

PLANNINGSTATEMENT

KIRKLAND DEVELOPMENTS

VINE STREET, GORTON

2020-040

DECEMBER 2020

Signing off Sheet

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1.0 Introduction

1.1 This Planning Statement has been prepared by NJL Consulting on behalf of Kirkland Developments in support of an outline planning application at Vine Street, Gorton.

1.2 The application seeks permission for:

'Outline Planning Application for the development of 25 dwellings with all matters reserved except for layout and access.'

Purpose and Content of the Planning Statement

1.3 This Statement identifies the key planning issues that will need to be considered during the application process and assesses compliance with local and national planning policy as well as other relevant material considerations.

1.4 **Section 2** of this document provides the site context including the description of the site, its location, the local services and facilities on offer within Gorton, and the planning history of the site.

1.5 **Section 3** of this document highlights the consultation process undertaken as part of Kirkland Developments' early engagement with interested parties.

1.6 **Section 4** provides details of the proposed development

1.7 **Section 5** provides the relevant policy context for the site, reviewing national and local policy

1.8 **Section 6** utilises the previous sections to provide the case for development at Vine Street.

1.9 **Section 7** provides summary of the technical reports prepared in relation to the proposed development.

1.10 **Section 8** explains how the proposal constitutes sustainable development and provides a planning balance assessment.

1.11 **Section 9** provides a summary of preceding sections and concludes on the appropriateness of the scheme when judged against the appropriate policy context.

Supporting Documentation

1.12 Also submitted in support of this application are the following documents:

Document	Prepared by
Planning Application Forms and Certificates	Michael Steward Architecture
Planning Statement	NJL Consulting
Design & Access Statement	Michael Steward Architecture
Energy Statement	TWC Consulting
Drainage Assessment	Scott Hughes
Phase I Land Contamination Report	Applied Geology
Coal Mining Report	The Coal Authority
Ground Investigation maps & plans	Groundsure
Structural Design Philosophy	Scott Hughes
Transport Statement	Vectos
Crime Impact Statement	Design for Security
Preliminary Ecological Appraisal	Biora Limited
Outdoor Lighting Report	Hartton
Arboricultural Impact Assessment	Biora
Affordable Housing Statement	Southway Housing Trust
Affordable Housing Management	Southway Housing Trusts
Broadband Connectivity Assessment	GTech Surveys Limited
Noise and Vibration Survey	AEC
Air Quality Assessment	Redmore Environmental
Archaeology Letter	Greater Manchester Archaeological Advisory Service
Waste Proforma	Manchester City Council

1.13 The following plans have also been submitted in support of the application:

Plan	Ref
Site Location Plan	PL01
Layout Plan	PL02E
Layout Strategy	PL05
Site Analysis Plan	SA 01
Site Analysis Photographs 1/4	SA 02
Site Analysis Photographs 2/4	SA 03
Site Analysis Photographs 3/4	SA 04
Site Analysis Photographs 4/4	SA 05

Floor and Ground Levels	SX 01 site cross sections SX02 site long sections
Topographical Land Survey	S18-442
Proposed Lighting and Installation Design Layout	22050-D-01
Ecological Constraints & Opportunities Plan	SE0920-01_ECOP01
Utility Plans	N/A

- 1.14 The planning application comprises of all requisite information reflecting the local and national validation requirements as those necessary to ensure the application's validation and determination. This has been confirmed by Manchester City Council (MCC).

2.0 The Site Context

The Application Site and Surrounding Area

- 2.1 The application site is located within the predominantly residential area of Gorton North. The site is accessed from Vine Street, which links with Ashton Old Road (A635) to the north, itself a direct link between Manchester City Centre and the motorway network.
- 2.2 The site constitutes previously developed land associated with the railway and comprises approximately 0.8 hectare with a net developable area of 0.61 hectare. The site is bounded by rail tracks to the north, residential properties to the east and south, and the MOT centre to the west. The area mostly constitutes a tight network of Victorian/Edwardian terraced streets, post war housing and 21st century new development.
- 2.3 To the south is Vine Street Community Park and further beyond is an area of open space maintained by the City Council, which comprises a small playground and a five-a-side pitch. These facilities are used by local families and are a valuable local resource.
- 2.4 Importantly, access to the site by public transport is excellent. Gorton railway station is located to the west of the site on Lees Street, c.260m from the site. The station provides regular services to destinations including Rose Hill, Marple and Manchester Piccadilly. In addition, bus stops are located on Jetson Street and Abbey Hey Lane to the east, with the closest bus stop located 250m from the site and an additional four stops located within 400m of the site. Regular bus services connect the site with Ashton-under-Lyne, Droylsden, Reddish, Stockport, Chorlton, Levenshulme and Manchester City Centre.
- 2.5 The site is also located approximately 400 metres south of Openshaw district centre which contains a range of local services and facilities commensurate with its size and position within the City's retail hierarchy. There are also additional local services and facilities within walking distance of the site including a number of schools close by.
- 2.6 The site is allocated for housing under saved Policy GO5b of the Manchester Unitary Development Plan comprising of previously developed land that is currently under-utilised and in need of regeneration.

Planning History

Application Site

- 2.7 There are a number of planning applications related to the site, most of which only partially cover the application site boundary.
- 2.8 In February 1997, an *'Outline planning application for the erection of 42 dwelling houses'* has been approved (ref. 050547/00/CENTL2/96).
- 2.9 Another application was approved in August 1997 (ref. No: 048674/FO/CENTL2/95) for *'the infilling of the railway cutting with excavated inert material to upper embankment level to provide public open space and a creation of a Landscaped Public Footpath and Bridleway/Cycle Route'*.
- 2.10 In 2007, an application (ref. 082983/FO/2007/N2) for *'Erection of 25 dwelling houses with associated parking and landscaping'* was refused, due to the fact that the scheme would represent piecemeal development an allocated site. It was also concluded that crime and anti-social behaviour was likely to occur on the allocated site.
- 2.11 An application for *'Residential development comprising the erection of 62 dwellinghouses (mix of semi-detached and detached 2 storey houses) with two new vehicular access points onto Vine Street, a new loop road and associated car parking, landscaping and boundary treatments'* was submitted and withdrawn in 2008 (ref. 085653/FO/2008/N2).
- 2.12 Recently, in 2013, permission was granted for the *'Proposed erection of a part single part two storey specialist rehabilitation and recovery facility (Class C2) with associated access from Vine Street, car parking, boundary treatments and landscaping'* (ref. 102193/FO/2013/N2). This development was proposed within the same site boundary as this outline application.

Applications of Relevance

- 2.13 Full planning permission (Ref: 104855/FO/2014/N2) was granted on land immediately to the south of the application site in 2014, for the following:
- 'Erection of 46 dwellings with associated access from Vine Street, landscaping and car parking including the provision of a road linking Gathurst Street and Vine Street.'*

- 2.14 The permission resulted in the partial development of the saved UDP housing allocation, with the scheme being delivered by Southway Housing Trust to address the local shortfall in affordable homes to purchase. Noting the relationship with the application site it is important that any proposed layout and design has been carefully considered in order to avoid any impact upon residential amenity.

3.0 Statement of Community Involvement

- 3.1 Planning guidance states that pre-application consultation with communities, local authorities and statutory consultees can bring a number of benefits to the process of determining planning applications. Against this background, Kirkland Developments have sought to consult with interested parties, in accordance with guidance in relation to community involvement in the planning system.

Policy Context

National Planning Policy Framework

- 3.2 The National Planning Policy Framework (the Framework) sets out the benefits of pre-application discussions within a section titled 'pre-application engagement and front loading'. Paragraph 39 of the Framework states that *'early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community'*.

Planning Practice Guidance

- 3.3 With regard to consultation and community engagement, the PPG notes: *'Pre-application engagement by prospective applicants offers significant potential to improve both the efficiency and effectiveness of the planning application system and improve the quality of planning applications and their likelihood of success'*.

Manchester City Council Statement of Community Involvement (2018)

- 3.4 Manchester City Councils Statement of Community Involvement (SCI) states how the Council will engage with interested parties in the preparation, alteration or revision of the various components of the LDF and in the decision-making process for planning applications.
- 3.5 The document also states that the Council will *'encourage developers to consult with the community before they submit a planning application'* and that *'will encourage developers to consult with various parties, which could include equalities groups, as well as with specific infrastructure and service providers who can advise developers on any need for increased provision of services'*.

- 3.6 The SCI highlights that *'Pre-application consultation is beneficial to both the community and the developer as it allows the developer to design a proposal which takes on board the opinions of the community. This will mean that there are likely to be fewer objections once an application is submitted'*.

Engagement with Manchester City Council

- 3.7 Pre-application advice was sought from the Manchester City Council through a series of informal pre-application discussions.
- 3.8 From the outset the design team has sought to deliver a high quality solution that provides a considered response to the site and its surrounding urban context. As a result of this pre-application engagement with the Council, the scheme design has evolved to take consideration of the following:
- The density of development, with the number of dwellings being reduced from 35 to a maximum of 25.
 - Promoting separation distances and residential amenity with neighbouring properties.
 - Reviewing access arrangements for potential residents and Network Rail.
 - The alignment of properties with neighbouring industrial uses to the west.
 - Maximising level access across the site noting the topographical constraints along the railway line.
- 3.9 Through close collaboration the design team has sought to take onboard feedback where feasible to do so in order to deliver a well-considered response to this unique site within Gorton.

Engagement with the Public and Other Local Political Stakeholders

- 3.10 A comprehensive public consultation strategy was launched informing details of the proposed development. Given the COVID-19 outbreak this was undertaken via a leaflet drop within the local community with an opportunity for residents to provide feedback by email.
- 3.11 The leaflet advised on the consultation process and details on the proposals, with the catchment area defined as the local community within the immediate surrounding area of the application site.

- 3.12 The public consultation ran for a period of one week, between 2nd December and 9th December 2020. Feedback was invited throughout the entirety of the consultation window, with a dedicated email address available during this time.
- 3.13 The feedback on responses received from the consultation is summarised below. The leaflet made clear that comments will continue to be monitored and duly considered through the determination of the application.
- 3.14 Key feedback points related to concerns over any proposed tree removal along the railway line for the following reasons:
- Reduced screening from noise and vibration caused by adjacent train movements;
 - The contribution these trees bring to local wildlife and habitats;
 - Increased risk of flooding and land instability;
 - The contribution the trees bring to enhancing the local streetscene and area and the positive wellbeing benefits arising from this.
- 3.15 Individual letters were issued to local ward members to provide an opportunity for further discussion on the proposals and consider any particular local concerns. A site visit with local councillors and NJL Consulting has subsequently been arranged for 14th December which will help to inform the application through the post-submission process.

4.0 The Proposed Development

Layout

- 4.1 The scheme will deliver 25 new residential dwellings with an access proposed off Vine Street. All other details are reserved for future consideration.
- 4.2 The proposed development comprises a mix of 2, 3, and 4 bedroom houses. With reference to Manchester City Council's Planning Policies the proposed density is 40 dwellings per hectare. Details of the proposed house types are presented in Table 1 below:

House Type	Number of units	Minimum area
2 bedroom 3 person semi detached	12	70 sq. m
2 bedroom 3 person terrace	3	70 sq. m
3 bedroom 4 person semi detached	6	87 sq. m
3 bedroom 4 person terrace	3	87 sq. m
4 bedroom 5 person detached	1	100 sq. m

Table 1: Tenure and house types

- 4.3 The tenure will be 100% affordable with the precise tenure mix of social, affordable or intermediate rent to be confirmed. This provision therefore represents a valuable contribution to meet the increasing demand for affordable homes and address the shortage of housing in Manchester.
- 4.4 The site layout has been informed by a set of parameters, most notably a 10m easement which extends along the railway line and the site boundary where no development is permitted.
- 4.5 The development will provide sufficient car parking and amenity space. Each dwelling will have 1 car parking space in accordance with the Council's parking standards and reflects the site's sustainable location.
- 4.6 Amenity space is provided in the form of defensible space at the frontage of properties and rear gardens. Front garden space ranges in size (excluding parking

spaces) from 12 to 25sq.m. with car parking either fronting dwellings or along the gable elevations and behind the building line.

4.7 Rear gardens spaces will range in size from 34 to 158sqm in size, providing sufficient private amenity space for residents and families. These areas will also accommodate a recycle and waste bins area, along with space for a cycle store for one bicycle.

4.8 The overall objectives for the site layout are:

- Create a sense of place of excellent quality dwellings and amenity space to enrich the lives and wellbeing of its residents.
- Create a strong solid frontage to Vine Street strengthening the street scape and urban grain.
- Form a safe and level vehicle and pedestrian access to the development, with minimum loss of existing Ash trees in the footway of Vine Street.
- Respond to the street geometry setting out parallel to the existing properties in the Southway Housing development adjacent to the site.
- Respond to the site topography.
- Maximize safety and minimize crime with active frontages, surveillance and secure curtilage of dwellings.
- Provide in curtilage car parking and appropriately sized amenity space in the form of front and rear gardens.
- Maximize the site use for residential purpose without common areas.
- Retain as many existing trees as possible.
- Ensure good sunlight/ daylight to all dwellings.

4.9 The application is accompanied by a Design and Access Statement which provides a framework for how the design of the development could be brought forwards and how the proposals deliver on key design standards.

Design

4.10 In terms of privacy distances, there is no conflict for dwellings along the Vine Street frontage as the space replicates the existing street pattern with the new elevations

set back 5.7m to follow the building line established by the new Southway Housing development.

- 4.11 The overlooking distance within the site between front habitable rooms is 17m, exceeding the 15m minimum policy guidance. The overlooking distance to the rear elevations of the adjacent Southway Housing development is 20.8m. In two instances the distance reduces to 14m, however those new dwellings will have no bedrooms in the rear elevation.
- 4.12 The new houses are positioned 6m from back of footpath where there is frontage parking, and 1.5m from back of footpath where parking is between gables. Distances to rear garden boundary is between 10.4m-16.4m.
- 4.13 All dwellings have an orientation to maximise natural daylight levels throughout all parts of the day and providing solar gains to principal rooms.

Access

- 4.14 A single new pedestrian and vehicular access is proposed onto Vine Street that will serve the new properties. The proposed access arrangements have been carefully considered and designed to minimise loss of existing trees along Vine Street and to achieve satisfactory visibility splays (achieving 2.4m back from the kerb line for a distance of 25m which is suitable for the 20mph speed restrictions on this road).
- 4.15 The internal access road will include pedestrian footways on each side built to an adoptable standard and in accordance with Manual for Streets. The internal layout of the site has been designed to reduce vehicle speeds.
- 4.16 In order to facilitate the proposed access one of the existing three trees which line Vine Street will be removed. However, the landscape proposals for the site will deliver compensatory tree and hedgerow planting to create attractive and well-defined private amenity space to both the front and rear of the proposed dwellings. It is important to note that the overall character of a tree lined street will be maintained as 2no. mature trees will be retained across the site frontage.
- 4.17 Site access to the railway will be maintained to ensure that Network Rail can continue to access and undertake relevant maintenance works when required.

Topography

- 4.18 The site topography rises approximately 2m from Vine Street. To enable a financially viable development which is also environmentally responsible, cut and fill is used across the site to minimise off-site removal. Levels for the dwellings and access road are designed to appropriate levels to minimise falls and any ramped access.
- 4.19 To achieve a suitable development width across the site, a level is set above the northern embankment of 80.00m and small retaining structures in some rear gardens divide lower and higher areas assisted with steps.
- 4.20 Levels of the dwellings and road are graded. Various boundaries use kickboards to raise the ground level and keep slopes of rear gardens manageable.
- 4.21 While some properties with lower tier gardens may not be fully accessible, the scheme has maximised level access for all users across the development including all of the proposed new dwellings. Level access will be maintained in garden areas to ensure that all users can access waste bins, cycle sheds, patio and drying areas.

5.0 Planning Policy Context

5.1 The statutory Development Plan Documents for Manchester comprise:

- The Manchester Core Strategy (2012-2027) (adopted July 2012);
- The Manchester Unitary Development Plan (adopted 1995) (saved policies).

5.2 Other key local and national policies and guidance that should be considered in the decision-making process include:

- National Planning Policy Framework (February 2019);
- Guide to Development in Manchester Supplementary Planning Document and Guidance (April 2007)
- Providing for Housing Choice Supplementary Planning Document and Guidance (September 2008)
- The Manchester Way – Manchester's Sustainable Communities Strategy (2006 - 2015)
- East Manchester Strategic Regeneration Framework (2008-2018)

5.3 The key planning policies and guidance within the above documents, against which this application should be assessed, are set out within **Appendix 1** of this statement.

5.4 In summary, the application site comprises of land that is allocated for housing located within a predominantly residential area. The principle of development is considered in more detail in Section 6.0 of this Planning Statement. All other policies and material considerations relating to design and technical matters and are considered in the following sections.

6.0 The Case for the Development

- 6.1 Proposals for new development should be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan in this case comprises the Manchester Core Strategy and the saved policies of the Manchester Unitary Development Plan.
- 6.2 In this section consideration is given to the key policies of the Development Plan and any other relevant material considerations to be considered in the decision-making process.

Principle of the Development

Site Allocation and Planning Context

- 6.3 The suitability of the site for residential development has previously been accepted by the Council through policy adoption and decision making on previous applications.
- 6.4 The application site comprises former railway land which benefits from an allocation for housing under saved Policy GO5b of the Manchester Unitary Development Plan. The site comprises previously developed land that is currently vacant and under used and in need of regeneration.
- 6.5 Moreover, the City Council granted planning permission on the application site for residential development in 1997 and a specialist residential and rehabilitation facility (C2 use) in 2008. This reinforces that the principle of residential development on the site is acceptable.
- 6.6 The NPPF is unequivocal on the Government's objective of significantly boosting housing supply and making efficient use of brownfield land. The principle of new housing within a predominantly residential area is therefore wholly acceptable and will help regenerate an under-utilised site to provide greater housing choice.
- 6.7 On this basis, the principle of development accords with Core Strategy Policies SP1, H1, H2 and H4 and saved Policy GO5 of the Manchester UDP.

Making Efficient Use of Land

- 6.8 While the site comprises of under-utilised brownfield land owing to its history as former railway land, pre-application discussions with the Council's Planning Officer brought

to the applicant's attention that the application site should be considered against its recreational value to the local community as an area of open space.

- 6.9 With reference to the Council's latest evidence base (Open Space and Recreational Needs Assessment 2009), the site is not identified as formal public open space within 'Map 14.2 – Open space, sport and recreation provision in East Manchester' which identifies the spatial distribution of various typologies.
- 6.10 Noticeably, the site is not assessed as amenity green space. Instead, Map 14.5 identifies the site and the adjacent residential development delivered by Southway Housing Trust, as 'natural and semi-natural open space'.
- 6.11 The site however remains a housing allocation under saved UDP Policy GO5 which was carried over on adoption of the Core Strategy in 2012 and forms part of the Development Plan. Evidently, the Council concluded the site as being acceptable for housing regardless of any reference made at the time in their own evidence base to the site as natural and semi-natural open space. It was therefore not seen as a constraint to development of the site for this purpose.
- 6.12 This is exemplified in the determination of the residential scheme recently delivered by Southway Housing Trust, which did not require a formal Open Space Assessment to be submitted. Moreover, while the Delegated Officer Report for this application (Ref: 104855/FO/2014/N2) noted the site as natural and semi-natural open space, the report concluded that this in no way constrained development of the site.
- 6.13 It is therefore concluded that development of the site for housing and subsequent loss of semi-natural open space is wholly acceptable on the following grounds:
- While there is a deficit in this provision across East Manchester, the area benefits from a higher open space provision compared to elsewhere in the city and a more even spatial distribution when reviewing the inset maps within the Open Space and Recreational Needs Assessment 2009.
 - At a more localised level, residents in the area benefit from sufficient access to a natural or semi natural open space within the recommended 15-minute walk time. For example, located to the south of the site and within just a 7-minute walk is an area of natural open space across Abbey Hey Lane, which offers stronger recreational value to the local community with more opportunities for areas of natural play and similarly benefits from the Fallowfield cycle loop.

- The site benefits from good local facilities located within just 5-minutes' walk such as Vine St Community Park, Dane Street Park and Delamere Park. The loss of any limited recreational value that may be attributed to the application site will clearly not have a significant impact on the overall distribution of all forms of recreational facilities.
- Provision of well-sized gardens provides further opportunities for recreational and children's play within the development, which the Assessment notes as an identified need within East Manchester.
- The Council accepted the adjacent site developed by Southway Housing Trust functioned mainly for fly-tipping than offering any recreational purpose. Similarly, the application site is private land with no recreational value and has also been subject to fly-tipping and reports of anti-social behaviour.

6.14 Noting the site's history as former railway land, its inherently limited recreational value, and the extent to which it currently detracts from the local streetscene, the proposed development of the site is therefore fully consistent with national policy¹ which requires the *'efficient use of land...in a way that makes as much use as possible of previously developed or "brownfield" land'*.

Affordable Housing

- 6.15 An Affordable Housing Statement prepared by Southway Housing Trust accompanies this planning application and confirms the level of affordable provision, proposed tenure split and management of these properties.
- 6.16 The proposed scheme comprises 100% affordable units, which significantly exceed the minimum requirement of 20% affordable housing on all residential development sites across the City established by Core Strategy Policy H8.
- 6.17 Although Manchester City Council can demonstrate a 5 year housing land supply, the East Manchester Strategic Regeneration Framework confirms that *'The current housing supply in East Manchester does not provide a sufficient diversity of housing types and quality to support a range of people and families at various stages of life and income levels'* (Page 72). The document advocates the need for a greater range of housing types, a need to develop a wider choice for local residents, to support new mechanisms that help people to gain a stake in the housing market and for an increase in larger housing types that are suitable for families. The proposed

¹ National Planning Policy Framework (2019) Para. 122

development will contribute towards the provision of diverse housing within East Manchester, including 2, 3, and 4 bedroom properties of different types and tenures.

- 6.18 The proposals therefore represent a key contribution to not only boosting but diversifying the local housing market through new, high quality accommodation capable of meeting local needs.

Residential Amenity

- 6.19 The internal layout of properties has been maximised to ensure that floorspace areas are in full accordance with those set out under National Described Space Standards (NDSS) and Manchester City Council's Emerging Space Standards stated in the Manchester Residential Quality Guidance minimum space standards. Level access is also provided at all thresholds and each property has a well-sized garden, albeit a proportion of dwellings may not be fully accessible to disabled users accessing the lower tiers of some gardens due to topographical constraints.
- 6.20 As set out in section 4.0, the siting of dwellings has been carefully considered to ensure that privacy standards and distances are maximised and delivered in full accordance with Manchester Residential Quality Guidance and Guide to Development in Manchester SPD. Combined with the provision of generous plot sizes, landscaping and individual private amenity space areas, the proposals will create a well-designed place for residents to live, thrive and enjoy.
- 6.21 The NPPF places an emphasis on the importance of achieving high quality design and residential amenity given the value this brings to promoting safe, healthy and sustainable communities, a theme which has become all the more significant following the COVID-19 outbreak.
- 6.22 In this context, the proposals demonstrably comply with the NPPF, UDP Policy 7 (DC7.1) and Core Strategy Policy DM1.

7.0 Technical Assessment

- 7.1 The following section provides an assessment of the technical matters relating to the site and proposed development via consideration of the technical documents submitted as part of this application.

Highways and Access

- 7.2 A Transport Statement has been prepared by Vectos to consider the highways and transport issues relating to a planning application for a proposed residential development.
- 7.3 The baseline transport conditions in the vicinity of the site have been reviewed through on-site observations (google maps) and accident records. It is concluded that there are no known highway design features that contribute to the occurrence of accidents and no specific safety issues that need to be addressed as part of the development proposal.
- 7.4 A review of the accessibility of the site by sustainable transport modes has been undertaken and it has been found that the site is highly accessible by a range of sustainable travel modes, being within a short walk.
- 7.5 The proposed development could result in a net traffic impact of 9 additional vehicle trips during the morning peak hour and 13 additional vehicle trips during the evening peak hour. This level of additional trip attraction will not have a negative impact on existing highway conditions in the vicinity of the site and will likely fall within daily fluctuations of traffic flow.
- 7.6 The report confirms the proposed access is designed in accordance with relevant guidance and is suitable to serve the proposed development traffic and servicing arrangements. Car and cycle parking will be in accordance with the Council's standards and given the site's social and sustainable credentials is considered to accurately reflect car parking demand associated with the proposed development.
- 7.7 In regard to paragraph 109 of the NPPF, it is considered that the development should not be prevented or refused on highways grounds as there will not be an unacceptable impact on highway safety and the residual cumulative impacts on the road network will not be severe. Taking into consideration the findings of this report, Vectos recommends that planning permission is not withheld for the proposed development on transport and highways grounds.

Arboriculture

- 7.8 Arboricultural Impact Assessment has been prepared by Biora and submitted with this application.
- 7.9 The site survey identified 5 trees, and three groups of trees with the potential to be affected by the development proposals. These include two Category B trees and three category C trees and three Category C groups
- 7.10 The development proposals will necessitate the removal of two Category B groups and three category C trees.
- 7.11 It is recommended that works follow an Arboricultural Method Statement to ensure that retained trees survive the proposed development works and thrive upon their completion. This includes the installation of temporary tree protection fencing during development works and use of cellular confinement systems. There is an opportunity to mitigate visual amenity in the loss of the two category C trees at the entrance of the site in the provision of extra-heavy standards.
- 7.12 Subject to the works being carried out in accordance with the above recommendation, Arboriculture is considered a constraint to planning consent for the development.

Ecology

- 7.13 Biora Limited has completed a Preliminary Ecological Appraisal (PEA) of the site, which is submitted as part of this application. Survey involved a walkover of all accessible land within and adjacent to the site. Broad habitat-compartments were mapped and the potential of each to support protected and notable species assessed. Target notes and photographs were taken of any points of ecological interest, including the presence of invasive or injurious species. Buildings were accessed for bat roosting potential.
- 7.14 Based on the PEA the following recommendations have been made in regards to the proposed development:
- Any landscape scheme and management plan for the re-developed site should promote tree and hedgerow planting. Planting schemes for the landscape design should aim to utilise native species where possible.

- All vegetation clearance should be timetabled outside of the core British bird breeding season (i.e. March-September inclusive). Where this is not possible, all vegetation to be removed must be checked for active nests by a suitably experienced ecologist before undertaking the works.
- Nesting opportunities should be provided for birds in the provision of 5 nest boxes either on or built-in to the proposed development to replace the existing nesting habitat. Key species might include house sparrow and starling.
- A management regime should be implemented for any retained scrub/woodland areas, to include enhancement with native species, including fruit-bearing, and retention of dead/dying trees to encourage invertebrates, to the benefit of birds, badgers and, possibly, reptiles.
- Consideration should be given to the potential impacts of lighting during development works and after development for bats at this location and to the possible effects of light spill on to the habitats such as hedgerows where bat foraging was recorded. Please see appendix 7 for BCT Guidance on Sympathetic Lighting Designs for Bats.
- The site should be re-surveyed for badgers immediately in advance of commencement of development work to inform any licensing that might be required, and a Reasonable Avoidance Method statement provided to ensure that work can take place without harm to badgers.

7.15 Subject to following the above recommendation, ecology factors are not considered a constraint to planning consent for the development.

Air Quality

7.16 Redmore Environmental has undertaken an Air Quality Assessment in support of this application. The document assessed the development against any potential impacts associated with fugitive dust emissions during construction and road traffic exhaust emissions associated with vehicles travelling to and from the site during operation, as well as expose future residents to any existing air quality issues.

7.17 It has been confirmed that During the construction phase of the development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. Assuming good practice dust control measures are implemented, the residual significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities was predicted to be not significant.

- 7.18 During the operational phase of the development there is the potential for air quality impacts as a result of traffic exhaust emissions associated with vehicles travelling to and from the site. Due to the low number of anticipated vehicle trips associated with the proposals, road traffic exhaust impacts were predicted to be negligible.
- 7.19 The potential for exposure of future residents to exceedances of the AQOs and AQTV was assessed based on AQMA designation, proximity of pollution sources to the site, local monitoring results and predicted background concentrations. This indicated that concentrations of NO₂, PM₁₀ and PM_{2.5} are likely to be below the relevant AQOs and AQTV at the development location. As such, the site is considered suitable for the proposed use from an air quality perspective.
- 7.20 Based on the assessment results, air quality factors are not considered a constraint to planning consent for the development.

Noise Assessment

- 7.21 Acoustic & Engineering Consultants Limited (AEC) has prepared a Noise and Vibration Assessment for the purpose of this planning application.
- 7.22 An attended daytime and night-time noise level survey was undertaken by AEC on 20 October 2020, between 0500 and 1000h. During the daytime noise level survey, railway noise from train pass bys, road traffic on Vine Street, and industrial noise from the commercial units to the west were dominating noise sources at each of the measurement locations. During the night-time noise level survey, as the industrial units were not operational, only railway and road traffic noise impacted the measurements.
- 7.23 In addition to a noise level survey, a separate vibration survey was also undertaken by AEC on Wednesday 25 November 2020, between approximately 1355 to 1515h. This survey was carried out at a single location, representative of the nearest property to the railway line. Based on the noise level measurements, an assessment was carried out to determine the noise levels impacting each façade of the residential properties within the development.
- 7.24 With regard to noise levels within gardens, AEC has calculated that the 16-hour ambient noise levels do not exceed the upper limit within BS8233 of 55dB_LAeq,16h at any location and, therefore, should be deemed acceptable.

- 7.25 It should be noted that all barriers would need to be a close boarded timber barrier with no gaps at the base with a minimum mass per unit area of 12kg/m² or a proprietary noise barrier product.
- 7.26 Based on the proposed mitigation measures being implemented correctly, external and internal noise levels would be controlled to suitable levels and, therefore, noise should not be considered a determining factor in relation to any planning permission being sought.

Lighting

- 7.27 An Outdoor Lighting Report has been prepared by Harttron to accompany this application. The document provides information on the type and location of lighting installations within the site layout.
- 7.28 Additionally, the provided plans include Layout showing isolux contours and proposed equipment positions, levels of photopic illuminance for lighting in subsidiary roads allowing to maintain equal visual amenity under light sources of different S/P ratio; and typical column installation details (drawing no. 22050-D-01).

Crime Impact Assessment

- 7.29 A Crime Impact Statement has been prepared by Design for Security to accompany this outline planning application. The document suggests that the proposal would make a positive contribution to the prevention of crime and fear of crime, especially in regards to the following aspects:
- All dwellings will have driveways - cars parked on driveways are less likely to be targeted by offenders than those parked on residential streets or within communal parking areas;
 - Front doors are generally positioned in prominent locations where they can be overlooked from the street allowing residents to view any potential threats on approaching their property. Houses in the development either overlook other houses within the development or Vine Street;
 - Bins will be positioned in secure rear gardens where they cannot be subject to misuse; and
 - Driveways are positioned where they can be overlooked from within the dwelling. Due to the linear nature of the access road and the cul-de-sac nature of the

development residents can easily view other resident's parked vehicles allowing for mutual surveillance opportunities.

7.30 Notwithstanding the above, a number of points have been identified for further consideration and would need to be addressed for Design for Security to support the proposed scheme. These include:

- Boundary treatments should be to the heights and construction prescribed by Secured by Design guidelines;
- Access in to rear gardens from the front garden should be restricted to residents;
- Front gardens should be well defined with a low boundary treatment or low level planting;
- The proposed access road should be illuminated to adoptable standard, to reduce the potential for crime and fear of crime;
- Any areas of greenspace not under the ownership of residents should be subject to a maintenance plan; and
- Dusk-til dawn lighting should be provided to the side elevations of properties where the driveway is positioned at the side of the dwelling.

7.31 The above recommendations related to detailed design which is no subject of this application and will be addressed at reserved matters stage.

Flood Risk and Drainage

7.32 Flood Risk Assessment & Drainage Strategy document has been prepared by Scott Hughes and submitted as part of this application.

7.33 The assessment has determined that the proposed residential development holds a Flood Zone 1 classification. The site is also at low risk of flooding from all sources. The development has been assessed against the NPPF 'Sequential Test'. Taking into consideration that the application is for a residential development in Flood Zone 1, NPPF confirms that the development is 'Appropriate'.

7.34 According to the report, the site will drain to the surface water sewer in Vine Street at greenfield runoff rates with a maximum discharge of 6.9/s to comply with United Utilities adoption guidance. Surface water will be contained within adopted oversized pipes prior to controlled release.

- 7.35 There is no residual flood risk from the development site to the surrounding district due to the restriction in storm water flow rates to the surface water sewer. The development does not therefore, increase the risk of flooding to other adjacent neighbourhoods.
- 7.36 Foul water generated by the development will be discharged to the United Utilities Combined Water Sewer within Wycombe Avenue. The foul discharge does not present an increased flood risk to the surrounding district.

Contamination

- 7.37 Applied Geology has been prepared a Phase I Land Contamination Report to accompany this outline planning application. Based on the results of the assessment, it has been recommended that:
- a ground investigation comprising machine excavated trial pits is undertaken to confirm the initial conceptual model and to assess the near surface Made Ground Soils;
 - Further cable percussive boreholes to c.20m bgl are undertaken to prove the base of the Made Ground in other areas and to derive parameters for a potential piled foundation design;
 - Further ground gas monitoring is likely to be required;
 - Engineering laboratory testing including soil classification tests should be carried out to aid foundation design;
 - Chemical testing should be carried out on selected soil recovered during the ground investigation and the results assessed against relevant screening criteria;
 - Groundwater samples should be obtained and tested for potential contaminations;
 - Further security fencing/hoarding should be considered to reduce the risk of further incidents and possible sources of further contamination from being brought on site.

Coal Mining

- 7.38 The Coal Mining Report has been prepared by the Coal Authority. According to the report, there is no mining activity within 500m of the site.

Archaeological

- 7.39 The proposed scheme was consulted with Greater Manchester Archaeological Advisory Service (GMAAS) on the need for an archaeological input to this proposed scheme. GMAAS act as archaeological advisers to Manchester City planning authority and maintain the Historic Environment Record on behalf of the Greater Manchester Authorities.
- 7.40 The letter from GMAAS submitted with this application confirms that the site has previously been the subject of an archaeological desk-based assessment (by CgMs) in relation to a previous scheme in 2013. This study found that the site contains no heritage assets and has a very low potential for archaeological remains. It concluded that no further work appears justified.
- 7.41 GMAAS concur with this conclusion and recommend that no further archaeological works are required for this site.

Broadband Connectivity Assessment

- 7.42 GTech Surveys Limited has been prepared a Broadband Connectivity Assessment in support of this application.
- 7.43 According to the document, a desk-based assessment has been undertaken to determine the current availability of broadband services near to and adjacent to the proposed Vine Street development.
- 7.44 The findings of the assessment indicate that existing infrastructure and good connectivity is already available, with existing fibre installed along streets adjacent to the proposed development. Due to the location of existing fibre, it is suggested that the developer engages with either BT Openreach or Virgin Media to facilitate a connection to their fibre network.

8.0 A Sustainable Development

Presumption in favour of Sustainable Development

- 8.1 Paragraph 10 of the NPPF states that at the heart of the NPPF is a '*presumption in favour of sustainable development*'. This is the overarching principle against which all developments must be assessed.
- 8.2 The NPPF, at paragraph 8, provides the three objectives of sustainable development, an economic objective, a social objective and an environmental objective and it is considered that the proposed development contributes to each of these roles. The proposed development is considered to constitute sustainable development when assessed against the key objectives within the NPPF:
- 8.3 **Economic objective:** Initial review of capacity has indicated that the existing infrastructure and facilities in the local area will be able to accommodate the proposed development put forward by this application – making this development an opportunity to provide growth in an appropriate location. The scheme will also bring various economic benefits including; a boost to the local economy, provide new local jobs and increase council funds.
- 8.4 The site has been assessed by the Council previously and found to be a suitable location for housing. The proposals directly contribute to the aims and aspirations of the NPPF and the Development Plan, creating a residential scheme that is appropriate to its context and that will support growth within the local area.
- 8.5 **Social Objective:** Introducing additional housing such as that proposed will open up opportunities for existing and new residents to access high quality housing in a residential area, contributing to the vibrancy of the community in the area. The proposed pedestrian routes within the site will also encourage walking within the site. This can contribute to direct health benefits for future and existing residents.
- 8.6 The proposal site benefits from good access to local open spaces and a range of sporting facilities. Easy and convenient access to such facilities will ensure that development in this location can support healthy and active lifestyles of future residents. Access to services and local amenities is also good. Within 1km radius of the site feature several shops, key services, restaurants and cafes. Access to central Manchester is also readily available, providing significant opportunities for employment.

- 8.7 The delivery of homes on an allocated site within Gorton, will help relieve the pressure of needing more homes within potentially more sensitive locations within the East Manchester area. More importantly, it will diversify the local housing offer so that the needs of more residents can be met.
- 8.8 Design for Security have reviewed the proposals and provided advice set out in the submitted Crime Impact Statement. This advice has been reflected in the proposals to ensure that the proposed development creates a safe environment for residents and users of the area.
- 8.9 **Environmental Objective:** The proposals are considered appropriate within the residential context and will not have a negative impact upon the surrounding area or environment. No technical constraints prevent this development coming forward as highlighted in Section 7.0.
- 8.10 The site has been fully assessed for its ecological value and where relevant mitigation is to be provided. An Energy Statement has also been submitted which demonstrates how the proposal will aim to minimise waste and pollution, making use of low carbon technology within new dwellings where feasible to do so.
- 8.11 The proposed development also contributes towards environmentally sustainable objectives. The Design and Access Statement that accompanies this application will demonstrate how a high quality development can be brought forward in terms of architecture, layout and landscaping that will enhance this currently under-utilised site which detracts from the local streetscene. The regeneration of this vacant, previously developed site therefore represents the efficient use of land.
- 8.12 The new homes are in a highly accessible location, as demonstrated in the Transport Statement that accompanies the application, where residents will be encouraged to walk and make use of sustainable transport for services and work.
- 8.13 It is demonstrated that the proposed development will contribute towards the sustainable development objectives set out in the NPPF (Para. 8).

Planning Balance Assessment

- 8.14 In order to understand if a development is sustainable, it is necessary to consider the positive benefits of the development against the adverse impacts in the planning balance. Table 2 provides a summary of the benefits and impacts of the development.

Factor	Evidence	Positive, Negative or Neutral Consideration
Housing delivery	Planning Statement Section 5.0 and 6.0, demonstrates that the proposal will contribute 25 dwellings towards the Council's housing land supply on an allocated site for regeneration and residential development.	Positive
Housing diversification	Planning Statement Sections 6.0 and the Affordable Housing Statement demonstrate that the proposed development will diversify the mix of housing available in the local area and contribute to creating a more balanced community.	Positive
Regeneration	Sections 2.0 and 6.0 of this Planning Statement explain that the proposals will realise the longstanding vision for this previously developed land to be brought forward for high quality, residential development.	Positive
High quality dwellings	The Design and Access Statement provides a framework to show how high quality development can be secured to provide a more contemporary and attractive product to the local housing offer.	Positive
Affordable housing	The Affordable Housing Statement confirms a 100% on-site provision will be secured under the proposals to contribute towards affordable housing.	Positive
Brownfield land	The Planning Statement Section 6.0 explains how the proposed development represents an efficient use of brownfield land.	Positive
Protecting and Enhancing Vitality and Viability	The new residents will increase demand for and use of local services and businesses and increased spending will help to protect, maintain and enhance the services available and accessible within the town and surrounding area.	Positive

Transport	The Transport Statement confirms that the proposals are in a highly accessible location, will not have an adverse impact on the highway network and can be serviced effectively.	Neutral
Air Quality	The Air Quality Assessment states that the proposal will not have an adverse impact on local air quality and the air quality environment is acceptable for a residential development.	Neutral
Flood risk & Drainage	The Flood Risk Assessment & Drainage Strategy document confirms that the site is within Flood Zone 1 where the probability of flooding is very low.	Positive
Contamination	The Phase 1 Land Contamination Report confirms that the contamination and ground conditions on the site are suitable for residential development, subject to further investigation. It was confirmed that the foul water generated by the development will be discharged to the United Utilities Combined Water Sewer within Wycombe Avenue.	Neutral
Trees	Arboricultural Impact Assessment confirms that the development proposals will necessitate the removal of two Category B groups and three category C trees. The report provides mitigation measures to ensure there is no harm to the visual aspect of the site and to the remaining trees.	Neutral
Noise	The Noise and Vibration Assessment confirms that based on the proposed mitigation measures being implemented correctly, external and internal noise levels would be controlled to suitable levels	Neutral
Ecology	The Preliminary Ecological Assessment demonstrates that the proposal will not have an adverse impact on biodiversity.	Neutral
Crime and Safety	The Crime Impact Statement submitted with the application confirms that the proposed	Neutral

	development will be safe for its residents and create a safe environment for others.	
Sustainability Credentials	The Sustainability Checklist confirms that the site has strong sustainability credentials and so it is suitable for the form of development proposed.	Neutral

Table 2: Summary of Development Benefits and Impacts

- 8.15 In summary, the proposed development will bring about substantial benefits without any negative impacts. These benefits are to be afforded significant weight in the determination of the application in accordance with Paragraph 11 of the NPPF.
- 8.16 Table 2 illustrates that these benefits occur without any adverse environmental impacts arising. The position in relation to each of the technical and environmental documents submitted with the application is neutral.
- 8.17 It is considered that when the planning balance of the proposal is assessed, the Council has a strong case to state that the substantial benefits arising from the development, in particular the regeneration benefits, outweigh the negative aspects, when assessed against the policies in the NPPF as a whole. The Council can therefore approve the application in accordance with paragraph 11 of the NPPF.

9.0 Summary

- 9.1 This Planning Statement is prepared on behalf of Kirkland Developments to support the proposed development of 25no. residential dwellings on land at Vine Street, Gorton.
- 9.2 The proposals are deemed to fully comply with the NPPF and Manchester Development Plan in terms of realising the development potential of this longstanding housing allocation. The proposed development will bring forward a number of key benefits through making efficient use of land and regenerating an under-utilised site that currently detracts from the local street scene. This includes the provision of new homes that can address local needs offering affordable living for local people so they can continue to live in the area.
- 9.3 The development secures good design to create a new residential neighbourhood for residents to enjoy. This has been achieved through a well-considered approach to the layout which maximises internal floorspace in line with NDSS and Manchester City Council's Emerging Space Standards and promotes the residential amenity of potential future residents and neighbouring properties.
- 9.4 The technical assessment details no significant impact upon the local area and confirms there are no constraints which would prevent the delivery of this site. Notwithstanding this, the planning balance is firmly in favour of the application as the proposals represent a well-considered scheme which is compliant with both design standards and supplementary planning guidance, and as such will support to delivery of high-quality accommodation.
- 9.5 In the absence of any adverse impacts that will 'significantly and demonstrably outweigh' the benefits of the development, and any other material considerations to the contrary, the application should be approved without delay.

Appendix 1 – Planning Policy Context

The National Planning Policy Framework (NPPF)

General Aims

- 9.6 The National Planning Policy Framework was first introduced in 2012 and was intended to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. A revised Framework was published in July 2018 which, amongst other important revisions, seeks to place greater emphasis upon the Government's ambition to build more homes. However, the central aim of sustainable development remains at its core, as set out in Paragraph 2 of the Framework:

'The purpose of the planning system is to contribute to the achievement of sustainable development.'

- 9.7 Where proposals are sustainable the guidance for decision-taking is clear that there this means:

'approving development proposals that accord with an up-to-date development plan without delay'

Presumption in favour of Sustainable Development

- 9.8 The Framework recognises that the absence of an up-to-date development plan is detrimental to the goal of Sustainable Development. As set out in Para 11(d), in such instances, including in cases where the Local Authority is unable to demonstrate a five-year supply of deliverable housing, the presumption to approve sustainable development must apply in decision taking.

- 9.9 This must be the case, with exception only where:

- ii. *'the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- iii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.'*

Delivering a Wide Choice of High Quality Homes

- 9.10 Paragraph 59 of the Framework sets out the approach to supporting the supply of new homes, stating 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.'*

Achieving Well-designed Places

- 9.11 Paragraph 124 of the Framework states *'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.'* The Framework places an emphasis on providing high quality design in new development.
- 9.12 The role of design is also important in creating *'safe, inclusive and accessible'* places as advocated under Paragraph 127 of the NPPF, which can promote the health and well-being of communities, as well as supporting a high standard of amenity for existing and future users.

Achieving Appropriate Densities

- 9.13 The importance of making efficient use of land within differing contexts and settings is made clear by section 11 of the Framework.
- 9.14 Paragraph 122 addresses this, stating that planning policies and decisions should support development that optimises the potential of each site. Importantly, in seeking efficient use of land, local market conditions, a location's sustainability, the maintenance or change of the character of the area and the importance of design and health promotion should all factor into decision making.
- 9.15 Another important consideration in guaranteeing efficient use of land will be ensuring proposals build at an appropriate and optimal density.
- 9.16 This is established in Paragraph 123, which makes clear that it is especially important for all new development to avoid the underutilisation of land. This should be a central consideration in decision taking and is to be viewed as particularly important in cases where there is a shortage of land to meet housing needs. In such instances:

'...it is especially important that planning policies and decisions should seek to avoid homes being built at low densities.'

- 9.17 Applications which do make optimal use of land, which build to a density which maintains an area's prevailing character and are appropriate to the market demand in their surrounding area should therefore be approved.

Technical Matters

- 9.18 Paragraph 102 of the NPPF considers transport issues, stating; 'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*

- 9.19 Paragraph 151 of the NPPF states; ' To help increase the use and supply of renewable and low carbon energy and heat, plans should:

- a) provide a positive strategy for energy from these sources, that maximises the potential for suitable development, while ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts);*
- b) consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and*
- c) identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for collocating potential heat customers and suppliers.'*

- 9.20 Paragraph 155 of the NPPF states; *'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future)'*.
- 9.21 Paragraph 170 of the NPPF states; *'Planning policies and decisions should contribute to and enhance the natural and local environment by:*
- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
 - b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*
 - c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;*
 - d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;*
 - e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and*
 - f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.'*
- 9.22 Paragraph 172 states; *'development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists'*.
- 9.23 Paragraph 174 of the NPPF states; *'if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;'*.

- 9.24 Paragraph 178 of the NPPF considers ground conditions stating; planning policies and decisions should ensure that *'a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation)'*.

The Local Development Plan

Core Strategy (2012)

- 9.25 **Strategic Objective S03 (Housing)** seeks to provide for a significant increase in high quality housing provision at sustainable locations, to both address demographic needs and to support economic growth. The objective states that emphasis will be placed upon providing a good range of high quality housing, (in terms of size, type, tenure, accessibility and price) including affordable housing across the City to create sustainable lifetime neighbourhoods with high quality environments, good local facilities and with easy access to employment opportunities.
- 9.26 **Policy SP 1 (Spatial Principles)** sets out the principles which will guide the strategic development of Manchester to 2027. Outside of the Regional Centre, the Policy places emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs. The Policy states that all development should have regard to the character, issues and strategy for each regeneration area as described in the related Strategic Regeneration Framework.
- 9.27 **Policy H 1 (Overall Housing Provision)** states that approximately 60,000 new dwellings will be provided between March 2009 and March 2027. This equates to an average of 3,333 units per year. The Policy states that new housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.
- 9.28 The Policy goes on to state that within the Inner Areas in North, East and Central Manchester densities will be lower but generally around 40 units per hectare. The type, size and tenure of the housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability. 90% of residential development will be on previously developed land.

9.29 The Policy also identifies that proposals for new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. Schemes should make provision for parking cars and bicycles (in line with policy T2); and the need for appropriate levels of sound insulation.
- Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision;
- Prioritise sites which are in close proximity to centres or high frequency public transport routes.
- Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations).
- Be designed to give privacy to both its residents and neighbours.

9.30 **Paragraph 9.9** states the importance of ensuring that people can access shops and other facilities by sustainable transport modes. It states that 'development should be located on sites in close proximity to centres or public transport routes. "Close proximity" in this context can be taken to mean within 300 metres of the centre boundary or a Metrolink stop, railway station or bus stop with a high frequency of services'.

9.31 **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.

- 9.32 **Policy H 4 (East Manchester)** states that East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained.
- 9.33 **Policy H 8 (Affordable Housing)** sets out the requirement for affordable housing. The guidelines (as set out in Providing for Housing Choice) currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. New housing development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.
- 9.34 The Policy goes on to state that affordable housing units should be inclusively designed to reflect the character of development on the site.
- 9.35 **Policy T2 (Accessible areas of opportunity and need)** seeks to actively manage the pattern of development to ensure that new development is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. All new development should provide appropriate car parking facilities and have regard to the need for disabled and cycle parking.
- 9.36 **Policy EN 1 (Design Principles and Strategic Character Areas)** states that all development in Manchester will be expected to have regard to the strategic character area in which the development is located and follow the seven principles of urban design:
- Character: a place with its own identity
 - Continuity and enclosure: a place where public and private places are clearly distinguished
 - Quality of the public realm: a place with attractive, and successful outdoor areas
 - Ease of movement: a place that is easy to get to and move through
 - Legibility: a place that has a clear image and is easy to understand

- Adaptability: a place that can change easily
 - Diversity: a place with variety and choice
- 9.37 Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.
- 9.38 **Policy EN 4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development)** states that all development must follow the principle of the Energy Hierarchy, being designed:
- to reduce the need for energy through design features that provide passive heating, natural lighting and cooling
 - to reduce the need for energy through energy efficient features such as improved insulation and glazing
 - to meet residual energy requirements through the use of low or zero carbon energy generating technologies
- 9.39 **Policy EN 6 (Energy)** states that applications for residential development of 10 or more units should be accompanied by an energy statement, submitted as part of the Design and Access Statement. This statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.
- 9.40 **Policy EN 8 (Adaptation to Climate Change)** states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following:
- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability
 - Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways
 - The need to control overheating of buildings through passive design

- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation
- 9.41 **Policy EN 9 (Green Infrastructure)** states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. The Policy goes on to state that the Council will seek to protect existing street trees and promote new planting, particularly where this can enhance green links in the urban area.
- 9.42 **Policy EN 14 (Flood Risk)** seeks to ensure that in line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. The Policy goes on to state that all new development should minimise surface water runoff, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure.
- 9.43 **Policy EN 15 (Biodiversity and Geological Conservation)** states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.
- 9.44 Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation.
- 9.45 **Policy EN 19 (Waste)** requires all developers to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal) and to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.
- 9.46 **Policy DM 1 (Development Management)** states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:
- Appropriate siting, layout, scale, form, massing, materials and detail.
 - Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development

- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes
- Community safety and crime prevention
- Design for health
- Adequacy of internal accommodation and external amenity space
- Refuse storage and collection
- Vehicular access and car parking
- Effects relating to biodiversity, landscape, archaeological or built heritage
- Green Infrastructure including open space, both public and private
- The use of alternatives to peat-based products in landscaping/gardens within development schemes
- Flood risk and drainage
- Existing or proposed hazardous installations

9.47 Paragraph 13.9 states that Design for Access 2 (DFA2) is the Council's adopted design guidance on creating accessible environments and buildings, in particular meeting the needs of disabled people and should be used by developers as a best practice guide.

Manchester Unitary Development Plan 1995 (saved policies)

9.48 **Policy 7 New Housing Development (DC7.1)** states that 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.

9.49 **Policy 26 Development and Noise (DC26.1)** The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- the effect of new development proposals which are likely to be generators of noise; and
- the implications of new development being exposed to existing noise sources which are effectively outside planning control.

9.50 **Policy 26 Development and Noise (DC26.2)** states that new noise-sensitive developments such as housing will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

9.51 **Policy GO5 (Housing Areas)** identifies sites that are allocated for new residential development and will contribute to the regeneration of Gorton North and South and the Plan's overall housing land availability. Land at Vine Street is identified on this list and on the proposals map as an allocated housing site.

Local Development Documents

9.52 The following documents are material in the consideration of planning applications.

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

9.53 **Paragraph 3.1** summarises the Council's broad design principles relating to achieving accessible development and signposts further detailed guidance within the Council's manual of inclusive design standards, Design for Access 2 (DfA2).

9.54 **Paragraph 4.4** states that all developers will be expected to submit a statement on how their proposal will achieve the environmental standards set out in the Guide (an Environmental Standards Statement).

9.55 **Paragraph 4.5** sets out design principles in relation to energy efficiency and states that developers should aim to reduce CO2 emissions by at least 25% more than the

requirements of the current Building Regulations. Details of how the development complies should be included within the Environmental Standards Statement.

- 9.56 **Paragraph 4.6** sets out the Council's design principles for renewable energy and states that developers should aim for at least 20% of final site energy demand to be met by on-site renewable energy technologies. Details of how the development complies should be included within the Environmental Standards Statement.
- 9.57 **Paragraph 4.9** states that the Environmental Standards Statement should demonstrate how water is to be managed in the most environmentally effective way.
- 9.58 **Paragraph 4.11** states that all developments should have a waste management strategy included in the Environmental Standards Statement.
- 9.59 **Paragraph 4.15** states that developers will need to contribute to Manchester's Biodiversity Strategy by demonstrating in their Environment Standards Statement how they have taken full account of the effect of their proposed development on biodiversity. Full plans should be included in the report showing retained, enhanced and new ecological features, the number of on-site trees pre and post development, and a 5 year management plan.
- 9.60 **Paragraph 6.2** states that Car parking should be designed innovatively and imaginatively. It should be sensitively located so that it does not dominate the street scene, and should ideally be provided to the rear, side of, or beneath the building.
- 9.61 **Paragraph 6.4** states that where parking to the front of the building is unavoidable, its design must include high quality materials, tree planting, lighting and appropriate boundary treatments to reinforce the legibility of the area.
- 9.62 **Paragraph 6.5** highlights that the Council will promote innovative solutions such as "homezones" where the needs of non-car users are prioritised.
- 9.63 **Paragraph 6.9** states that sufficient, well located and secure cycle parking is essential in encouraging people to cycle.
- 9.64 **Paragraphs 8.1 – 8.8** set out guidance in relation to community safety and crime prevention. They detail the importance of informal surveillance, crime prevention measures being included in designs, the need for internal design to promote safety and for vehicle parking areas to be designed safely.

- 9.65 **Paragraphs 10.1 – 10.9** detail supplementary guidance relating to internal design principles and the provision of space within housing developments.

Manchester Residential Quality Guidance (2017)

- 9.66 The document provides clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.
- 9.67 It also highlights that *'It is fundamental to provide well designed, energy efficient, sustainable and affordable homes, which function within successful streets and high-quality vibrant neighbourhoods with a real sense of community, set within a thriving City'*.
- 9.68 This document outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester.
- 9.69 **Section 'Make it Manchester'** highlights the importance of reinforcing the uniqueness of Manchester, strengthening its distinctive character while supporting new high quality residential development. This includes consideration of the existing context, character, scale and architectural detailing; and use of a high-quality material palette.
- 9.70 **Section 'Make it Bring People Together'** suggests that *'residential design should make an obvious contribution to improving the lives of people in Manchester by providing opportunities to bring people together'*. It is required to demonstrate how proposals address the needs of diverse and inclusive communities, create opportunities for meeting the neighbours, encourage activity and social interaction and demonstrate market composition and need.
- 9.71 **Section 'Make it Animate Streets and Spaces'** states that *'Residential design should always make a positive contribution to Manchester's streets and spaces to make a safe and inviting place for everyone'*. This includes understanding of how the design responds to street hierarchy; consideration of how the ground floor design contributes to creating a safe and active street; creating a range of opportunities for natural surveillance and observation; and facilitating safe and enjoyable public realm.
- 9.72 **Section 'Make it Easy to Get Around'** suggests residential areas should be well connected, easily walkable and cycle friendly. This can be achieved by facilitating and encouraging walking and cycling; creating clear, safe and obvious connections

to the public transport network; defining a clear street hierarchy; and supporting opportunities to improve wayfinding and orientation.

- 9.73 **Section 'Make it Work with the Landscape'** states that '*A healthy community is a good place to grow up and grow old in. It is one which supports healthy behaviours and supports reductions in health inequalities*'. It is therefore important to demonstrate that proposals have a clear rationale for how the scheme sits within the landscape; connect to the wider green and blue infrastructure network; introduce street trees; incorporate rainwater management; and consider both quality and functionality of green and blue infrastructure in the design.
- 9.74 **Section 'Make it Practical'** highlights that '*Residential design must get the day to day things right; to make sure that 'back of house' remains just that*'. This will require incorporating sufficient car parking, providing secure cycle parking and bin storage to accord with standards and minimise the impact on the street scene.
- 9.75 **Section 'Make it Future'** confirms that Manchester is committed to achieving zero carbon by 2050. The proposals will therefore have to demonstrate how a higher risk of extreme weather events is mitigated and how it is able to be adaptable to accommodate change and use technology to reduce energy use.
- 9.76 **Section 'Make it Home'** highlights that '*It is essential to ensure that all new of homes are places that people want to live in*'. This can be achieved by providing sufficient storage space and private amenity space, maximising opportunities for daylight and considering the balance between the number of homes accessed from lift cores and neighbourliness.
- 9.77 **Section 'Make it Happen'** states that '*It is fundamentally important that residential development is delivered on the ground to the same standards as it was designed*'.

Providing for Housing Choice Supplementary Planning Document and Guidance (September 2008)

- 9.78 This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance relating to housing provision and specifically with the provision of affordable housing through the planning system in Manchester.
- 9.79 The document sets out importance of all new housing (including affordable housing) in the City being built to optimum environmental and design standards in order to 'deliver high quality homes at all levels of the market across the City'.

- 9.80 **Paragraph 5.9** highlights the findings of the Council's Housing Needs Assessment and the context of the Community Strategy objective being to increase the City's overall proportion of owner-occupation and the creating "Neighbourhoods of Choice".
- 9.81 **Paragraph 5.11** sets out the City-wide target for 20% of new housing provision to be affordable housing on developments comprising 15 or more dwellings, or over 0.3 hectares in size.
- 9.82 **Paragraph 5.12** states that of this 20%, it is envisaged that 5% of new housing provision will be social rented and 15% to be intermediate housing, delivering affordable home ownership options but that the proportion of these might vary on each site.
- 9.83 **Paragraph 5.16** highlights that good practice in respect of delivering affordable housing for rent is that it should be owned and managed by an RSL. This guarantees that the homes will be affordable in perpetuity and let in accordance with the national rent regime.
- 9.84 **Paragraph 5.26** identifies a pressure for family accommodation and table 5.1 sets out the Council's preferred dwelling mix of 37% two bedroom and 25% three bedroom homes (the balance made up by a maximum of 20% one bedroom units and 18% four bedroom homes).

The Manchester Way - Manchester's Community Strategy (2006-2015)

- 9.85 Prepared by Manchester Partnership (Manchester's Local Strategic Partnership) and Manchester City Council, the sustainable communities strategy sets out a vision for Manchester in 2015 which includes:
- a city that meets and exceeds the needs of all residents, with particular regard to those residents who have been socially excluded; and
 - a city of successful neighbourhoods which attract and retain successful people from diverse communities and in which people feel secure and supported.

East Manchester Strategic Regeneration Framework (2008-2018)

- 9.86 The Framework, prepared by New East Manchester Ltd (NEM), aims to create sustainable communities and to maximise East Manchester's contribution to national, regional and local competitiveness. The Framework will help guide the delivery of the 15,000 new homes proposed within East Manchester, that will be built primarily for home ownership over the ten year period.

- 9.87 The strategy is based upon three interdependent strands, one of which is 'Raising Families: Provide higher quality family housing' which will seek to promote high-quality family housing in order to enable a broader range of working households to be attracted into East Manchester.
- 9.88 The document states that:
- 9.89 *'The current housing supply in East Manchester does not provide a sufficient diversity of housing types and quality to support a range of people and families at various stages of life and income levels. Social and RSL housing makes up a disproportionate amount of the housing supply with levels of home ownership significantly below the national average at 35%. Much of the existing family housing is older terraced stock, and dereliction and blight characterises many areas, including public open spaces. This pattern of built form discourages potential new residents and investment, and decreases the sense of safety and community for existing residents'* (page 72).
- 9.90 The document advocates the need for a greater range of housing types, a need to develop a wider choice for local residents, to support new mechanisms that help people to gain a stake in the housing market and for an increase in larger housing types that are suitable for families.