

PLANNINGSTATEMENT

TAN YARD BROW, GORTON

JULY 2025

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Signing off Sheet

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Authorised for and on behalf NJL Consulting

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1. Introduction

1.1 This Planning Statement has been prepared by NJL Consulting on behalf of Franstep Ltd (the 'applicant') for the proposed development on land at Tan Yard Brow, Gorton (the 'site').

1.2 The proposed description of development is as follows:

'Construction of 25 dwellings (Use Class C3), including a mix of apartments and cottages, creation of a new access point and provision of landscaping.'

1.3 In justifying the suitability of the proposed development, this Statement considers the development proposal against the Development Plan, relevant national policy, and other material considerations.

Application Pack

1.4 A full team of technical experts have been instructed by the applicant to support the evolution of the design of the proposed development and provide supporting documentation and assessments. The application is supported by the following technical reports:

Document	Consultant
Planning Application Forms and Certificates	NJL Consulting
Planning Statement	NJL Consulting
Design and Access Statement	Equilibrium Architects
Heritage Statement	Turley
Crime Impact Statement	Design for Security
Preliminary Ecological Appraisal	Leigh Ecology
Arboricultural Impact Assessment	North West Tree Consultancy
Biodiversity Net Gain Assessment	Leigh Ecology
Flood Risk Assessment and Drainage Strategy	Ridge
Transport Statement	Focus
Landscaping Scheme	Equilibrium Architects
Preliminary Risk Assessment / Phase 1	Ridge
Noise Impact Assessment	Professional Consult
Air Quality Assessment	Professional Consult
Affordable Housing Statement	NJL Consulting
Energy Statement	Energy Council

3D Visualisation	Equilibrium Architects
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- 1.5 The following drawings are also submitted in support of the application which provide the full design, landscape and highways plans to be considered in the determination of this application:

Drawing	Reference
Site Location Plan	R0863-00 - Rev B
Site Layout	R0863-01 - Rev K
Block 1 Floor Plans	R0863-02 - Rev B
Block 1 Elevations	R0863-03 - Rev A
Block 2 Plans and Elevations	R0863-04 - Rev B
Site Sections and Elevations	R0863-05
Site Section and Elevations 2	R0863-06
Landscaping Proposals & Specification	R0863-08 – Rev A

2. Site and Surrounding Context

The Site

- 2.1 The site (see below Site Location Plan) comprises an undeveloped parcel of land, primarily covered with vegetation and containing no existing built structures. Groups of trees are located on the northern, eastern and southern boundaries, with Tan Yard Brow to the west which connects to Hyde Road (A57) to the south of the site.

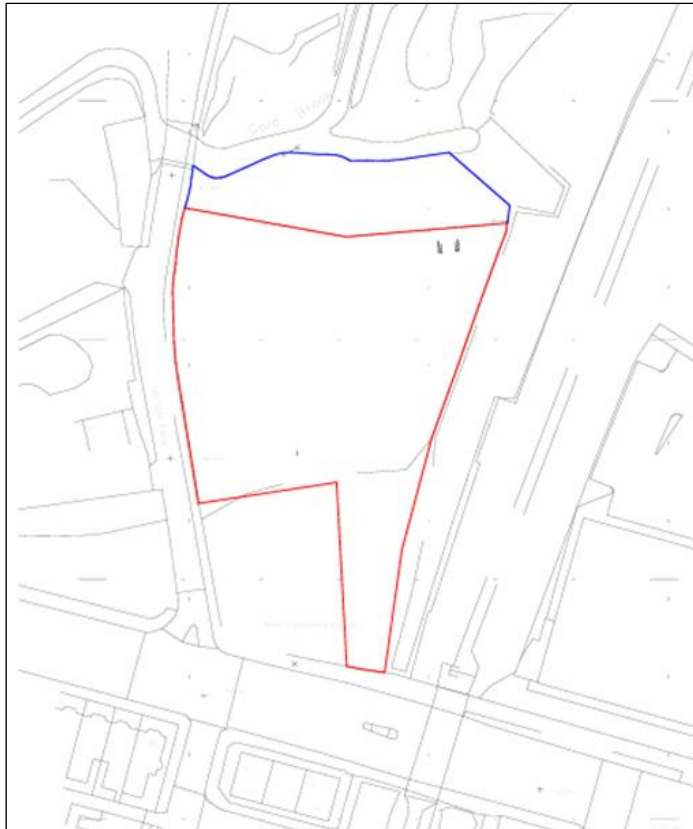


Figure 1: Site Location Plan

- 2.2 The site is located within Gorton, approximately 5 miles south-east of Manchester City Centre. The site benefits from being in a well-connected and accessible area as Hyde Road provides direct access to nearby towns and wider road network. Ryder Brow train station (an 8-minute walk away) provides regular services to Manchester and Sheffield on the Hope Valley line.
- 2.3 To the north, the site is bound by the Gorton Heritage Trail and Gore Brook, which runs towards the Gorton Lower Reservoir. To the east, the site is bordered by the Fallowfield Loop, a 'Major Recreational Route' (Ref: GO13) for pedestrians and cyclists which runs between Chorlton and Fairfield, linking surrounding parks and

open spaces. To the south, the site is adjacent to Hyde Road, a key transport corridor.

- 2.4 The site is located within the Gore Brook Valley Conservation Area (see map extract below).

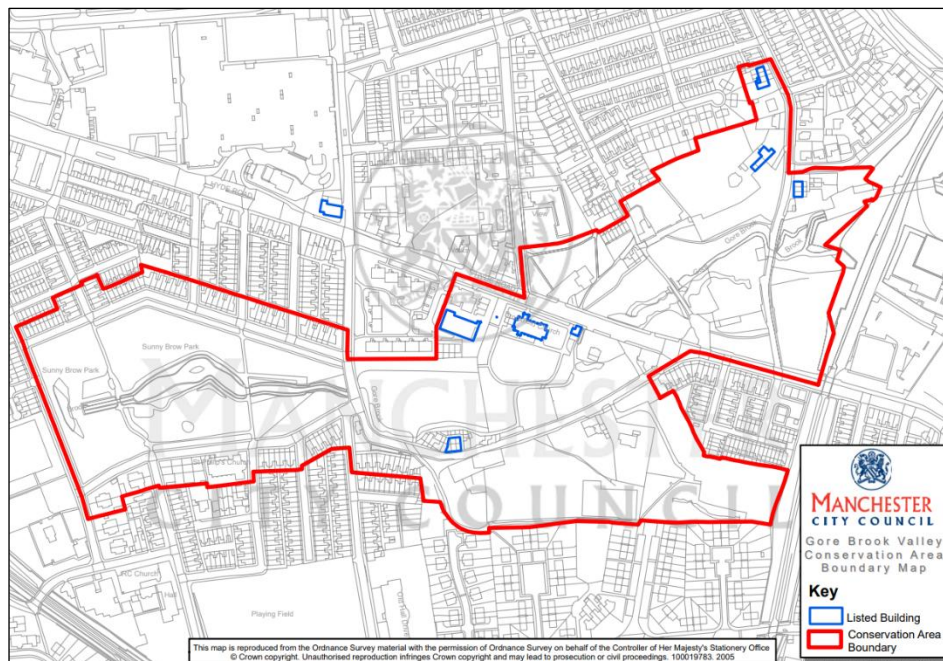


Figure 2: Gore Brook Valley Conservation Area Map Extract

- 2.5 Historical map regression has shown that the site accommodated built-form in the past. The site was first developed around 1885, likely as an ancillary use to nearby premises fronting Hyde Road. By the turn of the century, a structure related to Hyde Road railway station, which opened in 1892, was constructed on the south west portion of the site, replacing an earlier outbuilding. The site continued in industrial or warehouse use throughout the 20th century, with development concentrated in the south west. Additional outbuildings were later added in the mid to late 20th century, including one in the north east corner. The site appears to have been cleared in the 1970s, with records from 1979 describing it as a cleared area with concrete foundations and builders' rubble, indicating its previous built form and activity.
- 2.6 Listed buildings near the site include 56-60 Tan Yard Brow (Grade II Listed), located circa 80 metres to the north, and Spring Bank Farmhouse (Grade II Listed), circa 110 metres to the north east.
- 2.7 A review of flood risk to the area via the Environment Agency's flood risk map determined that the majority of the site is within Flood Zone 1; land assessed as

having the lowest probability of flooding. A small area of the site to the north-east corner is within Flood Zone 2 due to proximity to Gore Brook.

- 2.8 There are no trees with Tree Preservation Orders (TPO) within the vicinity of the site however as they are within a Conservation Area, existing trees are also subject to protection from being felled, pruned or uprooted.

Surrounding Area

- 2.9 The surrounding area is predominantly residential in character, featuring a mix of detached and semi-detached houses, along with small-scale housing estates. The area has a suburban character with tree-lined streets and pockets of green space. Closer to key amenities and transport links, the neighbourhood becomes more urban with a variety of commercial and retail uses.
- 2.10 The site is in a sustainable location, with easy access to public transport. Multiple bus routes and the nearby Ryder Brow train station (15-minute walk) provide convenient connections and frequent services to the wider Manchester area.
- 2.11 The surrounding area benefits from a variety of amenities that serve the local community. Residents have easy access to supermarkets, smaller convenience stores, food outlets and pubs, including the following:
- Gorton Market (10-minute walk);
 - Tesco Extra (11-minute walk);
 - Aldi (20-minute walk);
 - Gorton Post Office (12-minute walk);
 - The Vale Cottage Pub (5-minute walk);
 - Lord Nelson Pub (9-minute walk);
 - Wagon & Horses Pub (8-minute walk); and
 - The Plough Pub (9-minute walk).
- 2.12 There are several schools within a 1-mile area of the site:

Primary

- Abbey Hey Primary Academy (8-minute walk)
- Old Hall Drive Academy (11-minute walk)

- Oasis Academy Aspinall (12-minute walk)
- Rushbrook Primary Academy School (17-minute walk)

Secondary

- Wright Robinson College (16-minute walk)
- Cedar Mount Academy (23-minute walk)

2.13 The area also offers sports and leisure facilities such as a library, gyms, golf clubs and playing fields, including:

- Gorton Library (15-minute walk);
- PureGym Manchester Debdale (8-minute walk);
- Denton Golf Club (26-minute walk/ 5-minute drive); and
- Abbey Hey Football Club (10-minute walk).

2.14 In addition to the above amenities, the site is close to several public green spaces, including:

- Gorton Reservoir Allotments (1-minute walk);
- Gore Brook Valley (6-minute walk);
- Debdale Park (15-minute walk); and
- The Gorton Heritage Trail.

Planning History

2.15 A planning history search has been undertaken using MCC's online Public Access system. There are no live or determined planning applications directly related to the site or relevant applications within close proximity. The following application for works to the footpath from Tannery Way, Tan Yard Brow and Fallowfield Loop was approved in May 2021:

- **129253/FO/2021:** Works to existing new cycleway to rear of properties on Tannery Way including the increase in height of the bridge parapets of Gore Brook Bridge; the widening of footpath / cycleway along Tannery Way, and associated improvements to cycle way and adjoining land including new lighting (Approved in May 2021).

3. Pre-Application Engagement

- 3.1 The applicant team understand the importance of engaging with stakeholders as part of the pre-application and delivery process to ensure the development reflects the views of local people and Manchester City Council (MCC). This reflects the position of the National Planning Policy Framework (NPPF) (2024) which promotes early engagement to improve the efficiency and effectiveness of the planning application process.

National Planning Policy Framework

- 3.2 The NPPF sets out the benefits of pre-application discussions within a section titled 'Pre-Application Engagement and Front Loading' (NPPF Section 4). Paragraph 40 of the NPPF 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 The PPG notes that *'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.'*
- 3.4 A summary overview of the pre-application engagement held with the Council is provided below.

Engagement with Manchester City Council

- 3.5 Pre-application advice was initially sought from MCC Planning and Conservation Officers in June 2023 on a previous iteration of the scheme which started at 32 units proposed. MCC were invited to comment on the proposals. MCC expressed concerns of overdevelopment and scale of the proposals and harm this would have on the existing Conservation Area. In response to these concerns, the applicant team reviewed the scheme and reduced the quantum of development and site layout to 30 dwellings and then to 27 dwellings. The following changes were also made:
- The massing of the rear building reduced and introduction of a set-back at 3rd floor meaning it will be read as a two storey when viewed from Tan Yard Brow.

- Principal building moved forward to sit at street level with access to these dwellings afforded directly from Tan Yard Brow with parking and landscaping accommodated to the rear. This layout responds to the prevailing character along Tan Yard Brow, which includes a number of cottages abutting Tan Yard Brow footpath where access is provided directly from the street.
- 3.6 The updated scheme was presented to MCC officers in November 2023 and the LPA were again invited to comment on the updated proposals. Their main comments and suggestions are summarised below:
- **Overdevelopment:** The proposed 27 units and associated infrastructure are still viewed as excessive for the site and not in keeping with the Conservation Area's distinctive character and sense of place.
 - **Form and Scale:** The form, scale, and density of the development do not align with the historical development pattern in the area. Not seen as sympathetic to the local area's heritage.
 - **Impact on Green Space and Historic Features:** The proposed vehicular access, car infrastructure, and hard landscaping would reduce open and green space, causing harm to the semi-rural and verdant nature of the conservation area. Partial removal of a historic boundary wall also raises concerns about diminishing the area's character.
 - **Topography:** Due to the elevated topography of the site, the proposed development would appear to be greater in scale than other buildings within its context.
 - **Impact on Sense of Place:** Any form of development is seen as potentially eroding the sense of place, history, and character of the Conservation Area, with harm to the designated heritage asset.
 - Proposed development must be justified as necessary and demonstrate mitigation of harm to the Conservation Area. The scale, form, and footprint should be in keeping with the area's character, with a focus on high-quality design and landscaping.
 - **Policy Compliance:** It is considered that the development would not preserve or enhance the Conservation Area and the setting of the Grade II listed buildings, and make a positive contribution to the local area, failing to meet the objectives of policy DC18.1, Core Strategy policy EN3, Section 72(1) of the

Planning (Listed Buildings and Conservation Areas) Act 1990 and to the guidance within Chapter 12 and 16 of the NPPF (2021) (now 2023).

- 3.7 In response to these comments, the applicant team has refined the scheme further, with the number of proposed units now reduced to 25 and amendments made to the layout and proposed landscaping to ensure that the scheme is in keeping with the Conservation Area's distinctive character and sense of place.
- 3.8 The scheme subject to this application positively responds to the main comments and concerns raised by the LPA through the pre-application discussions. For clarity, an overview of the main comments, and the amendments made is provided in the table below:

MCC Comment/Theme	How does the application scheme respond?
Overdevelopment	The scheme has been refined with the number of units reduced from the initial proposal of 32, to 30, then 27 and now the current proposal for 25 units.
Form and Scale	Historical map regression has shown that the site has had some form of small-scale development in the past. In terms of scale and massing, the design has been informed by surrounding existing development. Proposed Block 1 is a three-storey building, but the third storey is set back, allowing it to be perceived as a two-storey structure when viewed from Tan Yard Brow. Block 2 is designed as a two-storey building, in keeping with the scale of existing properties on the adjacent road.
Impact on Green Space	While it is acknowledged that the introduction of vehicular access and some hard landscaping is necessary for the development, these elements have been sensitively integrated to avoid unnecessary harm to the area's character. The layout has been designed to retain as much green space as possible, with extensive soft landscaping and new planting that will soften the appearance of the infrastructure and maintain the verdant nature of the site.
Impact on Heritage Assets and Conservation Area	It is acknowledged that there is a degree of less than substantial harm of the proposed development to the Conservation Area. However, the scheme delivers substantial public benefits, as set out at Section 6 of this Statement, that must be considered in the planning balance. The proposal provides 25 high-quality homes in a sustainable location, with all units offered as affordable rent, addressing local housing need.
Sense of Place	The proposed development has carefully considered the impact on the sense of place, history, and character of the Gore Brook Valley Conservation Area. The scale, form, and footprint of the buildings have

	been revised to ensure they are in keeping with the existing character of the area and high-quality design principles have been applied throughout the scheme, ensuring that the scheme complements the surrounding built environment.
Policy Compliance	Please refer to Appendix 1 (Policy Schedule) for an overview of how the scheme complies with relevant planning policies and to Section 6 (Planning Considerations) which analyses the impacts of the proposals and outlines the key benefits of the scheme that should be considered in the planning balance.

Table 1: Response to MCC Pre-application Comments

Engagement with Ward Members

- 3.9 Local Ward Members were consulted on the scheme via email correspondence issued on 4th April 2025.
- 3.10 A response was received on 27th June 2025, indicating support for the housing proposals in principle, while also raising concerns regarding potential increases in traffic along Tan Yard Brow.
- 3.11 As part of this application, a full Transport Assessment has been undertaken. This Assessment analyses existing transport/highways conditions and determines any potential impact arising from the proposed development.
- 3.12 As set out in full within the Transport Assessment prepared by Focus and as summarised in Section 7 of this Statement, the proposed development is not expected to generate significant traffic, with peak rush hour two-way traffic estimated at a maximum of 16 vehicles per hour, or one vehicle every 3-4 minutes. This low level of traffic demand suggests the development will have minimal impact on the existing conditions of the surrounding highway network.
- 3.13 Furthermore, the application site is considered to be in a highly sustainable location. The site is a short walk from Gorton District Centre, where there is access to a range of shops and services. The site is also a 15-minute walk away from Ryder Brow train station which provides frequent services to the wider Manchester area.

4. Proposed Development

4.1 This planning application seeks full planning permission for the proposed development at Tan Yard Brow, Gorton.

4.2 The development comprises of the following:

- Construction of 25 high-quality, energy-efficient, and sustainable new homes, consisting of 17 apartments and 8 cottages, all of which will be delivered as affordable housing;
- Creation of a new access point off Tan Yard Brow;
- Provision of 25 parking spaces and 26 cycle parking spaces; and
- Hard and soft landscaping, including tree planting and areas of amenity green space.

Use and Amount

4.3 The proposed development seeks to bring forward the delivery of 25 no. affordable new homes (Use Class C3).

Site Layout

4.4 Full regard has been given to the local and site-specific constraints and opportunities and the proposed layout responds to this. The layout has been developed to create a high-quality residential development which respects the character and setting of the surrounding area. Please refer to the proposed site layout plan below.



Figure 3: Proposed Site Layout (R0863-01 REV K)

Scale

- 4.5 The scheme comprises 25 units across two blocks. Block 1, facing Hyde Road, is a three-storey building containing 17 apartments. The set-back at 3rd floor level means Block 1 can be read as two storey when viewed from Tan Yard Brow.
- 4.6 Block 2, fronting Tan Yard Brow, consists of two storeys and is designed to respond to the scale of the existing cottages along Tan Yard Brow.



Figure 4: Block 1- Proposed Elevation Extract

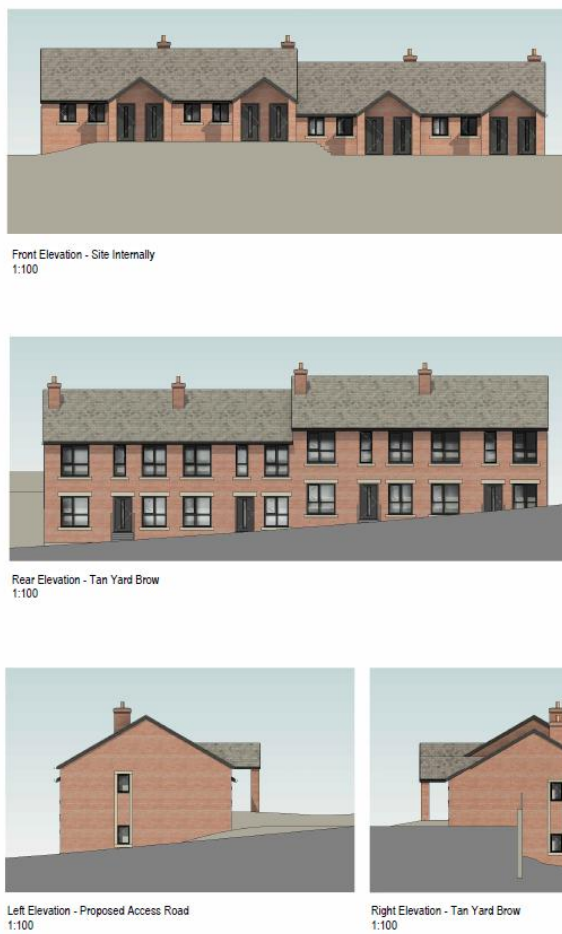


Figure 5: Block 2 - Proposed Elevation Extract

Housing Provision, Mix and Typologies

- 4.7 The proposed housing provision comprises a total of 25 no. dwellings, delivered through the following residential mix:

Dwelling Size	House Type	Number
2 bed	Apartment	17
1 bed	Cottage	8

Table 2: Residential Mix

- 4.8 With regard to housing tenure, all 25 units will be delivered as affordable housing. This results in a provision of 100% which is above the target for 20% within Policy H8 of the Manchester Core Strategy. The properties will be offered as social/affordable rent.

Design and Appearance

- 4.9 All units comply or exceed Nationally Described Space Standards (NDSS) to ensure the highest standards of design. In relation to Part M compliance, 6 no. units within Block 1 are at M4(1), 9 no. are at M4(2) and 2 no. units are at M4(3). Within Block 2, 6 no. units are at M4(1). The remaining 2 no. units have internal compliance but include stepped access due the site's level constraints.
- 4.10 The proposed property designs incorporate a traditional architectural approach to the site's redevelopment. Further design detail is provided in the visuals below and is set out within the Design and Access Statement and plan pack.





Figure 6 and 7: Illustrative Visuals prepared by Equilibrium Architects

- 4.11 The scheme will provide detailed finishes and refined materials palette that will provide a contemporary feel whilst complementing the surrounding streetscape.

Access

- 4.12 The site is situated within an accessible location. It is therefore extremely well served by regular public transport facilities that are within easy walking distance of the application site. A wide range of other services and facilities also lie within close distance of the site.
- 4.13 The site will be accessed off Tan Yard Brow through a 5m highway with 2m pedestrian walkways on either side.
- 4.14 The proposals also include 25 no. off-street car parking spaces and appropriate provision of 25 no. cycle spaces to the rear of the site. In line with Approved Document Part S of the Building Regulations, each unit will be provided with one Electrical Vehicle Charge Point (EVCP).

Landscaping

- 4.15 To deliver a desirable public realm with high-quality open space, Equilibrium has detailed the proposed landscape measures on site layout ref. R0863-01 REV K as well as within the supporting Design and Access Statement. The proposals will create a new landscape character through a planting regime and palette of materials proposed.

- 4.16 The proposed planting and ecological measures are provided on the accompanying landscape proposals and specification plan prepared by Equilibrium Architects (ref. R0863-08 REV A).
- 4.17 Overall, residents will have access to open green space in the form of private gardens, communal amenity space and planting around the buildings and wider public realm area. Please refer to the Design and Access Statement and plan pack for full details.

5. Planning Policy Context

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 confirms that the determination of planning applications should be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.2 The following section outlines the Local Plan position and the relevant material considerations that should be considered in the determination of this application.
- 5.3 The application site is located within Gorton where the Local Authority is Manchester City Council (MCC). The adopted development plan for the area comprises the following documents:
- Manchester Core Strategy (Adopted 11 July 2012)
 - Extant Unitary Development Plan (UDP) Policies
 - Proposals Map (Adopted July 2012)
 - Places for Everyone Joint Development Plan (March 2024)

Places for Everyone (March 2024)

- 5.4 Places for Everyone (PfE) is a long-term plan of nine Greater Manchester districts for jobs, new homes and sustainable growth (2022-2039). Greater Manchester Combined Authority (GMCA) have prepared this plan for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan.
- 5.5 Following its adoption in March 2024, PfE now forms part of the statutory development plan for each of the nine PfE authorities.
- 5.6 As a result of PfE, certain policies in the MCC Core Strategy have been partially replaced by PfE policies. This Statement takes these changes into account when assessing the proposed development against the relevant policies and guidance.

Core Strategy (July 2012)

- 5.7 The Core Strategy was adopted in July 2012 and sets out planning policies to guide decision making within Manchester and ensure the scale, design and type of developments proposed accord with LPA aims and wider national policy.
- 5.8 The relevant policies from the Core Strategy to the application are detailed below:

- Policy SP 1 Spatial Principles
- Policy H 1 Overall Housing Provision
- Policy H 4 East Manchester
- Policy H 8 Affordable Housing
- Policy T 1 Sustainable Transport
- Policy T 2 Accessible areas of opportunity and need
- Policy EN 3 Heritage
- Policy EN 4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Policy EN 6 Target Framework for CO2 Reductions from Low of Zero Carbon Energy Supplies
- Policy EN 8 Adaptation to Climate Change
- Policy EN 9 Green Infrastructure
- Policy EN 14 Flood Risk
- Policy EN 15 Biodiversity and Geological Conservation
- Policy EN 16 Air Quality
- Policy EN 17 Water Quality
- Policy EN 19 Waste
- Policy PA 1 Developer Contributions
- Policy DM 1 Development Management

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

5.9 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 Policy DC7.1 New Housing Development
- Saved Policy DC18.1 Conservation Areas
- Saved policy DC26 Development and Noise

5.10 A full overview of the planning policies and the compliance of the scheme with each relevant policy is provided in Appendix 1.

Other Material Considerations

National Planning Policy Framework

5.11 The National Planning Policy Framework (NPPF) sets out the overarching planning policies from the Government. In December 2024, the NPPF was updated, and this now forms the overarching planning guidance in England.

5.12 Regard must be had to the NPPF as a material consideration in planning decisions as per Paragraph 2 of the NPPF and Section 38(6) of the Planning and Compulsory Purchase Act 2004. This central aim of the NPPF and the planning system is highlighted in paragraph 7:

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

5.13 Where proposals are sustainable there is a presumption in favour of the development which is the core of the NPPF:

'So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development' (paragraph 10).

5.14 The NPPF advises that there are three dimensions to sustainable development: economic, social and environmental (Para. 8) and establishes a presumption in favour of sustainable development stating that sustainable development proposals need *'approving...without delay'* (Para. 11).

5.15 The Framework, taken as whole, represents the Government's definition of what constitutes a sustainable development. This definition of sustainable development includes three key roles: an economic role; a social role; and an environmental role.

These aims are mutually dependent and should be sought jointly and simultaneously by the planning system.

Design

- 5.16 The NPPF supports the creation of well-designed places, that shape sustainable communities, warrants development being acceptable.
- 5.17 Paragraph 133 states that at the very earliest stage, *'all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences.'*
- 5.18 Paragraph 139 advises *'development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design'.*
- 5.19 Paragraph 139 further recommends that significant weight should be given development which accords to local design and national guidance, which displays exemplary design that achieves and/or raises the standard of design.

Heritage

- 5.20 Paragraph 207 of the NPPF requires as a minimum, that the significance of any heritage asset that may be affected by a proposal to be identified and assessed. The assessment should be taken into account when considering the impact of a proposal on a heritage asset.
- 5.21 Paragraph 215 goes on to state: *'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...'*

Supplementary Planning Documents

- Guide to Development in Manchester SPD (2007)
- Providing for Housing SPD
- Manchester Residential Quality Guidance (2016)
- Manchester Green and Blue Infrastructure Strategy (2015)

Manchester Housing Strategy 2022-2032

5.22 A report prepared for Manchester City Council's Executive Committee meeting on the 22nd July 2022 indicates that the Manchester Housing Strategy (2022-2032) sets out a long-term vision which considers how best to deliver the city's housing priorities and objectives, building on progress already made, whilst tackling head on the scale and complexity of the challenges ahead. The priorities for the new Housing Strategy are:

- Increase affordable housing supply & build more new homes for all residents;
- Work to end homelessness and ensure housing is affordable & accessible to all;
- Address inequalities and create neighbourhoods & homes where people want to live; and
- Address the sustainability & zero carbon challenges in new and existing housing stock.

6. Planning Considerations

- 6.1 The following section of this statement assesses the application proposals against the planning policy framework for the site, having regard to material considerations.

Principle of Residential Development

- 6.2 The NPPF establishes a presumption in favour of sustainable development stating that sustainable development proposals need 'approving...without delay' (Para. 11).
- 6.3 Policy SP1 of MCC's Core Strategy states that beyond Manchester's regional centre, emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, such as East Manchester.
- 6.4 Policy H1 sets out the overall housing requirement of new dwellings across Manchester over the plan period (2012-2027). The Places for Everyone Plan (adopted in March 2024) uplifts the superseded Policy H1 housing requirement to 3,533 dwellings per annum and aims to regenerate the inner areas including Gorton, reducing levels of deprivation and poverty and improving the health and wellbeing of communities. The proposal can positively contribute towards both of these objectives.
- 6.5 For East Manchester (where the application site is located), the housing requirement equates to approximately 1,060 dwellings per year, as this area is to accommodate around 30% of new residential development over the lifetime of the Core Strategy as set out under Policy H4.
- 6.6 While not specifically allocated for housing within the Core Strategy, the predominantly residential nature of the surrounding area, proximity to community amenities and access to transport links emphasises the suitability of the site for residential development. The proposed scheme will make a valued contribution towards this housing delivery target in Manchester and will deliver high quality homes within a sustainable location close to services and public transport routes including the rail and bus networks in line with Policy H1. The proposals create an additional 25 homes adding to the housing choice across the city.

- 6.7 While the site is currently undeveloped, historical mapping regression work demonstrates that the site has not always been open land, despite its current appearance within the Conservation Area.
- 6.8 Although not classified as brownfield, the proposed development seeks to optimise underutilised land in a highly sustainable location in line with national planning policy. The site's setting, surrounded by residential uses and close to amenities and transport links, further strengthens its credibility for the development of housing. The proposed development would enhance residential amenity and improve the quality of life for future occupants, contributing to the overall desirability of the wider area as an attractive and pleasant place to live.
- 6.9 For the reasons outlined in this Statement, we believe that the proposal equates to sustainable development and as such a presumption in favour of approving the development applies. In this instance the LPA must approve proposals that accord with the Development Plan without delay.

Impact on Heritage Assets and Conservation Area

- 6.10 It is acknowledged that the area plays a role in contributing to the sense of place and the historic and special character of the Gore Brook Valley Conservation Area.
- 6.11 Additionally, the site is situated within the setting Grade II listed heritage assets, including the 18th-century tanners' cottages at 56-60 Tan Yard Brow, Spring Bank Farm, and the cottages at 60-66 High Bank. In its current form, the site is considered to make a positive contribution to the overall setting of these heritage assets.
- 6.12 In terms of national policy, paragraph 207 of the NPPF requires as a minimum, that the significance of any heritage asset that may be affected by proposed development to be identified and assessed. The assessment should be taken into account when considering the impact of a proposal on a heritage asset.
- 6.13 Paragraph 215 goes on to state: '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**...'.
- 6.14 A Heritage Statement has been prepared by Turley to assess the impact of the proposed development on the Conservation Area and designated heritage assets.
- 6.15 Section 5 of the Heritage Statement assesses the impact of the proposed development on the significance of the Gore Brook Valley Conservation Area. The

Conservation Area boundary encompasses land and buildings to the north and south of Hyde Road and is varied in character, with three broad character areas having been identified. The application site is located in the north eastern part of the Conservation Area in a character area centred on Tan Yard Brow which is visually well-contained by trees and other vegetation and separated from the remaining area by Hyde Road.

- 6.16 Due to the physical and visual separation of the site from the central and western parts of the Conservation Area, such as Sunny Brow Park, Far Lane and Brookfield Unitarian Church, the proposed development will have no impact on the character or appearance of these areas. Therefore, the significance of the Conservation Area as derived from these parts would be sustained.
- 6.17 Any potential impact from the proposed development relates only to the character and appearance of the north-eastern part of the Conservation Area which derives some significance from its open, verdant, semi-rural character and surviving late 18th and 19th-century buildings, mostly arranged in small clusters. This reflects Gorton's pre-industrial character before its rapid 19th and early 20th-century development. However, this semi-rural impression is somewhat misleading, as it largely results from the demolition of buildings in the late 20th century, including those within the site boundary before this was cleared. The Conservation Area is set within a highly developed context, including modern dwellings, commercial buildings, and the busy Hyde Road.
- 6.18 The proposed development will introduce two buildings, a cycle store, bin store, and new boundary treatments, which will slightly reduce the area's open, semi-rural verdant character. However, most existing trees will be retained, and additional planting will help to partly sustain the verdant character.
- 6.19 The layout and design of the proposed development aim to minimise visual impact while making effective use of the land. The retention and reinforcement of trees both within and around the site will help filter views of the development from key areas such as the Fallowfield Loop, Hyde Road, Tan Yard Brow and High Bank. In other parts of the Conservation Area, the development will be scarcely visible, if at all, due to screening from the site's topography, trees and surrounding structures.
- 6.20 The proposed buildings have been designed to reflect the architectural style and materials of historic buildings in the area, particularly those on Hyde Road and Tan Yard Brow. Proposed materials include red brick and slate tiles, along with stone cill and lintel details and gabled forms.

- 6.21 Block B is designed to offer a modern interpretation of nearby 56-60 Tan Yard Brow, with similar materials, a regular fenestration pattern, two-storey scale and pitched roofs, creating the impression of a small, terraced row. The development will reinforce the pre-industrial character of the Conservation Area by creating small clusters of buildings interspersed with green space and trees.
- 6.22 The removal of the existing stone wall on the western boundary is necessary to allow for safe vehicular access and a defensible frontage for Block B. The Heritage Statement confirms that this stone wall feature contributes to the semi-rural character of the area. However, the Statement concludes that its removal will have only have a limited impact on the Conservation Area as a whole. In views along Tan Yard Brow, the proposed boundary hedge and Block B will help reintroduce a sense of enclosure that is consistent with the area's verdant character and the relationship between 56-60 Tan Yard Brow and the street.
- 6.23 Overall, the proposed development will result in only a very limited degree of harm to the significance of the Conservation Area. This harm is considered to be 'less than substantial' in NPPF terms and any harm is mitigated wherever possible through the thoughtful design and landscaping of the proposals.
- 6.24 While the proposed development would result in 'less than substantial harm to the significance of the Conservation Area', the scheme delivers substantial public benefits that must be considered in the planning balance. The proposal provides 25 high quality homes in a sustainable location, with all units offered as affordable rent, addressing local housing need.

Loss of openness in a Conservation Area

- 6.1 During pre-application engagement with MCC, concerns were raised about the loss of openness in a Conservation Area given the current appearance of the site.
- 6.2 In terms of openness, the introduction of buildings on the site should be considered within the context of the site's historic development, taking account of the buildings, structures and enclosures which were present on the site throughout most of the 20th century (refer to Section 2 of the Heritage Statement for full details of the site's historical development).
- 6.3 Policy DM1 requires new development to have appropriate siting, layout, scale, form, massing, materials, detail and have regard for the character of the surrounding area.

- 6.4 The layout and landscaping have been carefully designed to respect the distinctive character and sense of place within the Conservation Area. Soft landscaping along the boundaries will soften the scheme's appearance, and the building forms and scales have been revised to respond to local heritage and address feedback from the LPA.
- 6.5 In terms of scale and massing, Block 1 is a three-storey building, but the third storey is set back, allowing it to be perceived as a two-storey structure when viewed from Tan Yard Brow. Block 2 is designed as a two-storey building, in keeping with the scale of existing properties on the adjacent road.
- 6.6 In summary, the proposed scheme has been thoughtfully designed to reflect the site's historical context and respect the area's character, with soft landscaping and adjusted building forms to address heritage considerations and LPA feedback.

Housing Delivery

- 6.7 The latest identification of the five-year housing land supply in Manchester has a base date of 1st April 2023 and covers the period up to 31st March 2028. The Housing Land Supply Statement (2023) concludes that, having regard to the calculated requirement (including an allowance for a 5% buffer) and to the five-year supply of deliverable sites identified, the five-year land supply position over the period has been assessed as **6.12 years**.
- 6.8 The Manchester Housing Strategy (2022) sets a target of delivering 36,000 new homes by 2032, including 10,000 affordable homes (1,000 per year). The Strategy concludes that Manchester is undersupplied by at least 500 homes annually, driving up prices and rents and exacerbating affordability issues.
- 6.9 In July 2024, a 2023/24 Annual Monitoring Report was reported to Manchester City Council's Economy and Regeneration Scrutiny Committee to provide an update on the progress made towards the Housing Strategy objectives. The report states that 2023/24 saw a notable recovery in housing completions. In total there have been 3,018 completions in 2023-24 (a 58% increase from 2022-23) of which 603 were affordable and 2,415 market homes.
- 6.10 Despite the current housing land supply situation and increase in housing completions in 2023/24, Manchester continues to face significant housing demand as the population grows. The proposed development will therefore make a valuable

contribution to housing delivery by providing 100% affordable homes. It also aligns with the Government's objective of significantly increasing the supply of homes.

Affordable Housing

- 6.11 According to the latest data from Manchester Move¹, there is an extremely high demand for social housing in Manchester with over 15,000 live applications on the Manchester Housing register. The greatest need is for 1, 2 and 3 bedroom properties.
- 6.12 The proposed scheme, delivering 100% affordable housing through social and affordable rent, significantly exceeds the policy requirement of 20% affordable housing set out in Policy H8 and will directly support the city's efforts to meet its ambitious housing targets and address affordability issues.
- 6.13 The Greater Manchester Strategic Housing Market Assessment (2019 SHMA) sets out the housing needs for Manchester and surrounding authorities. This predicts a total increase of 23,826 households between 2018 and 2028 in Manchester based on an overall population change of +14% over the period 2016 to 2036.
- 6.14 The 2019 SHMA identifies that 5,122 households had fallen into affordable need in Manchester and recommends a net annual need figure of 1,156 dwellings.
- 6.15 Consecutive AMRs, covering the years 2012 to 2024, from Manchester City Council present data on the amount of affordable housing completions. This is summarised in the table below:

AMR Period	Net Affordable Housing Completions
2023-24	603
2022-23	415
2021-22	532
2020-21	461
2019-20	436
2018-19	334
2017-18	281
2016-17	197
2015-16	104
2014-15	35
2013-14	109
2012-13	281
TOTAL	3,185
Average Completions (per annum)	290

¹ <https://homes.manchestermove.co.uk/choice/content.aspx?pageid=13>

Table 3: Affordable Housing Completions

- 6.16 The above table confirms that there has been a significant shortfall of affordable housing completions when set against the 1,156 dwelling per annum requirement set out in the 2019 SHMA. Affordable completions have consistently been below the level required to meet needs across the city. A step change in supply is therefore required, which this scheme can contribute towards.
- 6.17 The Manchester Housing Strategy AMR for 2023/24 also confirms that while the last 12 months saw a 45% increase in the number of affordable completions (603) compared to the 415 delivered in 2022-23, the impact of Right to Buy continues to impact the growth of the total numbers of affordable homes built in Manchester with a loss of 138 council owned affordable homes in 2023-24 – equating to a net growth of 465 affordable homes in the twelve-month period.
- 6.18 Despite Manchester's ambitious target of delivering 10,000 new affordable homes and a record year for affordable housing delivery in 2023/34, the AMR states that there remain far too many people in Priority Bands 1-3 on the Housing Register in Manchester and there is still a shortfall in affordable homes suitable for these residents. Furthermore, the population of the city is continuing to grow, with an increase of circa 11,000 from 2023-2024. As confirmed within the AMR, the result is that (as with mainstream housing) demand for affordable housing has continued to grow out of sync with supply. This is reflected in the fact that in the 12 months to May 2024, the number of households in Priority Bands 1-3 grew by over 15% and there are currently over 10,000 households in Priority Bands 1-3.
- 6.19 Over the same time period the number of homes let to households in Priority Bands 1-3 through Manchester Move (MM) decreased from 2,134 in 2022-23 (93% of total lets through MM) to 2,037 in 2023-24 (95% of total lets through MM). This is in line with long-term trends around the reduced availability and limited turnover of social housing. This data demonstrates further evidence of the pressing need to increase affordable housing delivery across the city.
- 6.20 Policy H8 of the Core Strategy seeks a 20% contribution of all new housing developments in the City to be affordable. As described earlier, 100% of the 25 units are for affordable tenure. We therefore consider it to be an important material consideration that the proposal goes significantly beyond the proportion sought by the Council. Additionally, Policy JP-H2 of Places for Everyone seeks to 'maximise the delivery of additional affordable homes' which this scheme complies with.

- 6.21 The SHMA is not prescriptive in terms of how new affordable homes should address demands for the number of bedrooms. However, Table 8.63 of the SHMA illustrates that the vast majority of households on the housing register in Manchester require one- and two-bedroom properties. Additionally, as set out within the latest data from MM, the greatest need is for 1, 2 and 3 bedroom affordable properties. As such, we believe that the mix of one- and two-bedroom apartments and cottages as proposed is acceptable to meet local needs.
- 6.22 The delivery of much needed affordable housing, delivered through a mix of affordable rent and social rent properties as part of this proposal is a substantial benefit and helps to meet the urgent affordable housing needs of Manchester. It exceeds the requirements of Policy H8 and should therefore be afforded substantial weight in the determination of this application.

Design

- 6.23 Core Strategy Policy DM1 and extant UDP Policy DC7.1 emphasise the importance of high-quality design, particularly in relation to siting, layout, scale, form, massing, materials, and detailing.
- 6.24 These policies require that developments respect the character of the surrounding area and ensure that the design is safe and accessible for all, including people with disabilities. The Guide to Development in Manchester SPD reinforces this, setting out seven key design principles: Character and Context, Continuity and Enclosure, Legibility, Ease of Movement, Quality of the Public Realm, Diversity, and Adaptability.
- 6.25 The proposed scheme adopts a traditional architectural approach, using refined materials and detailed finishes that offer a contemporary feel while complementing the character of the surrounding streetscape. In respect of Block B which takes the form of cottages abutting the public footpath, the design has been developed to mirror the listed buildings to the north on Tan Yard Brow, thus acting as an important visual link between the other areas of the Conservation Area and Tan Yard Brow which is severed by Hyde Road. This visual continuity will draw interest towards the existing listed buildings to the north and reinforce the character of the Conservation Area in line with NPPF Paragraph 219 which encourages local authorities to “*look for opportunities for new development within Conservation Areas...to enhance or better reveal their significance*”.

- 6.26 The Manchester Residential Quality Guidance provides the minimum requirements and mandatory standards that all new residential proposals will be required to satisfy or exceed in order to be considered sustainable development. All proposed units meet or exceed Nationally Described Space Standards (NDSS), ensuring the highest quality of design. In terms of accessibility, 6 units in Block 1 are designed to M4(1) standards, 9 to M4(2), and 2 to M4(3). In Block 2, 6 units meet M4(1) standards, while the remaining 2 units are internally compliant but include stepped access due to the site's level constraints.

Sustainability Credentials

- 6.27 Policy EN4 targets the reduction of CO2 emissions through the following of the energy hierarchy, firstly reducing the need for energy through efficient design measures followed by clean energy and lastly, the application of renewable or LZC technologies. In addition to this point, MCC state within this policy all new development is required to use building materials that have low embodied carbon.
- 6.28 Policy EN6 requires electricity intense residential development of 10 or more units to meet, as a minimum, a 15% reduction in domestic CO2 emissions over Part L of the 2010 Building Regulations, unless proven to be unviable.
- 6.29 An Environmental Standards Statement has been prepared by Energy Counsel and this details how the proposed development will incorporate sustainable design and resource efficiency in line with the Energy Hierarchy.
- 6.30 The design of all buildings has followed the 'Be Lean, Be Clean and Be Green', fabric first strategy and measures include the following:
- Enhanced building fabric to meet the new Building Regulations ADL1 2021 (15/06/2022);
 - Enhanced air tightness and thermal bridging;
 - Highly efficient decentralised mechanical extract ventilation (dMEV) provided to all wet rooms within apartments;
 - Space heating will be provided by highly efficient direct electric heating;
 - Hot water will be provided by highly efficient air to water heat pumps; and
 - Efficient lighting strategy primarily using CFL or LED type fittings.

- 6.31 An assessment of the potential for low carbon and renewable energy sources has been undertaken within the report.
- 6.32 The use of high-efficiency heat pumps will help to reduce carbon emissions by 55.36% and provide a primary energy reduction of 12.12% when compared to new building regulations Part L 2021.
- 6.33 The proposals are therefore considered compliant with Policy EN4, EN6 and EN8 of the MCC Core Strategy, PfE and the NPPF.
- 6.34 It is considered that the sustainability credentials of the proposed development carries limited weight in the planning balance.

Existing and Future Resident Amenity

- 6.35 The proposed development aims to enhance the existing and future resident amenity by providing 25 high quality, energy efficient and sustainable new homes. These will comprise 17 two-bedroom apartments and 8 one-bedroom cottages.
- 6.36 The proposed landscaping scheme includes pockets of communal amenity space and seating areas in and around green infrastructure and tree planting which will create pleasant outdoor spaces for residents to enjoy.
- 6.37 Policy DM1 of the Core Strategy states that all new development should have regard for the protection of residential amenity.
- 6.38 Consideration has been given to ensuring the integration of this scheme within the surrounding context, while prioritising the avoidance of any adverse effects or disruption to existing residents. The positioning of the buildings has been carefully planned and the massing has been stepped to minimise the perceived height when viewed from street level which is demonstrated by the illustrative site sections prepared by Equilibrium.

Socio-economic impacts

- 6.39 The development of 25 affordable dwellings would generate several positive socio-economic impacts both during construction and post-completion, benefiting the local economy and community. During the construction phase, the development could create 31 direct jobs and a potential direct gross value add to the local

economy of £1,242,906². Additionally, it would stimulate the local supply chain, increasing demand for materials, services, and equipment from local businesses, thereby supporting indirect employment in areas such as manufacturing, transportation and professional services.

- 6.40 Post-completion, the provision of 25 affordable homes would directly address local housing shortages, offering quality housing for low- and middle-income families, key workers, and individuals who may otherwise struggle with affordability. This would help stabilise the community by providing long-term secure housing, fostering a more inclusive and balanced neighbourhood. The availability of affordable housing would also promote social cohesion, reduce inequalities and improve overall well-being for residents, contributing to a stronger, more integrated local community.
- 6.41 Overall, the positive socio-economic benefits in terms of employment generation and increased local spending should be afforded moderate weight in the planning balance.

Green Infrastructure

- 6.42 Policy EN9 encourages developers to enhance both the quality and quantity of green infrastructure, improve its functionality, and create or strengthen connections between green spaces. Manchester's Residential Design Guidance emphasises that new developments should integrate and expand the landscape network in a thoughtfully designed way, providing opportunities for residents to enjoy through private gardens and communal spaces.
- 6.43 The proposed landscaping scheme will enhance the public realm by introducing attractive green spaces and new planting, adding to the overall appeal of the development within the Conservation Area. Soft landscaping along the southern boundaries will be carefully designed to reflect and respect the green character of the Gore Brook Conservation Area, further integrating the scheme with its natural surroundings.

Conclusion

- 6.44 The proposed development aims to create a sustainable and inclusive community, while respecting the character and identity of the Conservation Area. It seeks to provide high-quality affordable housing and amenities for both existing and future

² National Housing Federation – Local Economic Impact Calculator
<https://www.housing.org.uk/resources/local-economic-impact-calculator/>

residents. The design prioritises pedestrian safety, convenient parking solutions and the inclusion of green amenity spaces, all contributing to a cohesive and attractive neighbourhood environment.

- 6.45 While great weight must be given to the conservation of the Gore Brook Valley Conservation Area, which would experience a limited degree of harm due to the development, this harm must be weighed against the public benefits of the proposal in line with the NPPF.
- 6.46 As set out above, the development would provide a range of benefits, including the provision of much-needed housing, the redevelopment of a site in a sustainable location, efficient land use and the delivery of high-quality and energy efficient affordable homes to meet local housing needs. It also offers economic, social, and environmental benefits. In this case, these public benefits are considered to outweigh the limited harm to the Conservation Area.

7. Technical Assessment

- 7.1 This section of the Planning Statement presents the assessment of all other material considerations, not covered within the previous sections.

Parking and Highways

- 7.2 Policies SP1, T1, T2, H1 and DM1 of the Core Strategy seek to ensure that all new developments adequately cater for their car parking needs and are located in sustainable locations, preferably on good public transport routes. The application site is considered to be in a highly sustainable location. The site is a short walk from Gorton District Centre, where there is access to a range of shops and services. The site is also a 15-minute walk away from Ryder Brow train station which provides frequent services to the wider Manchester area.
- 7.3 The proposals include 100% parking and cycle parking provision, with 25 no. off-street car parking spaces and appropriate provision of 26 no. cycle spaces to the rear of the site, located underneath a protective canopy.
- 7.4 As part of this application, Focus have prepared a full Transport Assessment. The document looks to assess the existing transport/highways conditions and determine any potential impact arising from the proposed development.

Accessibility

- 7.5 The TA concludes that the application site is well-suited for residential development, as it is surrounded by established residential neighbourhoods and within a convenient walking distance of frequent public transport services and a variety of local shops, services, and facilities. The local pedestrian routes connecting to the site are of high quality, with several dedicated pedestrian crossings along the A47 Hyde Road corridor.
- 7.6 These locational advantages will provide residents with excellent opportunities to use sustainable transport for everyday journeys, thereby aligning with key planning policy objectives of encouraging alternative travel modes to private cars and managing the overall traffic impact of new developments.

Parking and Access

- 7.7 The proposed development will feature a 5m access road off Tan Yard Brow, providing entry to a parking area with 25 spaces (1 space per dwelling). The layout includes 24 standard spaces and 1 accessible space, along with 2m footways on both sides of the driveway, linking to the apartments and parking area. The cottages will have direct pedestrian access to Tan Yard Brow, and an additional traffic-free pedestrian path will connect to Hyde Road.
- 7.8 Visibility at the site frontage exceeds required standards for Tan Yard Brow. Development traffic will follow specific routes due to the left-in/left-out priority junction with Hyde Road, and vehicle swept path analysis confirms appropriate manoeuvrability for family vehicles.
- 7.9 Cycle parking for 26 bicycles will be provided, and car ownership in the area is low (56% of rented households have no vehicle). With sustainable transport options readily available, the proposed 25 parking spaces are deemed sufficient for the development's needs.

Development Traffic Demand

- 7.10 Based on estimated trip rates from the TRICS database for mixed affordable (flats and dwellings), the TA concludes that the proposed development is not expected to generate significant traffic, with peak rush hour two-way traffic estimated at a maximum of 16 vehicles per hour, or one vehicle every 3-4 minutes. This low level of traffic demand suggests the development will have minimal impact on the existing conditions of the surrounding highway network.

Road Safety

- 7.11 The TA includes an assessment of the operational safety of nearby streets, including the local section of Tan Yard Brow and its junction with the A57 Hyde Road, reveals that 5 accidents occurred over a 5-year period. This includes one incident on Tan Yard Brow, three at the Tan Yard Brow/A57 Hyde Road junction, and one on the A57 Hyde Road, 25m west of the junction.
- 7.12 While any accident is regrettable, there are no significant or recurring road safety issues that would raise concerns about the proposed development or necessitate additional highway safety mitigation measures funded by the project.

- 7.13 Overall, the TA concludes that there can be no overriding highways objections to the proposals.

Crime

- 7.14 Policy DM1 of the Core Strategy states that all new development should have regard to community safety and crime prevention.
- 7.15 Paragraph 135 of the NPPF states that planning policies and decisions should create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 7.16 A Crime Impact Assessment (CIA) prepared by Greater Manchester Police has been submitted as part of this application.
- 7.17 As part of the CIA, the development has been assessed against the principles of 'Crime Prevention Through Environmental Design' (CPTED).
- 7.18 The key recommendations from the CIA are as follows:
- The seating area adjacent the access ramp could potentially generate antisocial behaviour because it is detached from the development and might not be easily visible from the apartment building. It is recommended that this is omitted from the scheme.
 - The access ramp should be illuminated to deter misuse and to allow users to feel safe using it when it is dark.
 - The apartments should be built to Secured by Design standards.
- 7.19 The CIA also makes a number of recommendations to enhance the security of the development which will be fully considered and incorporated whenever practicable to do so. The submitted landscaping scheme and proposed site plan have been updated to omit the seating area adjacent to the access ramp in line with the CIA recommendations.
- 7.20 The development will also be built to Secured by Design standards.

Ecology

- 7.21 Policy EN15 of the Core Strategy 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.
- 7.22 A Preliminary Ecological Appraisal (PEA) has been prepared by Leigh Ecology in support of this application. A summary of the key findings is set out below.
- 7.23 The site is predominately modified grassland with bramble scrub and patches of sparsely vegetated land. The PEA Report concludes that the site within the red line boundary does not include any ecologically significant habitats.
- 7.24 In terms of surrounding habitats including the primary habitat of semi natural woodland and scrub on embankments, the PEA Reports advises that the impacts of the development must be considered during the construction period and sets out recommendations for protection measures to be put in place which will be adhered to.

Biodiversity Net Gain

- 7.25 The Biodiversity Net Gain (BNG) Plan prepared by Leigh Ecology, provides an assessment of the site's existing ecological value, as well as the anticipated impact of the proposed development, and includes strategies to enhance biodiversity post-development.
- 7.26 The site currently consists of grassland with bramble scrub and some sparsely vegetated areas. A single Sycamore tree is within the development boundary.
- 7.27 A total pre-development biodiversity value of 0.92 biodiversity units is reported, with no significant hedgerow or watercourse habitats identified.
- 7.28 The grassland is classified as 'modified' and of poor condition. A bramble scrub habitat is present along the western boundary, and the development will result in its removal.
- 7.29 No irreplaceable habitats are identified, and the presence of notable species isn't specifically highlighted in the baseline surveys.
- 7.30 The main ecological impact of the proposed development will be the loss of grassland and bramble scrub. However, the report indicates that these losses can

be mitigated through habitat creation and enhancement measures, including the planting of trees and mixed scrub.

- 7.31 In terms of a post-development biodiversity strategy, a total of 19 small and 6 medium-sized new trees will be planted, consisting of native species such as Beech, Oak, and Holly. A new mixed scrub area, with native species including Blackthorn, Gorse, and Juniper, will replace the lost Bramble scrub and enhance connectivity with adjacent wooded areas.
- 7.32 The post-development biodiversity value is expected to reach 1.03 biodiversity units, representing a net gain of 0.11 units, resulting in a 12.09% biodiversity net gain.
- 7.33 There are no identifiable adverse impacts to protected species. It can therefore be considered that the proposals are compliant with the NPPF and Policy EN15 of the Core Strategy and that the biodiversity net gain is a significant benefit of the scheme.

Arboricultural

- 7.34 Policy EN9 of the Core Strategy states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. The Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure wherever possible. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.
- 7.35 An Arboricultural Impact Assessment (AIA) and Method Statement has been prepared by North West Tree Consultancy. The AIA confirms that the proposed development requires the removal of one Category B tree in order to facilitate Block A to the east of the site.
- 7.36 As set out above, the impact of the unavoidable removal of one tree will be mitigated with replacement planting consisting of a total of 19 small and 6 medium-sized new trees which will be a mixture of native species.
- 7.37 The AIA recommends preliminary protection measures for those trees retained which are to be agreed via condition subject to the determination of the

application. The proposal is therefore considered compliant with Policy EN9 of the Core Strategy and the NPPF.

Flood Risk and Drainage Strategy

- 7.38 Policy EN14 states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding.
- 7.39 A Flood Risk Assessment and Drainage Strategy has been prepared by Ridge in support of the application. A summary of the key findings is set out below.
- 7.40 The majority of the site is located within Flood Zone 1, where there is a low probability of flooding from rivers and the sea or surface water flooding. A small area of the site to the north east corner is within Flood Zone 2 (risk from river) due to the proximity to Gore Brook. However, as confirmed by the FRA, Flood level for the 1 in 100 year + 70% climate change is 63.69mAOD and lowest Finish Floor Level (FFL) within the proposed development is 64.300mAOD. The level difference is greater than 600mm and this satisfies current EA recommendation on the minimum floor levels of residential developments - FFL's to be set minimum 600mm above the 1% annual probability (1 in 100 year) flood level.
- 7.41 The Drainage Strategy has been prepared following consideration of the SUDS Hierarchal Approach against the site's characteristics and confirms that the most suitable option for surface water outfall is the existing public surface water sewer within the Tan Yard Brow highway as this currently discharges into the Gore Brook watercourse located downstream of the proposed development.
- 7.42 In summary, the Strategy confirms that the proposed development poses no residual flood risk to the surrounding area, as stormwater flow rates will mimic those of the existing greenfield conditions. Therefore, the risk of flooding to adjacent properties and roads will not increase. The surface water drainage system will be designed in line with NPPF requirements, with below-ground storage provided for events up to the 30-year + 40% scenario through oversized pipes. For events exceeding this, up to the 100-year + 45% scenario, controlled flooding may occur on-site. In extreme cases, exceedance flows may occur for events beyond the 100-year + 45% scenario, but any floodwater will be contained on-site and directed away from buildings, toward external hard and soft landscaping areas.

- 7.43 As a result, the proposed development complies with Policy EN14 of the Core Strategy and the NPPF. The Flood Risk Assessment concludes that there are no flood risk grounds to prevent the development of the site.

Ground Conditions

- 7.44 A Phase 1 Desk Top Study and Ground Conditions Assessment has been undertaken by Ridge in support of the application.
- 7.45 The Assessment identifies the presence of made ground on the site, posing a moderate risk to future residential users as a worst-case scenario. This risk is associated with potential exposure to contaminants such as heavy metals (lead and arsenic), asbestos, PAHs, and vapours (naphthalene). To address this, remediation measures are recommended, including the removal or capping of the made ground and the installation of a vapour barrier within the development. An asbestos management plan may also be required. A remediation strategy and asbestos management plan can be secured through a suitably worded planning condition.
- 7.46 By implementing these remediation and mitigation measures, the development will comply with Policy EN18 of the Core Strategy and the NPPF.

Noise Impact

- 7.47 Policy DM1 states that all development should have regard to effects on amenity including noise.
- 7.48 A Noise Impact Assessment has been undertaken by Professional Consult in line with national planning policies and relevant standards.
- 7.49 The site is affected by noise from vehicles on the A57 Hyde Road and Tan Yard Brow, as well as intermittent noise from Hyde Road Aggregates.
- 7.50 The assessment concludes that daytime noise levels in the proposed outdoor amenity area are below the 55dB threshold, meaning no noise mitigation is required for outdoor spaces. However, sound insulation for glazing and alternative ventilation systems are recommended for living rooms and bedrooms. While noise from Hyde Road Aggregates is below background levels, acoustic-grade ventilators are suggested for living rooms with direct views of the facility.

- 7.51 Overall, noise impact at the site can be managed with appropriate measures, ensuring acceptable levels in both internal and external spaces. The proposals are therefore compliant with Policy DM1 and the NPPF.

Air Quality

- 7.52 Policy EN16 of the Core Strategy states that MCC will seek to improve the air quality within Manchester and Applicants will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development.
- 7.53 An Air Quality Assessment has been undertaken by Professional Consult to evaluate baseline conditions and predict potential effects for future residents.
- 7.54 During the construction phase, there is potential for air quality impacts as a result of dust emissions from activities such as earthworks and construction and trackout activities. Assuming that best practice dust control measures are implemented, the predicted impact of these emissions is expected to be not significant.
- 7.55 For the operational phase, potential impacts from road traffic emissions were analysed through dispersion modelling, predicting pollutant levels at sensitive locations with and without the development. The modelling results indicated that predicted impacts on NO₂, PM₁₀, and PM_{2.5} concentrations would be negligible at all sensitive receptor locations.
- 7.56 Additionally, pollutant levels are predicted to remain below air quality standards across the development site, making it suitable for the proposed use from an air quality perspective. Overall, air quality impacts from the development are predicted to be not significant, and air quality factors are not expected to be a constraint for the development.

8. Does the Proposal Represent 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.

Social Role

- 8.3 The development makes a significant contribution towards the social objectives of sustainable development. Primarily, the proposals will deliver housing to contribute towards the Borough's housing land supply which is currently in significant shortfall. More importantly, by bringing forward affordable housing into an area of acute need, the development will ensure that the needs of more of its residents can be met.
- 8.4 The development will deliver 100% affordable housing provision, of which a proportion will support those households on the Housing Register with a need for social housing in Manchester and surrounding areas.
- 8.5 Recognising the growing affordability issues within the Manchester (as set out at 6.8-6.22 of this Statement), this provision will make a valuable contribution to addressing this problem and reduce the shortfall in the supply of affordable housing in Manchester.
- 8.6 The proposed scheme will therefore meet a clear and identified need within Manchester and it will do so in a highly sustainable location for public transport, amenities and employment.
- 8.7 The supporting Design and Access Statement also demonstrates the approach to achieving good design in order to promote the creation of a healthy, safe, and inclusive community within Gorton.

Economic Role

- 8.8 The site is located within Gorton, approximately 5 miles south-east of Manchester City Centre. The site benefits from being in a well-connected and accessible area as Hyde Road provides direct access to nearby towns and wider road network. Ryder Brow train station (an 8-minute walk away) provides regular services to Manchester and Sheffield on the Hope Valley line.
- 8.9 The development therefore presents an opportunity to provide growth in an appropriate location and to address the balance in how this is directed across the Borough, by ensuring that development needs within this area of Manchester are met. The scheme will also bring various economic benefits including: a boost to the local economy, new local jobs through the construction phase and increase in council funds through tax receipts etc.
- 8.10 The proposals will therefore contribute to the growth objectives for Manchester which underpin the wider objectives of the adopted development plan, and its overall vitality and viability. This will in turn increase spending power within the area and surrounding areas where there is also good accessibility and contribute to the long-term maintenance of services and facilities on offer.

Environmental Role

- 8.11 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 of this Statement.
- 8.12 The site has been fully assessed for its ecological and arboricultural value, confirming the proposals will not result in a significant impact. The scheme design adopts a sympathetic approach by retaining existing landscape features including hedgerow and high value trees. Where relevant, mitigation is to be provided with further opportunities for biodiversity net gains, demonstrating the Applicant's commitment to conserving and enhancing the natural environment.
- 8.13 The site is conveniently positioned within easy reach of Gorton District Centre and Manchester City Centre. With its strong connectivity to nearby train stations and the wider road network, the application site is well-positioned to support much-needed new housing for the region. The new homes will also support the use of sustainable transport.

8.14 It is demonstrated that the proposed development will contribute towards the sustainable development objectives set out at NPPF Paragraph 8.

9. Planning Balance

- 9.1 Having assessed the various planning matters in Section 6 of this Statement, it is acknowledged that the proposed development would result in 'less than substantial harm' to the significance of the Gore Brook Valley Conservation Area.
- 9.2 While great weight must be given to the conservation of the Conservation Area, the scheme delivers substantial public benefits that must be considered in the planning balance in line with the NPPF. The proposal provides 25 high quality homes in a sustainable location, with all units offered as affordable rent, addressing local housing need.
- 9.3 The weighting to be attributed to each of these significant public benefits have been considered in detail and are summarised in Table 4 below:

Benefits	Weight	Why?
Meeting local housing need for affordable housing	Substantial	- The delivery of 25 affordable homes would make a significant contribution towards addressing the acute and growing need for affordable housing within Manchester. - Particularly significant considering the shortfall of affordable housing completions when set against the 1,156 dwelling per annum requirement set out in the 2019 SHMA.
Redevelopment of a sustainable site	Moderate	- The proposal would redevelop a site which is currently vacant and occupies a site adjacent to other residential properties. - Located close to Gorton District Centre and Manchester City Centre. The site benefits from being in a well-connected and accessible area as Hyde Road provides direct access to nearby towns and wider road network. - Ryder Brow train station (an 8-minute walk away) provides regular services to Manchester and Sheffield on the Hope Valley line.
Effective and efficient use of land	Moderate	Although not classified as brownfield, the proposed development seeks to optimise underutilised land in a highly sustainable location in line with national planning policy.
Socio-economic benefits	Moderate	- Potential for the creation of 31 direct jobs during construction. - Potential direct gross value add to the local economy of £1,242,906. - Post-completion, provision of 25 affordable homes addresses

		local housing shortages, benefiting low- and middle-income families and key workers. • Supports long-term secure housing, fostering a more inclusive and stable community. • Promotes social cohesion, reduces inequalities and enhances residents' well-being, contributing to a stronger, more integrated local community.
Environmental Benefits	Limited	• The proposed landscaping will enhance the public realm with attractive green spaces and new planting, improving the development's appeal within the Conservation Area. • Soft landscaping along the southern boundaries will complement the green character of the Gore Brook Conservation Area, integrating the scheme with its surroundings. • The post-development biodiversity value will reach 1.03 units, resulting in a 12.09% net gain, exceeding the required 10%.
Sustainability Credentials	Limited	• The design of all buildings has followed the 'Be Lean, Be Clean and Be Green', fabric first strategy and measures include the following: ○ Enhanced building fabric to meet the new Building Regulations ADL1 2021 (15/06/2022); ○ Enhanced air tightness and thermal bridging; ○ Highly efficient decentralised mechanical extract ventilation (dMEV) provided to all wet rooms within apartments; ○ Space heating will be provided by highly efficient direct electric heating; ○ Hot water will be provided by highly efficient air to water heat pumps; and ○ Efficient lighting strategy primarily using CFL or LED type fittings.

Table 4: Overview of Development Benefits and Weighting in Planning Balance

- 9.4 This Statement demonstrates that the proposed development represents sustainable development and is in accordance with the NPPF and the development plan as a whole.
- 9.5 While it is accepted that the proposals would give rise to 'less than substantial harm' to the designated Conservation Area as defined within the NPPF. Any level of harm should be outweighed by the public benefits that would be delivered.

- 9.6 As Section 7 and Appendix 1 sets out, there are no technical matters relating to the proposals where it could be considered that there would be a resultant adverse impact from development to factor into the planning balance in this instance.
- 9.7 As set out in Table 4, the development would provide a range of benefits, including the provision of much-needed housing, the redevelopment of a site in a sustainable location, efficient land use and the delivery of high-quality and energy efficient affordable homes to meet local housing needs. It also offers economic, social, and environmental benefits. In this case, these public benefits are considered to outweigh the limited harm to the Conservation Area. We therefore conclude that planning permission should be granted.

10. Conclusions

- 10.1 This Planning Statement has been prepared on behalf of Franstep Ltd to support the proposed development for 25 affordable dwellings on the land at Tan Yard Brow, Gorton.
- 10.2 The proposed scheme, delivering 100% affordable housing through social and affordable rent, significantly exceeds the policy requirement of 20% affordable housing set out in the development plan and will directly support the City's efforts to meet its ambitious housing targets and address affordability issues.
- 10.3 It is concluded that the proposals would give rise to 'less than substantial harm' to the designated Conservation Area as defined within the NPPF. Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 215 of the NPPF. In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.
- 10.4 The development would provide a range of benefits, including the provision of much-needed housing, the redevelopment of a site in a sustainable location, efficient land use and the delivery of high-quality and energy efficient affordable homes to meet local housing needs. It also offers economic, social, and environmental benefits. In this case, these public benefits are considered to outweigh the limited harm to the Conservation Area.
- 10.5 This Planning Statement, along with the suite of technical reports that accompany this application, demonstrates in the planning balance there is no demonstrable or significant harm arising from the development that would outweigh its benefits. Moreover, the site benefits from a sustainable location with no technical reasons preventing the proposals from being realised.
- 10.6 In summary, it is evident that there are no significant and demonstrable adverse impacts or material considerations that would outweigh the benefits of granting permission when assessed against the NPPF and development plan as a whole. The proposals constitute sustainable development and should therefore be approved 'without delay'.

Appendix 1 – Planning Policy Schedule

Policy	Description	Compliance
Manchester Core Strategy (Adopted July 2012)		
Policy SP 1 Spatial Principles	This policy guides the strategic development of Manchester up until 2017 and states that all development should have regard to the character, issues and strategy for each regeneration area. Development in all parts of the City should make a positive contribution to 'neighbourhoods of choice' by doing the following: • Creating well designed places that enhance or create character. • Making a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income. • Protect and enhance the built and natural environment. • Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible. • Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.	The proposed development will deliver 25 high quality, energy efficient housing units in a sustainable location. The proposals have been designed to protect and enhance the built and natural environment and to respect the architectural context of the Conservation Area. Full details of the proposed development are provided in the application and the relevant technical reports.
Policy H 1 Overall Housing Provision	This policy sets out that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027 (an average of 3,333 units per year,) and shows how this is broken down for each Strategic Regeneration Framework area. For South Manchester, this equates to approximately 3,240 dwellings per year. Proposals for new residential development should: • Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people, people with specific support requirements, BME communities, Gypsies and Travellers and Travelling Showpeople;	The proposed development will contribute towards Manchester City Council's housing delivery target by delivering 25 dwellings¹ (7 apartments and 8 cottages) within a sustainable location. The scheme has been designed in accordance with the design principles of Manchester's Local Design Framework. This is demonstrated within the supporting Design and Access Statement. The scheme proposes 100% car parking and 100% cycle parking for all dwellings.

	• Reflect the spatial distribution set out within this policy 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, including in high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). • 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.	Cycle parking is proposed on a double rack system underneath a protective canopy. In terms of green infrastructure, the development will incorporate dedicated green zones at the rear of the apartment complex, complemented by seating areas strategically positioned near areas with more abundant vegetation. These design elements are intended to enhance resident amenity by providing inviting outdoor spaces that foster a connection to nature. Additionally, they will offer opportunities for gardening, relaxation and recreational activities, thereby supporting a high quality of life for residents. The positioning of buildings within the proposed development has been carefully planned, ensuring they are set back at appropriate distances from neighbouring properties.						
Policy H4 East Manchester	This policy states that East Manchester will accommodate around 30% of new residential development in Manchester. Priority will be given to family housing and other high value, high quality development where this can be sustained.	The proposals will contribute to the delivery of high quality affordable housing within East Manchester. The proposed housing provision comprises a total of 25 no. dwellings, delivered through the following residential mix: <table border="1"> <thead> <tr> <th>Dwelling Size</th><th>Housing Type</th><th>Number</th></tr> </thead> <tbody> <tr> <td>1 bed</td><td>Cottage</td><td>8</td></tr> </tbody> </table>	Dwelling Size	Housing Type	Number	1 bed	Cottage	8
Dwelling Size	Housing Type	Number						
1 bed	Cottage	8						

		<table border="1"> <tr> <td>2 beds</td><td>Apartment</td><td>17</td></tr> </table>	2 beds	Apartment	17
2 beds	Apartment	17			
Policy H8 Affordable Housing	New development will contribute to the City-wide target for 20% of new housing provision to be affordable.	The proposed development will deliver a 100% affordable housing scheme, exceeding the policy requirements for affordable housing in the area, that significantly exceeds the 20% policy requirement. The development will consist of two distinct blocks, each designed to accommodate a specific housing type. Block A will house 17 apartment units, each comprising two bedrooms and designed to accommodate up to three residents. Block B will contain 8 one-bedroom cottages, with each cottage providing accommodation for a maximum of two residents.			
Policy T 1 Sustainable Transport	This policy states that the Council will support proposals that: • Improve choice by developing alternatives to the car. • Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car. • Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life. • Improve pedestrian routes and the pedestrian environment. • Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail). • Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and	The site is located within Gorton, approximately 5 miles south-east of Manchester City Centre. The site benefits from being in a well-connected and accessible area as Hyde Road provides direct access to nearby towns and wider road network. Ryder Brow train station (an 8-minute walk away) provides regular services to Manchester and Sheffield on the Hope Valley line. The site is surrounded by residential and commercial uses and parkland spaces, with established pedestrian and cycling infrastructure. The local road network			

	interchange facilities, better priority, improved services and information provision. • Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods. • Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location. • Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties. • Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority: 1. Pedestrians and disabled people; 2. Cyclists, public transport; 3. Commercial access; 4. General off peak traffic; and 5. General peak time traffic.	includes Tan Yard Brow, a 6m-wide carriageway with a 20mph speed limit, and the A57 Hyde Road, a key strategic route linking Manchester city centre with the M60 and M67 motorways. The proposals includes 25 new dwellings, each with one allocated parking space. Additionally, covered cycle storage for 26 bicycles will be available, promoting sustainable transport options. According to Transport Statement prepared by Focus, no significant road safety concerns were found that would necessitate additional mitigation measures. The anticipated traffic impact from the development is minimal, with peak-hour traffic not exceeding 16 vehicle movements per hour, equating to one trip every 3-4 minutes.
Policy T2 Accessible areas of opportunity and need	Development should be easily reachable by walking, cycling, and public transport, linking residents to work, health, leisure, open spaces, and education. Priority is placed on granting residents access to employment sites, with specific attention to various regions. For instance, the policy emphasises connecting North Manchester to the City Centre, Central Park, Salford Quays, Chadderton Industrial Estate, and Trafford Park. Similar efforts are made for East Manchester and the Central Area. In the South, strong links are to be maintained with the Regional Centre and the Airport, enhancing connectivity. The policy mandates suitable car parking provisions within the City Centre and other areas, in alignment with the site's accessibility and user needs. New developments should incorporate car parking facilities as per	The proposed development is within a sustainable location in walking distance from public transport in the form of buses or trains to access places of work, health, leisure, open spaces and education. The scheme provides 100% parking provision (both for cars and cycles) for dwelling units which is compliant with the car parking standards set out within the Core Strategy. The western part of the site is adjacent to the Fallowfield Loop which is a part of Sustrans Cycle Network. According to the section of travel demand in the Transport Statement

	guidelines outlined in Appendix B of the Core Strategy, considering disabled and cycle parking needs. Major applications and those with likely access or transport challenges should include proportional Traffic Impact Assessments and Travel Plans.	prepared by Focus, the development is unlikely to significantly impact local traffic conditions.
Polic EN1 Design Principles and Strategic Character Areas	Developments in Manchester are expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located and should be commensurate in scale with the surroundings. • 1) Character: a place with its own identity 2) Continuity and enclosure: a place where public and private places are clearly distinguished 3) Quality of the public realm: a place with attractive, and successful outdoor areas 4) Ease of movement: a place that is easy to get to and move through 5) Legibility: a place that has a clear image and is easy to understand 6) Adaptability: a place that can change easily 7) Diversity: a place with variety and choice	The proposed scheme adopts a traditional architectural approach, using refined materials and detailed finishes that offer a contemporary feel while complementing the character of the surrounding streetscape. In respect of Block B which takes the form of cottages abutting the public footpath, the design has been developed to mirror the listed buildings to the north on Tan Yard Brow, thus acting as an important visual link between the other areas of the Conservation Area and Tan Yard Brow which is severed by Hyde Road. This visual continuity will draw interest towards the existing listed buildings to the north and reinforce the character of the Conservation Area. All units comply or exceed Nationally Described Space Standards (NDSS) to ensure the highest standards of design. In relation to Part M compliance, 6 no. units within Block 1 are at M4(1), 9 no. are at M4(2) and 2 no. units are at M4(3). Within Block 2, 6 no. units are at M4(1). The remaining 2 no. units have internal compliance but include stepped access due the site's level constraints.

		To deliver a desirable public realm with high-quality open space, Equilibrium has detailed the proposed landscape measures on site layout ref. R0863-01 REV J as well as within the supporting Design and Access Statement. The proposals will create a new landscape character through a planting regime and palette of materials proposed.
Policy EN 3 Heritage	New developments must be designed so as to support the Council in preserving or, where possible, enhancing 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. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.	The supporting Heritage Statement prepared by Turley assesses the impact of the proposed development on the Conservation Area and designated heritage assets. The proposed development aligns with the Council's heritage policy by carefully considering the impact on the Gore Brook Valley Conservation Area and nearby listed buildings. The Heritage Statement confirms that while a level of harm resulting from the proposed development, it is classified as 'less than substantial' and at the lowest end of that scale. The Planning Statement confirms that the development would provide a range of benefits, including the provision of much-needed housing, the redevelopment of a site in a sustainable location, efficient land use and the delivery of high-quality and energy efficient affordable homes to meet local housing needs. It also offers economic, social, and environmental benefits. In this case, these public

		benefits are considered to outweigh the limited harm to the Conservation Area. Furthermore, the proposed development has been carefully designed to respect and enhance the character of the Conservation Area. As such, the development supports the policy's aim to preserve and, where possible, enhance the historic environment.
Policy EN 4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development	This policy targets the reduction of CO2 emissions through the following of the energy hierarchy, firstly reducing the need for energy through efficient design measures followed by clean energy and lastly, the application of renewable or LZC technologies. In addition to this point, MCC state within this policy all new development is required to use building materials that have low embodied carbon.	An Environmental Standards Statement has been prepared by Energy Counsel and this details how the development will incorporate sustainable design and resource efficiency in line with the Energy Hierarchy, so to meet the policy requirements and council targets whilst reducing its overall environmental impact.
Policy EN 6 Target Framework for CO2 Reductions from Low of Zero Carbon Energy Supplies	This Policy requires electricity intense residential development of 10 or more units to meet, as a minimum, a 15% reduction in domestic CO2 emissions over Part L of the 2010 Building Regulations, unless proven to be unviable. As Part L 2013 of the Building Regulations represents a 6% improvement on 2010 levels, this target is subsequently equivalent to a 9% improvement in CO2 emissions over Part L 2013.	The Environmental Standards Statement confirms that the use of high-efficiency heat pumps will help to reduce carbon emissions by 55.36% and provide a primary energy reduction of 12.12% when compared to new building regulations Part L 2021.
Policy EN 8 Adaptation to Climate Change	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, although this is not an exhaustive list: Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability	The sustainability credentials of the scheme set out within the Environmental Standards Statement confirms how the development will be adaptable to climate change in terms of design, layout, siting and function by following a 'Be Lean, Be Clean, Be Green' approach in reducing operational carbon emissions.

	• 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 Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.	The Flood Risk Assessment and Drainage Strategy prepared by Ridge confirms that the proposed development poses no residual flood risk to the surrounding area, as stormwater flow rates will mimic those of the existing greenfield conditions. Therefore, the risk of flooding to adjacent properties and roads will not increase.
Policy EN 9 Green Infrastructure	New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.	The proposed landscaping scheme will enhance the public realm by introducing attractive green spaces and new planting, adding to the overall appeal of the development within the Conservation Area. Soft landscaping along the southern boundaries will be carefully designed to reflect and respect the green character of the Gore Brook Conservation Area, further integrating the scheme with its natural surroundings. The scheme includes planting 19 small and 6 medium trees, along with a new mixed scrub area to mitigate the loss of bramble scrub and removal of one tree.
Policy EN 14 Flood Risk	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; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than	The Flood Risk and Drainage Strategy prepared by Ridge confirms that the site is in Flood Zone 1 (low risk), though it is adjacent to Gore Brook. Flood modelling confirms that the proposed Finished Floor Levels (FFLs) are set 600mm above the 1-in-100-year flood level, meeting Environment Agency (EA) guidelines.

	0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA. All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.	Surface water drainage follows the SuDS hierarchy, with infiltration ruled out due to ground conditions. Instead, surface water will be discharged into a public sewer that flows into Gore Brook. Attenuation measures, including a cellular storage tank and oversized pipes, will manage runoff, with discharge rates limited to 2.7 l/s. Climate change allowances (up to 45%) have been incorporated into the design. The proposed drainage system will mimic existing greenfield runoff rates, ensuring no increased flood risk to surrounding properties or roads. In extreme flood events, exceedance flows will be contained within the site and directed away from buildings. The drainage strategy complies with NPPF requirements, making the site suitable for development from a flood risk perspective.
Policy EN 15 Biodiversity and Geological Conservation	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. 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. Development should wherever possible seek to maintain, enhance or restore existing geology.	An Arboricultural Impact Assessment (AIA) and Method Statement has been prepared by North West Tree Consultancy. The AIA confirms that the proposed development requires the removal of one Category B tree in order to facilitate Block A to the east of the site. The impact of the unavoidable removal of one tree will be mitigated with replacement planting consisting of a total of 19 small and 6 medium-sized new

		trees which will be a mixture of native species. The AIA recommends preliminary protection measures for those trees retained which are to be agreed via condition subject to the determination of the application. A Preliminary Ecological Appraisal has been undertaken by Leigh Ecology Ltd. Their Report concludes that ecologically, the site currently comprises no ecologically important habitats. The post-development biodiversity value is expected to reach 1.03 biodiversity units, representing a net gain of 0.11 units, resulting in a 12.09% biodiversity net gain.
Policy EN 16 Air Quality	When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.	An Air Quality Assessment has been undertaken by Professional Consult Limited and considers construction phase dust impacts and operational phase road traffic emissions of the proposed development. A qualitative assessment of the construction phase identified potential air quality impacts from fugitive dust emissions. However, with the implementation of good practice dust control measures, these impacts were deemed 'not significant' in line with IAQM methodology.

		Predicted air quality impacts from the development's operation are classified as 'not significant,' confirming that air quality constraints do not limit the site's suitability for development.
Policy EN 17 Water Quality	Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological; Development should minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems, to minimise groundwater contamination, and to avoid pollutants reaching watercourses; Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site; Development should, where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.	A Drainage Strategy Report has been prepared by Ridge. The Report evaluates the existing surface water drainage system and assesses any potential rise in surface water runoff due to the proposed development. Consideration is given to Sustainable Drainage Systems (SuDS) as a means of mitigating surface water flood risk, along with the creation of an initial drainage layout. The site area is fully impermeable with unrestricted outflows to the combined sewers bounding the site. The existing greenfield runoff rates are as follows: QBAR Rural: 2.2 l/s Q 1(years): 1.9 l/s Q 30(years): 3.8 l/s Q 100(years): 4.6 l/s
Policy EN 19 Waste	Developers should demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal) Require all developers of new waste management facilities within the District to plan for and, where appropriate, use sustainable modes for waste transport, including use of modes such as rail and the Manchester Ship Canal. Require all developers 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.	As detailed within the submitted plans and Design and Access statement, refuse is to be in two enclosed external stores close to each block with euro bins provided for both general waste and recycling.

Policy PA 1 Developer Contributions	Where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance. Through such obligations, the Council may seek contributions for the following with priority assessed on a site by site basis: • Affordable housing • Education Health and wellbeing facilities • Community facilities • Provision of Green Infrastructure including open space • Public realm improvements • Protection or enhancement of cultural heritage • Protection or enhancement of environmental value • Safety and security improvements • Training and employment initiatives • Highway improvements, traffic management, sustainable transport and disabled people's access • Climate change mitigation / adaptation	The applicant will seek agreement with the Council to secure planning contributions via a S106 Planning Obligation as required. The heads of terms are to be agreed through negotiation with the Council depending on where deficiencies lie in existing infrastructure whilst also considering viability and proportionality.
Policy DM 1 Development Management	This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal: • appropriate siting, layout, scale, form, massing, materials and detail; • design for health; • adequacy of internal accommodation and amenity space; • impact on the surrounding areas in terms of the design, scale and appearance of the proposed development; • that development should have regard to the character of the surrounding area; • effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation; • accessibility to buildings, neighbourhoods and sustainable transport modes; • impact on safety, crime prevention and health; adequacy of internal accommodation external amenity space, refuse storage and collection, vehicular access and car parking; and • impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.	<u>Layout, scale, massing and materials</u> The proposed scheme adopts a traditional architectural approach, using refined materials and detailed finishes that offer a contemporary feel while complementing the character of the surrounding streetscape. In respect of Block B which takes the form of cottages abutting the public footpath, the design has been developed to mirror the listed buildings to the north on Tan Yard Brow, thus acting as an important visual link between the other areas of the Conservation Area and Tan Yard Brow which is severed by Hyde Road. This visual continuity will draw interest towards the existing listed buildings to the north and

		reinforce the character of the Conservation Area. <u>Noise</u> A Noise Assessment carried out by Professional Consult has confirmed that the outdoor amenity and seating areas remain below the 55dB LAeq,16hr noise threshold, requiring no mitigation. The assessment also determines the necessary sound insulation for glazing in living rooms and bedrooms, alongside appropriate alternative ventilation for habitable spaces. Additionally, noise from operations at Hyde Rd Aggregates falls below background levels, eliminating the need for mitigation. Overall, the future noise environment can be managed to meet acceptable standards, ensuring compliance with the 'No Observed Adverse Effect Level' in the PPG, meaning noise should not be a determining factor in planning approval. <u>Crime</u> A Crime Impact Statement prepared by Greater Manchester Police has assessed the proposed development against 'Crime Prevention Through Environmental Design' (CPTED) principles to minimise crime opportunities and fear. The statement finds the development broadly acceptable but highlights key recommendations: the removal of a
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		seating area near the access ramp to prevent antisocial behaviour, illumination of the ramp for safety, and ensuring the apartments meet Secured by Design standards. Additional security enhancements are recommended in section 3.3 of the report.
Unitary Development Plan		
Policy DC7.1 New Housing Development	The Council will negotiate with developers to ensure ground-floor accessibility for disabled people, including wheelchair users, in new housing where practicable. Family housing developments must be designed to include safe play areas for children, with play facilities provided where appropriate.	The proposed development includes a mix of dwellings designed to comply with accessibility standards: • Block A features 6 units compliant with M4(1)-visitable dwellings, 9 units compliant with M4(2)-accessible and adaptable dwellings, and 2 units compliant with M4(3)-wheelchair user dwellings. • Block B features 6 M4(1)-visitable dwellings units in the scheme, 2 have internal compliance with accessibility standards but feature stepped access due to the natural topography of the site.
Policy DC18.1 Conservation Areas	The Council will carefully evaluate development proposals in and near Conservation Areas to preserve and enhance their character. Key considerations include the relationship of new structures to the surroundings, changes to existing buildings, and the retention of features like gardens, trees, and walls. Outline planning permissions are typically not granted in these areas. Demolition within a Conservation Area is allowed only if the building is beyond repair, unusable, or its removal benefits the area's character, and only if detailed redevelopment plans are approved. Developments adjacent to Conservation Areas must not harm their appearance or character, including protecting important views.	The development complies with the Council's policy by carefully preserving and enhancing the character of the Gore Brooke Conservation Area. The proposed landscaping, including the planting of new trees and a new mixed scrub area, respects the area's green features and minimises urban impact. The scheme maintains the relationship of new structures to their surroundings, protects important features, and avoids harm to

		the Conservation Area's appearance and views, ensuring compliance with the policy on developments within and adjacent to Conservation Areas.
Policy DC26 Development and Noise	The Council aims to minimise noise impacts on residents, workers, and visitors through the development control process. It will assess both noise generated by new developments and the exposure of new developments to existing noise. Noise-sensitive developments, like housing or schools, will only be approved in noisy areas if effective noise-reduction measures are feasible. Proposals causing unacceptably high noise levels will be refused in residential areas, near sensitive institutions, or recreational spaces. Applicants may be required to provide noise impact assessments and propose mitigation measures, such as engineering solutions (e.g., sound insulation), layout adjustments (e.g., distancing or screening), or administrative controls (e.g., limiting operating hours). High noise insulation and barriers may also be required in new developments. Exceptions, such as occasional concerts at sports venues, will be considered on a case-by-case basis with input from local stakeholders and conditions applied as needed.	A Noise Impact Assessment has been undertaken by Professional Consult in line with national planning policies and relevant standards. The site is affected by noise from vehicles on the A57 Hyde Road and Tan Yard Brow, as well as intermittent noise from Hyde Road Aggregates. The Assessment concludes that daytime noise levels in the proposed outdoor amenity area are below the 55dB threshold, meaning no noise mitigation is required for outdoor spaces. However, sound insulation for glazing and alternative ventilation systems are recommended for living rooms and bedrooms. While noise from Hyde Road Aggregates is below background levels, acoustic-grade ventilators are suggested for living rooms with direct views of the facility. Overall, noise impact at the site can be managed with appropriate measures, ensuring acceptable levels in both internal and external spaces.
Supplementary Planning Documents		
Guide to Development in Manchester (2007)	The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area.	The site is designed with careful consideration of the surrounding area, maintaining the average building height

	Planning Guidance provides a framework for all development in the city and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines and appropriate elevational detailing.	and utilising materials that visually complement the neighbouring structures. The street design further reinforces this sense of definition, distinguishing public spaces from private areas. Footpaths are thoughtfully planned to provide clear and intuitive routes, ensuring that they are easily understood and respected by both pedestrians and other users. Safety is a key priority in the design of these routes.
Residential Quality Guide (2017)	Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester. The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management. The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures.	The proposed development aligns with the key principles outlined in the Residential Quality Guide, which aims to foster sustainable, desirable neighbourhoods that enhance quality of life in Manchester. This development reflects the vision of the Manchester Strategy by prioritising high-quality, adaptable housing, which is essential for the city's ongoing growth and prosperity. In line with Manchester's goal of achieving carbon neutrality by 2050, the design of this project integrates advanced technologies aimed at minimising emissions and promoting sustainability. The proposal adheres to the standards to create a residential environment that is both high-quality and sustainable.