vegetation reduces in scale (and the tree planting in density) to maintain an open active frontage. The internal vegetation defines areas across the site, screening the car parking and framing the residents' garden. The garden enjoys an open southerly aspect encouraging use throughout the year.

In relation to tree planting, there is a tree planting strategy outlined within the application. The Tree Planting Strategy states that the existing retained trees are found along the South corner of Site 1, West boundary of site 2 and T7 within Site 2. These provide both, existing structure and scale within the development, and a palette of tree planting to enhance the remaining boundary along Pottery Lane. The tree planting strategy is divided into four categories in order to develop a palette and specification for each area, including Native Screen Tree Planting, Street Frontage Tree Planting, Ornamental Garden Tree Planting, Swale Tree Planting. Each of these can be seen in the images below:



Swale - Tree Planting



Street Frontage - Tree Planting



Ornamental Garden - Tree Planting

It is considered that the proposed landscaping at the site has been well thought out and provides a good quality and appropriate setting for this quality development. It also provides adequate mitigation for the loss of trees and shrub planting currently seen on the site. As it provides good quality green infrastructure to the benefit of this area, the proposals are considered to be in accordance with Policies DM1 and EN9.

Highways/car parking

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments.

The Manchester Residential Quality guidance addresses the issue of car parking under the section 'Make it Practical', where it offers guidance in relation to appropriate solutions to car parking. The guidance states that for apartment schemes, there are a number of variables that will affect parking demand within a particular development. In certain scenarios, higher levels of cycle parking provision and car clubs will be appropriate. Clearly, car parking demand will also be influenced by the availability of public transport.

The Guidance then discusses recommended parking standards for different areas of the City. The guidance states that a reduced on site provision may be justified on the basis of secure cycle parking in excess of 50% provision relative to apartment

numbers, and the identification of good public transport links within a short walk of the proposed development. Demonstrating that the full car parking requirement cannot be achieved via a car parking solution that is both viable and does not compromise the relationship of the new development to the street in terms of the creation of active frontages. Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.

A Transport Statement and Framework Travel Plan have been prepared by Curtins in support of the application. The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance. Residential car parking of a total of 90 spaces is proposed to be provided in the proposed development, which represents a ratio of 78% provision. A total of 75 spaces would be provided in the courtyard areas, nine of which are designated as disabled parking bays. All spaces within house curtilages are minimum 3m wide and capable of future adaption to 3.6m wide.

It is acknowledged that this level of provision is below the 100% preferred within the suburb areas of the City. However, in this case, due to the good level of access to public transport and due to the potential detrimental impact from additional car parking on the overall quality and landscaped setting of the development, in this case the level of parking is considered to be appropriate to the scale, location and nature of the development. The development includes the provision of 100% secure cycle parking provision (1 space per dwelling) either within the curtilage of the dwellinghouses and within secure communal cycle stores within the ground floors of the apartment blocks. An Interim Travel Plan has also been produced, which would promote sustainable travel and discourage single occupancy car use. It is anticipated that this would also help to reduce car parking demand. It is also proposed to include some electric vehicle charging points into the development. This level of car parking and cycle parking has been assessed by Highway Services and they have confirmed that they are satisfied with what is proposed for this development in this location.

Following a review of road collision statistics, it is not considered that there is an existing safety issue that is likely to be exacerbated by the proposals. Relevant details of the proposed development quantum, layout, parking facilities and servicing arrangement has been provided.

Highway Services have confirmed however, that there remain concerns about the existing pedestrian facilities at the junction of Pottery Lane and Gorton Lane and that this would be exacerbated by the proposed development. Therefore, pedestrian improvements are considered to be required and the full details and implementation of these works will be requested through an off-site highways condition.

Due to the major nature of the development and the proximity of the site to a major road junction and existing properties, a Construction Management Plan (CMP) is requested to be submitted for this development. It has been agreed that this should be requested through the inclusion of an appropriately worded condition.

It is acknowledged that the development does not provide 100% car parking, however, it has been clearly justified that a reduced provision of parking provision at the site is acceptable due to the high level of cycle parking provision, the inclusion of electric vehicle charging points, the highly sustainable location and proximity to a wide range of public transport. Therefore, it is considered that the proposed development reduces dependency on car use with its proximity to excellent public transport links within the area and to the city centre. This approach is in line with the requirements of Core Strategy Policy T2 and reflects the highly accessible nature of the location.

Overall, it is considered that the development will have a minimal impact on the local highway network transport and there will be adequate car and cycle provision to serve the needs of the development. Travel planning will help take advantage of the sustainable location of the application site in order to further reduce the reliance on the car to the site. Servicing and construction requirements can also adequately met at the site. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Flood Risk/surface drainage

The total site area is approximately 0.981 hectares and following an assessment of the Environment Agency flood maps, it has been identified that Site 1 partially lies within Flood Zone 2 and Site 2 lies within Flood Zone 1. A Flood Risk Assessment is therefore required to support a planning application taking into consideration the impact of the Flood Zone 2 classification and to consider the management of surface water run-off. Therefore, the application has been submitted with a Flood Risk Assessment and Drainage Strategy completed by Curtins.

In relation to flooding, the report states that Site 1 is located partly in Flood Zones 1 and 2 and therefore the proposed development is required to pass the flood risk sequential test. The aim of the sequential test is to steer development towards areas at low risk of flooding. Therefore, the sequential test of this scheme would need to establish if there are equivalent alternative sites for residential development. Manchester City Council Core Strategy objective for new housing identifies that there is a need for approximately 18,280 new dwellings in East Manchester meeting the needs for the diverse and growing Manchester population. Housing should provide sustainable lifetime neighbourhoods with high quality environments and easy access to employment opportunities. Therefore, although Site 1 is partially located within Flood Zone 2, which includes a medium risk of flooding, the benefits for locating housing within this location provide far wider benefits for the occupants and the areas regeneration proposals.

The development site lies within Flood Zone 2, and therefore there is a medium risk of flooding as a result of a Fluvial flooding. The flood levels have been taken from the Corn Brook Study (2009) and the levels and map obtained from the Environment Agency. Floor levels should be raised above the predicted maximum flood level and where possible a minimum of 600mm above the predicted 1% flood level with allowance of 600mm freeboard. Floor levels are therefore proposed to be set a minimum of 52.100m with the majority of the plots far in excess of this level. As the site is located within Flood Zone 2, flood compensation works are not necessary.

The submitted report states that the following components have been included within the drainage design for the proposed development; Inspection, Manhole and Catchpit Chambers, Pipes, Gullies, an Attenuation Tank and a Flow Control Unit. The maintenance strategy should be implemented to ensure the drainage network is cleaned regularly and the routine maintenance and cleansing regime should be documented. The maintenance strategy should be adopted to ensure the drainage network is cleaned regularly and the routine maintenance and cleansing regime should be documented. Maintenance of the drainage network will be the responsibility of an on-site facilities management team.

The Flooding and Drainage Statement has been considered by the City Council's flood risk management team who consider that further consideration should be given to how the drainage systems at the site will work in order to prevent surface water run off along with examination of the implementation of sustainable urban drainage principles at the site along with their future management.

It is recommended that conditions of the planning approval are that such details are considered prior to the commencement of the development and that the system that is put in place is managed and maintained thereafter.

Sustainability and energy efficiency

Policy DM1 states that residential developments will be expected to satisfy the Code for Sustainable Homes standards. Policies SP1 and EN4 to EN6 of the Core Strategy focus on reducing emissions and achieving low and zero carbon developments. As the application site is located in the regional centre, the development is expected to demonstrate its contribution to this objective (policy EN5).

Policy EN4 in particular, requires the application of the energy hierarchy to ensure that passive measures, energy efficiency and low and zero carbon generation options are considered. This includes:

- minimising energy demands - consider passive design measures and optimise building envelope in terms of orientation, air tightness and insulation; and
- meet demands efficiency - specify energy efficient plant, heating, ventilation, lighting and system controls to facilitate efficient operation.

An Environmental Standards and Energy Statement has been prepared by Element Sustainability and has been submitted in support of this application. The statement outlines that the environmental performance of the proposed development has been reviewed against national and local policies. The material specification has also been reviewed and servicing strategy for the scheme and the building (carbon dioxide) emission rates for the various uses throughout the development have also been calculated.

Minimising the impacts of climate change is a key element of the proposed design. The proposed energy strategy will incorporate an enhanced 'fabric led' material specification, along with high quality design and construction standards to improve the energy efficiency of the buildings. These proposals will deliver a scheme that is

inherently energy efficient and cost effective during the lifetime of the homes which accords with the adopted Core Strategy Policy EN 4 and the Supplementary Planning Document (SPD) criteria.

The development will be designed and specified in accordance with the principles of the energy hierarchy in line with the adopted Core Strategy Policy EN 4. Given the uplift in emissions compliance criteria between the current (2013) and previous (2010) iterations of Building Regulation Part L, the proposed scheme has been demonstrated to be aligned with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy policies EN4 and EN6.

A full electric heating system is proposed, supplemented by photovoltaic modules. Allied to an enhanced fabric specification, this solution will ensure the development is highly efficient and provides a comfortable, affordable living environment for the occupiers whilst also achieving Manchester City Council's emissions reduction targets.

The key issues of Manchester City Council's Supplementary Planning Document (Environmental Standards) in accordance with the Core Strategy Policy DM 1 have been achieved by the proposals. These are as follows:

- Water management for the development will align with the regulatory standard specified to achieve a calculated daily consumption of <125litres/person/day through the specification of efficient water fixtures.
- Minimising the impacts of climate change is a key element of the proposed design. The proposed energy strategy will incorporate an enhanced 'fabric led' material specification, along with high quality design and construction standards to improve the energy efficiency of the buildings. These proposals will deliver a scheme that is inherently efficient and cost effective during occupation and that accords with the adopted Core Strategy Policy EN 4, EN6 and the Supplementary Planning Document (SPD) criteria.
- The development site is located within Flood Zone 1. The site drainage strategy will be designed to manage the surface water runoff to ensure that the peak rate and volume of surface water run-off will be no greater post-development than pre-development.
- Waste arising during construction and occupation/operation will be minimised. A site waste management plan will be adopted during construction. The dwellings will be provided with waste facilities and a comprehensive waste management plan for the site will accord with the local authority recycling scheme. Construction site management procedures will minimise adverse impacts on the environment and control pollution generated during the construction phase. These include a waste management strategy to reduce the quantity of waste generated, and to increase re-use and recycling of materials. A commitment will be made to minimise waste and pollution.
- The planting provision will be designed to provide an enhancement to the aesthetic value of the Site and also planting will be selected to improve the biodiversity and strengthen the ecological value of the site.
- Materials are proposed to be responsibly sourced, materials with low environmental

- impact will be selected and local suppliers will be prioritised. In combination this
- procurement strategy will minimise and conserve energy associated with transportation and waste generation.

It is noted that policy DM1 of the Core Strategy requires that a Code for Sustainable Homes rating criteria is achieved. However, on the 26 March 2015 the Code assessment criteria was revoked by Royal Assent. Whilst the assessment criteria has been revoked, it is still important to understand how a development performs, particularly in respect of waster efficiency and energy standards. In terms of the measures identified, and their contribution to the objectives of policy EN6, the overall energy performance of the development is satisfactory. There is an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. It is recommended that the energy standards form part of the conditions of the planning approval.

Designing out crime

Policy DM1 of the Core Strategy requires that consideration be given to community safety and crime prevention. The planning application is supported by a Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, which assess the proposal in terms of crime prevention and safety. It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Ground conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. A Phase 1 Preliminary Risk Assessment has been prepared by Curtins and is submitted in support of the planning application. It is recommended that Phase 2 intrusive survey is carried out across the site to investigate the identified potential pollutant linkages further. Therefore, it is recommended that a condition of the planning approval is that details should be submitted in relation to the contamination of the ground. Once the remediation strategy has been approved this shall be implemented and a verification report submitted on completion of the development to verify that all the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Waste

A major residential use development of this nature will generate a significant amount of waste which will need to be managed on a daily basis. Policies EN19 and DM1 of the Core Strategy require that applicants show consistency with the waste hierarchy which principally seeks applicant to re-use and recycle their waste. Full details on the waste strategy have been submitted within the Design and Access Statement. In summary, it has been confirmed that in determining the overall refuse collection strategy for the development, reference has been made to the document 'GD04 –

Waste Storage and Collection Guidance for New Developments: Version 6.0'
produced by Manchester City Council.

Each individual house has allowance for a hard, imperviously paved external area within the rear garden to house 4no. 240l bins. For each apartment 0.43m² of space for refuse storage is provided. Space to manoeuvre and access containers individually is also provided so that bins can be removed from the stores for collection and accessed individually by residents. The waste collection strategy will be as follows. Residents will deposit waste and recycling in the refuse storage areas. On collection days full refuse bins of general waste and recycled waste will be wheeled out to designated bin collection points on Gorton Lane and Polesworth Close for collection and then returned to the refuse stores. This will be overseen by the applicant's facilities management team.

The submitted waste management strategy has been assessed by Environmental Health and in relation to waste management for the residential units, the Waste Management Strategy submitted with the application is considered to be acceptable. The arrangements ensure maximum ease and efficiency for residents and ensure that waste is contained within a specified area. The proposal therefore accords with policies DM1 and EN19 of the Core Strategy in this regard.

Air Quality

An Air Quality Assessment has been submitted in support of the planning application. The proposed assessment states that a qualitative assessment of the potential dust impacts during the construction of the development has been undertaken. Through good practice and implementation of appropriate mitigation measures, it is expected that the release of dust would be effectively controlled and mitigated, with resulting impacts considered to be 'not significant'. All dust impacts are considered to be temporary and short-term in nature. The change in NO₂ and PM₁₀ concentrations at receptor locations in the area is classified as a 'negligible' impact and not predicted to lead to any exceedances of the annual mean or the 1-hour mean AQOs. The overall effect is considered 'not significant'. The Site Suitability assessment determines that no mitigation is required for the Proposed Development to comply with the AQOs. As such, it is not considered that air quality represents a material consideration to the development proposals, which conform to the principles of National Planning Policy Framework and the Manchester City Council Local Plan.

The submitted Air Quality Assessment has been assessed by Environmental Health, and advise that, notwithstanding the conclusions of that report, that construction impacts may be mitigated and predicted operational phase impacts are not significant, good practice principles should be applied to the operational phase of the development in accordance with IAQM Planning Guidance. Construction phase impacts should be addressed in accordance with IAQM construction guidance under the recommended CEMP condition, otherwise these impacts should also be addressed under the Air Quality condition. Therefore, a condition is requested to address the outstanding issues relating to air quality.

Residential amenity and other Resident Objections

It is acknowledged that there are existing residents living around the application site and there would be a significant increase in the amount of development on the site compared to the existing open land. Objections have been raised from some residents on Polesworth Close in relation to the landscape and the visual impact of the development, highway/access and parking issues and the change to the character of the neighbourhood and crime relates issues. The applicant has provided a detailed response to all of the issues raised as follows.

In response to the loss of Trees and Biodiversity, it has been stated that whilst care has been taken to retain trees where possible, such as along the western boundary of the sites to maintain the buffer to Pottery Lane, bringing forward development on the site means retaining all trees is not feasible. The majority of existing trees to be removed are in poor condition (category C) and/or are non native species. The loss of trees is proposed to be mitigated by an extensive tree planting strategy including native tree screen planting to the frontages of 9-17 Poleworth Close and street frontage tree planting opposite 1-7 Polesworth Close. Greater Manchester Ecology Unit have commented on the proposals and have confirmed they are in support of the tree removal and planting strategy incorporating more native species adopted. This project seeks to contribute to and enhance the natural and local environment by minimising impacts on biodiversity by providing net gains in biodiversity where possible. As confirmed in the Ecological Assessment a scheme for biodiversity enhancement measures will be implemented on site as part of the development.

In response to the highway related matters, it has been confirmed that the concerns raised by residents on Polesworth Close are noted regarding increased car trip generation as a result of the development. An increase in trip generation is expected, and has been documented in the Transport Statement and Travel Plan prepared by Curtins (section 5.3). Across the entire development, 42 two way movements in the AM period and 44 two way movements during the PM period are predicted. This would equate to 30 two way AM and 34 two way PM movements from the apartments accessed from Polesworth Close, far less than the circa 100 trips predicted in the comment. Other factors including the accessibility of the site by public transport, and a robust travel plan to be put in place throughout the life of the development (refer to Interim Travel Plan prepared by Curtins), are expected to further reduce the number of vehicular trips generated to and from the site.

The comments regarding parking appear to refer to an area of highway, which is part of a turning head for refuse vehicles and not designated parking spaces. Parking spaces for residents of 9-17 Polesworth Close are within a dedicated parking court opposite the turning head, on land managed by One Manchester. It can also be confirmed that no concerns have been made by Highway Services regarding parking or highways access across the developments, or increased trip generation on Polesworth Close.

Finally in response to the crime and security concerns raised, even though the concerns raised are acknowledged, it is considered that bringing forward development on this vacant site would have the opposite effect. The Crime Impact Statement prepared by GMP and submitted as part of the application is supportive of the proposals, and states clearly that the development will help reduce crime and anti social behaviour and support a safer community. The report states, "The proposal

provides a new use and the development of redundant land that has the ability to foster anti social behaviour. Greater opportunities for additional natural surveillance within and around the sites will support a safer community”, and, “The development will help to continue to repopulate this part of the city and add to the general activity throughout the day and at weekends.”

The proposed development has also been assessed in relation to any loss of privacy, any overbearing and overshadowing impact on existing properties, and in general on the amenity currently enjoyed by the occupants of these existing buildings. The properties situated on Gorton Lane are two storey properties set back from the highway with a small front garden leading up to the frontage of the houses. The new development proposes a number of two storey dwellings on this frontage that will also be set back from the highway to allow parking to the front of the houses. The distance between the existing buildings and new properties will be between 22 and 24 metres. This is considered to be an appropriate separation distance and it is not considered that any undue loss of privacy will arise.

The apartment building at the southern tip of site 1 will be 3 storeys in height. The windows in the west elevation of this property will retain a separation distance of 25 metres to the properties opposite on Gorton Lane, again this separation is considered to be acceptable. The distance to neighbouring properties here combined with the limited scale and massing of the proposed built form means that no overbearing impacts or significant overshadowing is likely to occur.

When assessing site 2, the properties to the south on Polesworth Close include a separation of 21 metres between the existing two storey properties and the two storey properties proposed on the application site will be achieved, which again is considered to be acceptable and will not cause any undue loss of privacy for existing residents. The proposed apartments at the south of site 2 are proposed to be 3 storeys and sit opposite two storey dwellings on Polesworth Close. The distance between the properties will be 19 metres with a car park and tree planting between. In light of this proposed relationship it is considered that there will be limited harm to the amenity of existing residents.

On the opposite side of Pottery Lane to the west, occupiers within the apartments on Pottery / Wenlock Way will be located over 33 metres from the new build housing and separated by the main radial route of Pottery Lane. The separation distance is considered to be acceptable and no undue loss of amenity for these existing residents is likely to arise.

A Daylight / Sunlight impact assessment has been submitted to accompany the application. This reveals that the daylight and sunlight results are excellent for a development of this nature.

Therefore, it is considered that this vacant site will benefit from well designed good quality buildings, and that the development will not create a significant adverse and harmful impact on the outlook experienced from existing residential properties. Therefore, it is considered that the proposals are in accordance with Policy DM1 of the Core Strategy.

Permitted development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable. It is recommended that a condition of the approval should clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a House of Multiple Occupation (HMO) falling within use classes C3(b) and C3(c) without the requirement for formal planning permission. This is to protect this development and its future residents from the problems associated with the change of use of properties to HMO's and to promote family accommodation and sustainability within this neighbourhood.

TV reception

Due to the height of parts of this proposal and the presence of existing residential properties in the area, a Pre-Construction Signal Reception Impact Survey was conducted by Astbury, and has been submitted in support of this application. Any potential impacts to the reception of analogue terrestrial television, digital terrestrial television (Freeview) and digital satellite television services (such as Freesat and Sky) of the surrounding residential buildings have been assessed.

The report concludes that additional signal degradation will be negligible, with properties closest to the development suffering more due to the proximity of the new building. If any permanent degradation of TV signals is experienced upon completion of the new build, mitigation will be necessary. Common mitigation measures can include, but not limited to replacement of receiving aerial with a more directional or higher gain, aerial; the repositioning the receiving aerial so that the received signal is stronger, directing the receiving aerial to an alternative transmitter that covers the area and retuning the television accordingly, upgrading antenna cabling and connections, the installation of signal amplifiers, the development of a bespoke local solution using a receiving aerial some distance from the dwelling, a combination of the above and replacing terrestrial reception equipment with satellite reception equipment or cable.

Therefore, it is recommended that a condition of the planning approval shall be that appropriate mitigation should be addressed if a post completion study identify that such measures are necessary.

Inclusive Access

The proposed development has been designed to be fully inclusive in terms of access. As outlined within the Design and Access Statement, equal access will be provided throughout the development to comply with Building Regulations part M (Category 1). Within apartment blocks B, C and D there will be full lift access to all floors. The upper level of the 3-storey block on site 1 (block A) will be served by a stair only. Communal core areas will be sized to allow for 1500mm wheelchair turning circles. The ground floor level of each of the blocks will be set to achieve level access at entrances and private terraces.

External areas of the site will generally be flat or within the minimum gradients set out in Part M of the Building Regulations. Disabled car-parking bays are provided within the car park areas. Each parking bay to the houses will be approximately 3 metres wide, and will be capable of enlargement should this be required in future.

The proposals will create an inclusive environment by ensuring that disabled people will use the same entrances as other users of the building, there is level access to the main entrance and provisions of fully accessible lifts will mean that all floors will be universally accessible without the need of supervision or assistance. Therefore, it is considered that the development will be accessible to all and is considered to be accessible.

Pre-commencement Conditions

In accordance with s100ZA of the Town and Country Planning Act 1990 (as amended) introduced on the 1st October 2018, the City Council gave written notice to the applicant in relation to the intention to include a number of pre-commencement conditions relating to flood risk, drainage, contaminated land, invasive species report and the submission of a construction management plan. A letter was sent to the applicant on the 20th November 2018 and it was confirmed in writing by the agent on the 5th December 2018 that the applicant was happy for all the recommended pre-commencement conditions to be included.

Conclusion

This application is considered to support the strategic aims for the City and this neighbourhood by delivering a high quality scheme in a priority location. The redevelopment of this site with a quality development will bring forward major environmental and regeneration benefits to the neighbourhood. The proposals would bring about the comprehensive redevelopment of the site and will be a major catalyst for further regeneration in this area. It is considered that the scheme would transform this junction on a main radial route in the City with the provision of quality residential accommodation close to existing employment opportunities and a range of locally available services.

The proposal will see the redevelopment of a brownfield site where the site is currently underused, within the heart of one of Manchester's key regeneration areas and positioned along a main radial route in the City. A total of 115 spacious residential units will be created which will contribute to the City's residential growth strategy and help support neighbourhoods of choice by introducing affordable accommodation. Careful consideration has been given to the siting, scale and appearance of the development to ensure it provide a high quality development along with minimising the impact on existing residents. Matters of car parking, cycle parking, highways, noise, ecology, flood risk and sustainability have all been considered along with ground conditions, designing out crime and waste management.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations)

have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Head of Planning, Building Control and Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this development where early discussions took place regarding the scale, design and appearance of the development, accommodation type and mix along with highway impacts. Further work and discussions have taken place with the applicant through the course of the application, particularly in respect of the highway related matters, external noise, and the waste management strategy, along with other matters arising from the consultation and notification process. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions to be attached to the decision

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

L0300 REV C
L0303 REV B
L0301
L0 310 REV B
L0302 REV D
L611-B
L612-B
L613-B

L610-B
L1607
001A / 1, 2, 3 REV A
AFFORDABLE HOUSING STATEMENT
AIR QUALITY ASSESSMENT
BIODIVERSITY SURVEY AND REPORT
DAYLIGHT OR SUNLIGHT ASSESSMENT
FLOOD RISK ASSESSMENT
PHASE 1 PRELIMINARY RISK ASSESSMENT
04 REV A
03 REV A
02 REV A
01 REV B
LANDSCAPE STRATEGY DOCUMENT
ACOUSTIC PLANNING REPORT
OPEN SPACE ASSESSMENT
PLANNING STATEMENT
L0002
L0003
L0110 REV A
L0120 REV D
L0140
L0145 REV A REFUSE STRATEGY
SIGNAL RECEPTION IMPACT SURVEY
L0001
TRANSPORT ASSESSMENT
TRAVEL PLAN
TREE SURVEY OR ARBORICULTURAL IMPLICATIONS
CRIME IMPACT STATEMENT
MANAGEMENT AND MAINTENANCE PLAN
Stamped as received by the Local Planning Authority on the 12th October 2018

Email from OMI Architects received 19th December 2018

L1643 REV C
L1642 REV C
L1641 REV C
L1640 REV C
L1633 REV C
L1632 REV C
L1631 REV C
L1630 REV C
L1623 REV C
L1622 REV C
L1621 REV C
L1620 REV C
L1613 REV C
L1612 REV C
L1611 REV C
L1610 REV C

L1609 REV A
L1608 REV A
L1607 REV A
L1606 REV A
L1605 REV A
L1604 REV A
L1603 REV A
L1602 REV A
L1601 REV A
L1600 REV A
L0311 REV C
L0140 REV A
L0106 REV D
L0105 REV G
L0104 REV G
L0103 REV G
L0102 REV G
L0101 REV H
L0100 REV K

ACOUSTIC PLANNING REPORT REV 2

Stamped as received by the Local Planning Authority on the 3rd January 2019

Drawings numbered:

L1700 Rev A
L1701 Rev A
L1702 Rev A
L1703 Rev A

Environmental Standards and Sustainability Statement

Stamped as received by the Local Planning Authority on the 11th January 2019

Email from OMI dated 1st February 2019 relating to boundary treatments

Email from OMI dated 1st February 2019 relating to Electric Vehicle Charging Points

Email from OMI dated 1st February with attached Waste Management Strategy

Plan numbered L0100 Rev L received 4th February 2019

Email from OMI dated 4th February 2019

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) Based on the principles of the materials outlined within the Design and Access Statement, prior to the erection of the above ground structure samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall then be constructed in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1, EN1 and DM1 of the Core Strategy.

4) a) The development shall be completed in accordance with the Phase 1 Preliminary Risk Assessment by Curtins dated 27 July 2018, stamped as received by the Local Planning Authority on the 12th October 2018.

b) The development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

c) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

5) Prior to the commencement of the development, a scheme for the drainage of surface water from the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. The development shall then be constructed in accordance with the approved details, within a previously agreed timescale. Prior to the first occupation of the development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, further consideration should be given to the control of surface water at the site in order to

minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

6) Prior to the first occupation of the development hereby approved, details of the implementation, maintenance and management of a sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt the scheme shall include the following:

- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, details are to be provided that further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

7) Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

8) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the new dwellings hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to Policies T2, SP1 and DM1 of the Core Strategy.

9) Prior to the first occupation of the development hereby approved, full detailed designs (including specifications) of any necessary off site highways works to mitigate the impact of the development (including any pedestrian crossing improvements to the Gorton Lane / Pottery Lane junction, any additional TRO's, footpath resurfacing, the closure of any redundant crossings and the creation of new vehicle cross overs and pedestrian routes), shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, prior to the proposed accommodation first being brought into use.

Reason - In the interests of highway safety due to the increased traffic flow generated from the development, pursuant to policy T1 of the Core Strategy for Manchester.

10) The provision of space and facilities for bicycle parking spaces within the development shall be completed in accordance with the Design and Access Statement and drawing numbered L0100L REV L received by the Local Planning Authority on the 3rd January and 4th February 2019. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Core Strategy and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

11) Prior to the first occupation of the development hereby approved, full details in relation to the provision of electric charging points shall be submitted to and approved in writing by the Local Planning Authority. The proposed electric vehicle charging points shall then be fully implemented in accordance with the approved scheme prior to the first occupation of the development.

Reason - In the interest of the residential amenity of the occupants of the development due to the air quality surrounding the development and to secure a reduction in air pollution from traffic or other sources in order to safeguard the amenity of nearby residents from air pollution, pursuant policies SP1, EN16 and DM1 of the Core Strategy for Manchester, and Greater Manchester Air Quality action plan 2016.

12) The development hereby approved shall be operated in accordance with the Travel Plan completed by Curtins stamped as received by the Local Planning Authority on the 12th October 2018.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item the

approved commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time, shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

13) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on the Landscape drawings by DEP Landscape Architecture Ltd ref 01 Rev B, 02 Rev A, 03 Rev A and 04 Rev A, stamped as received by the Local Planning Authority on the 12th October 2018, shall be implemented not later than 12 months from the date of commencement of works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

14) No trees shall be felled, or have any works undertaken on them, during the bird nesting season (March to July inclusive), unless prior consent is granted by the City Council as Local Planning Authority.

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy EN15 of the Core Strategy for the City of Manchester and National Planning Policy Framework.

15) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

16) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

- a. No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning

authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

- b. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
- c. The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

17) Prior to the occupation of the development hereby approved, a scheme for delivering biodiversity enhancement at the site as outlined within the Ecological Assessment by Urban Green, stamped as received by the Local Planning Authority on the 12th October 2018, shall be submitted to and approved in writing by the City Council as the local planning authority. The biodiversity enhancement measures shall be implemented in accordance with the approved scheme.

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policy EN15 of the Core Strategy.

18) Prior to the commencement of development (including demolition, ground works, vegetation clearance), an invasive non-native species protocol shall be submitted to and approved by the local planning authority, detailing the containment, control and removal of Japanese Knotweed on site. The measures shall be carried out strictly in accordance with the approved scheme.

Reason - To prevent the spread of Japanese Knotweed, which has been found on part of the site in accordance with the Wildlife and Countryside Act 1981.

19) The development hereby approved shall be carried out in accordance with the Environmental Standards and Energy Statement completed by Element Sustainability stamped as received by the City Council, as Local Planning Authority, on the 11th January 2019. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

20) The development shall be carried out in accordance with the Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police dated 6th July 2018, stamped as received by the City Council, as Local Planning Authority, on the 12th October 2018. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

21) a) The development hereby approved shall be completed in accordance with the revised noise assessment prepared by Lighthouse Acoustics ref 0405/APR1 Revision 2, stamped as received by the City Council, as Local Planning Authority, on the 3rd January 2019, in relation to the acoustic treatment of the residential accommodation and external areas of the development hereby approved.

b) Prior to the first occupation of the development hereby approved, acoustic test data for the proposed glazing and full details in relation to the background ventilation systems, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of the accommodation.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

22) The development hereby approved shall be completed and operated in accordance with the Waste Management Strategy contained with the Design and Access Statement received on the 3rd January 2019, the plan numbered L1045 Rev A received on the 12th October 2018 and the City Council's Waste Management Proforma stamped as received by the Local Planning Authority on the 1st February 2019 in relation to the waste strategy for the residential accommodation hereby approved. The refuse arrangements shall be put in place prior to the first occupation of the development and remain in situ for as long as the development is in use.

Reason - To ensure adequate refuse arrangement are put in place for the commercial unit pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

23) a) The development hereby approved shall be carried out in accordance with the Air Quality Assessment prepared by SLR stamped as received by the City Council, as Local Planning Authority, on the 12th October 2018. Good practice principles should be applied to the operational phase of the development. The approved details shall then be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - In the interest of the residential amenity of the occupants of the development due to the air quality surrounding the development and to secure a reduction in air pollution from traffic or other sources in order to safeguard the amenity of nearby residents from air pollution, pursuant policies SP1, EN16 and DM1 of the Core Strategy for Manchester, and Greater Manchester Air Quality action plan 2016.

24) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

25) The development hereby approved shall be completed in accordance with the Pre-Construction Signal Reception Impact Survey was conducted by Astbury received by the Local Planning Authority on the 12th October 2018 in relation to the assessment of the impact of the development on television signal reception within the potential impact area. The measures identified in the report must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

26) The positions, heights, and type of boundary treatment around the development hereby approved shall be erected in accordance with the plans numbered L0140 Rev A stamped as received by the Local Planning Authority on the 3rd January 2019 and the email from OMI Architects dated 01/02/2019. The approved scheme shall be implemented in full before each particular property is first occupied and retained as such thereafter.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with Policies SP1, EN1 and DM1 of

the Core Strategy, and the guidance provided within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

27) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn, or as may be otherwise agreed in writing by the City Council as local planning authority. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved scheme shall be implemented in full prior to the first use of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

28) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

29) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification) no garages or extensions shall be erected onto the new build properties within the development hereby approved other than those expressly authorised by this permission.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 121537/FO/2018 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

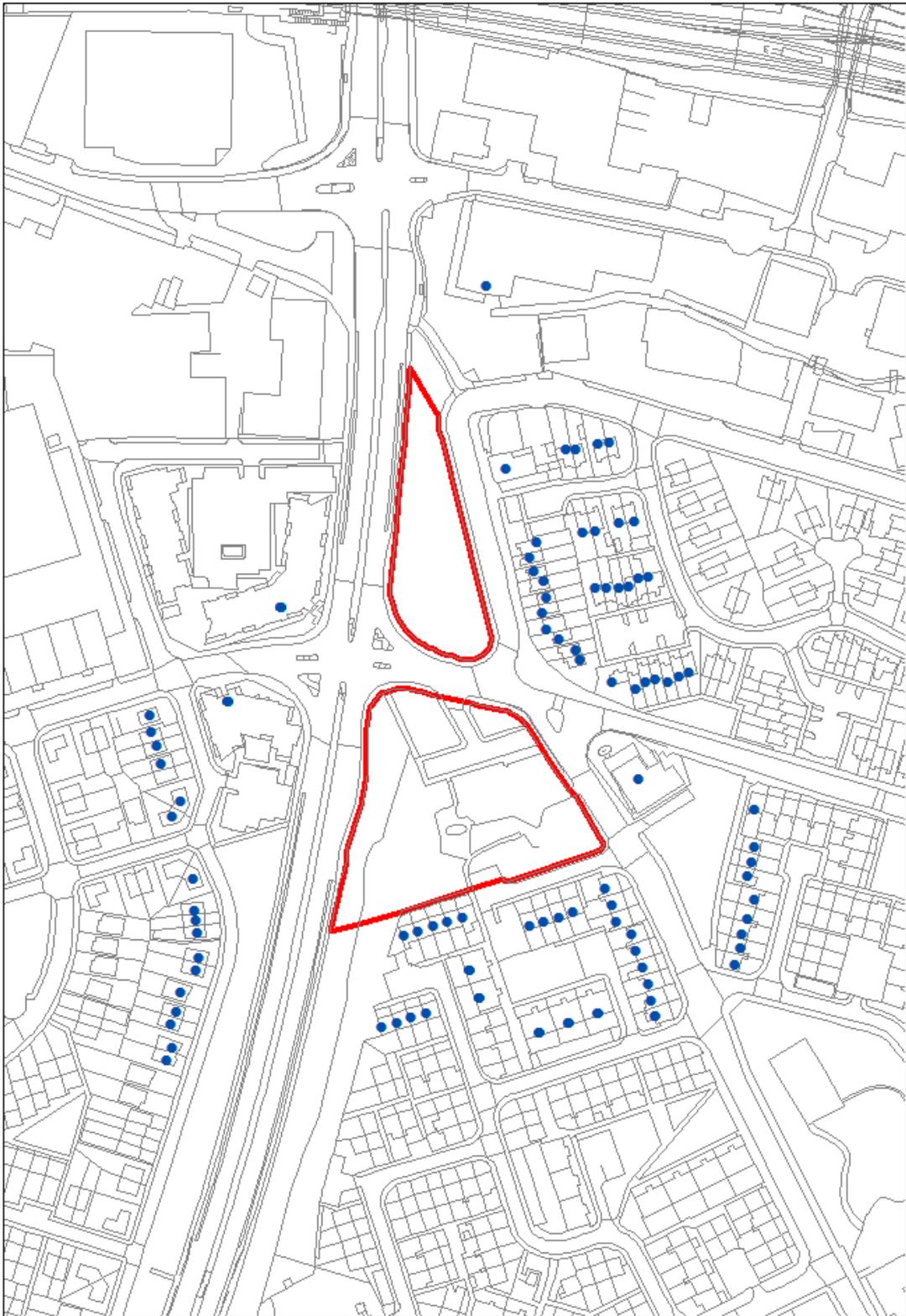
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health

Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
United Utilities Water PLC

A map showing the neighbours notified of the application is attached at the end of the report.

Relevant Contact Officer : Jeni Regan
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 Application site boundary  Neighbour notification
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