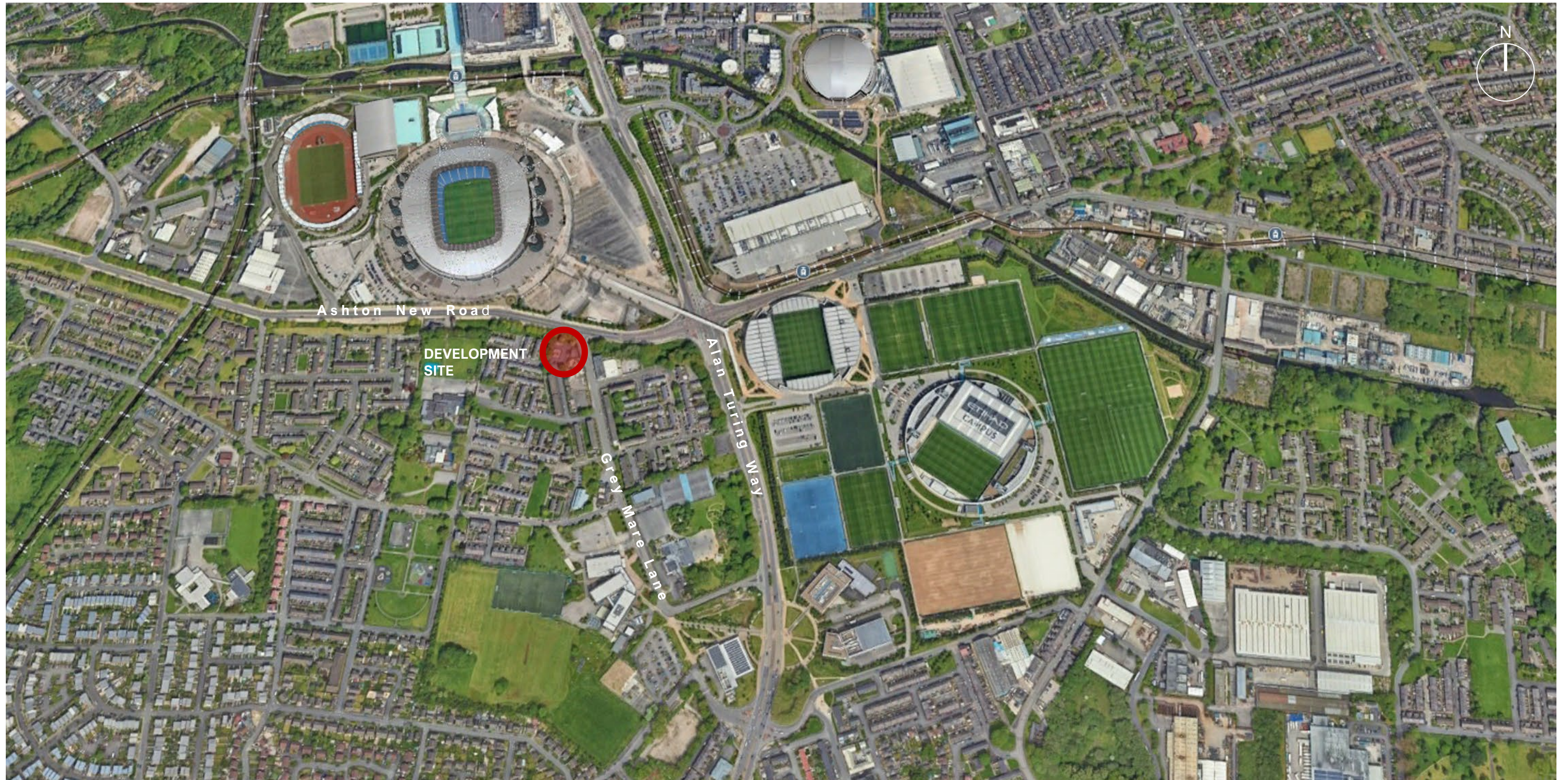




PLANNING STATEMENT

Land at the corner of Ashton New Road and Grey Mare Lane.
Proposed residential development of 82 No. new Affordable Homes

Job No 22.049 Document 1091
December 2024

Contents

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1.0 Executive Summary / Introduction

This statement accompanies and supports the proposal for the development of the site located at the corner of Ashton New Road and Grey Mare Lane. The proposal comprises 76 new homes, in the form of an apartment block stepping from three to six storeys. The proposed mix will be 57 no. 1 bed 2 person homes and 25 no. 2 bed 3 person homes

This planning application is made to Manchester City Council (MCC) (The Local Planning Authority) as a full planning application and relates to the red edge application site boundary as shown on the submitted Location Plan.

This planning statement, alongside a review of the site history and relevant policies at both a local and national level, provides a description of the proposed development together with an appraisal of the planning merits of the scheme as a whole and should be read in conjunction with the following suite of supporting documents to ensure a full understanding of the development proposals

- Z59199 Grey Mare Lane Manchester Noise Impact Assessment Z59199 Grey Mare Lane Manchester Air Quality Report
- Broad Band Connectivity Report
- 16-908-R1 – Phase 1 Geoenvironmental Site Assessment
- Daylight and Sunlight Amenity Impact Assessment Report
- Topographical survey
- Coal Mining Reports
- Coal Permit
- Coal Investigation
- Ground penetrating radar survey
- Affordable Housing Statement
- Community Involvement Statement
- Biodiversity Net Gain Assessment
- Preliminary Ecological Appraisal
- Energy Statement Ref: Z59199 Rev. A
- Blue and Green Infrastructure Statement
- External Lighting Details
- Planning Statement
- Drainage Strategy
- Highways access and car park design
- Aboricultural Implications Assessment
- Aboricultural Method Statement

- Crime Impact Statement
- Refuse Disposal Details
- Transport Statement
- Travel Plan

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1070 Typical Bay Study Sheet 1

1071 Typical Bay Study Sheet 2

1075 Typical Window Section

1076 Glazed Chamfered Brick Detail

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2.0 Site Description

Location

The site is located in the Bradford area to the north of Beswick, to the south of the Eastlands campus, east of Holt Town, Ancoats and Manchester city centre (approximately 20 mins walk). The site is well connected to public transport with bus stops along Ashton New Road and the Velo Park tram stop approximately 5 min walk to the east, which links to the city centre and Ashton under Lyne further east. The development site is situated at the northern edge of the Grey Mare Lane Regeneration Masterplan (prepared for MCC by BDP).

St. Brigid's Primary and East Manchester Academy schools and East Manchester Leisure Centre are within 1km walk to the south of the site. Asda Eastlands is within 0.5 Km walk to the west of the site.

3.0 Proposed Development

The proposal comprises 76 new homes in the following mix:

57 no. 1 bed 2 person apartments (minm. Floor area 50sq.m)

25 no. 2 bed 3 person apartments (minm. Floor area 61sq.m)

Overall, the total number of units proposed is 82 with all units being for social rent.

This planning application is made to Manchester City Council (MCC) (The Local Planning Authority) as a full planning application and relates to the red edge application site boundary as shown on the submitted Location Plan.

All the above floor areas are Gross Internal Areas and are to Manchester City Council Space Standards.

Car parking

A total of 6no. disabled parking spaces will be provided, with 1no. additional space for service/ maintenance vehicles.

Cycle Storage

100% Secure cycle storage will be provided across the development. One space will be allocated per dwelling.

Waste and recycling

A bin store is located at ground floor, accommodating waste and recycling storage for residents in line with MCC policy- see Waste Management Proforma for further details, which forms part of this application.

Key



Development site



Boundary to Grey Mare Lane Regeneration Masterplan



Aerial view of existing site in context

4.0 Pre- Application Advice and Public Consultation

As detailed within the Design and Access Statement, multiple pre-application meetings and consultation events were held to discuss the evolving proposals. These were as follows:

Pre-Planning Application Meetings

07 November 2022 (in attendance- Bowker Sadler/MCC)

13 October 2023 (in attendance –Great Places/Bowker Sadler/Manchester City Council))

07 October 2024 (GP/BS/MCC)

21 October 2024 (GP/BS/MCC)

19 November 2024 (GP/BS/MCC)

Grey Mare Lane Regeneration Masterplan Engagement

06 September 2023 – Initial meeting (BDP/MCC/GP)

12 December 2023 – Meeting with BDP (GP/BS/MCC/BDP)

21 March 2024 – Masterplan resident engagement event at The Grange Community Resource Centre (MCC/GP/This City/One Manchester). It is documented that 32 people attended this event.

Purpose – Led by MCC for residents and stakeholders to find out about plans to improve the area and meet the team working on the masterplan.

Public Consultation

15 July 2024 (GP/MCC) – Joint consultation event with MCC Masterplan team at The Grange Community Resource Centre

It is documented that 35 people attended the consultation.

Online – 12 June 2024 to 31 July 2024

Link: <https://ourvoice.greatplaces.org.uk/grey-mare-lane-consultation>

Other

Community Steering Group - Quarterly meetings from October 2023 held at The Grange Community Resource Centre (MCC/This City/GP/One Manchester/residents and stakeholders)

Purpose - The primary role of the steering group is to place the community at the heart of the development, using local knowledge to guide the development plan.

Northwards Housing – 13th September 2023 (GP Neighbourhoods and Development & Northwards)

Purpose – To discuss the potential client group for the development, bedroom mix and lettings approach.

Grey Mare Lane Project Team meetings – Monthly (MCC/This City/GP/One Manchester)

Purpose – Project Team meeting to provide individual site updates and obtain feedback.

Grey Mare Lane Consultation -
Site on the Corner of Ashton New Road and Grey Mare Lane



Artist's impression- aerial view from Newcombe Close



Artist's impression - looking south from Ashton New Road

Grey Mare Lane Consultation -
Site on the Corner of Ashton New Road and Grey Mare Lane



Site Plan



Floor Plans

Schedule of Accommodation
16 No. 2 bed apartments
53 No. 1 bed apartments
69 No. Apartments in Total
(All apartments to Manchester City Council space standards)

5. Planning Policy Context and Assessment

5.1 Manchester Core Strategy (2012)

Manchester adopted its Core Strategy (CS) in 2012. The CS sets out the City Council’s vision for Manchester to 2026, along with the planning policies that provide the framework for delivering that vision. The Core Strategy provides strategic planning policy to underpin the delivery of the City Centre Strategic Plan and the Strategic Regeneration Frameworks. The proposed development site sits within the regeneration area of East Manchester as part of Eastlands District Centre. Policies within the Core Strategy of relevance are summarised as follows (policies outlined in italics):

Policy SP1 Spatial Principles: *An 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.*

Policy C4 East Manchester District Centres: *Eastlands, Gorton, Newton Heath and Openshaw: Eastlands has a degree of capacity for additional retail development. The priorities for this centre are to promote a wider range of commercial and community uses within the centre and improve its links with surrounding communities and wider Eastlands development opportunities in order to enhance the sense of place in the area. The development of additional residential development will also be supported.*

Policy H1 Overall Housing Provision: *approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. New residential development should take account of the need to contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing population. The design of a scheme should contribute to the character of the local area. All proposals should make provision for usable amenity space, parking of cars and bicycles and prioritise sites close to high frequency public transport routes.*

The proposed development sits at the prominent corner of Ashton new road and Grey Mare Lane, will provide 82no. new homes in a building that will enhance and contribute to the character of the area, and is located close to sustainable transport links (cycle routes, buses and Metrolink) Development of the site contributes to the Council’s 5 year housing land supply. The submission of this application therefore adheres to Policy H1 of the CS, as the site contributes to the target of 60,000 new dwellings in Manchester by 2027. North Manchester is expected to deliver approx. 11,840 dwellings, around 3,870 units p/a between 2021-2027.

Policy H4 East Manchester: *East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre.*

Proposals are for 82 no. new homes on a site of 0.2853 Hectares, equating to a density of 266 dwellings per Hectare Which is consistent with opportunities identified in the Grey Mare Lane Regeneration Masterplan.

Policy H8 Affordable Housing: *new development (for all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed) should contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.*

All of the proposed new homes will be available for social rent.

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

Policy T2: *The Council will actively manage the pattern of development to ensure that new development is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-Links between North Manchester residents and key employment locations, including the City Centre.*

The site is well connected to public transport with bus stops along Ashton New Road and the Velo Park tram stop approximately 5 min walk to the east, which links to the city centre and Ashton under Lyne further east. Secure cycle storage is provided for each home. A new pedestrian link is proposed as part of the development which connects Newcombe close to Grey Mare Lane. For further detail refer to ‘Transport Statement’ which forms part of the application

Policy EN1 Design Principles and Strategic Character Areas: *All development in Manchester will be expected to follow the seven principles of urban design. The Central Arc Character Area is s predominantly one of 1960’s social housing estates and zoned industrial areas bisected by the transport network and largely resulting from the comprehensive redevelopment of the past. The opportunity exists for development on a large scale using innovative urban design solutions. These should use District Centres and key nodes of public transport as focal points and involve existing communities.* The proposals have taken these seven principles as the basis for development of the designs. They also respond to the immediate and wider context of the site by referencing character elements in a modern interpretation.

Policy EN9 Green Infrastructure: *New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.* The proposed development retains the majority of existing mature trees and integrates them within a considered hard/ soft landscape strategy, which includes replacement tree planting and a residents’ communal garden space. the proposed landscaping will improve the bio-diversity through tree, hedge, shrub and wildflower meadow planting.

5. Planning Policy Context and Assessment

5.1 Manchester Core Strategy (2012) cont.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development: *The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions: All development must follow the principle of the Energy Hierarchy, being designed: to reduce the need for energy through design features that provide passive heating, natural lighting and cooling to reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero carbon energy generating technologies*

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies: *Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum, unless this can be shown not to be viable. This should be demonstrated through an energy statement.*

The proposed development will follow the principles of the Energy Hierarchy by adopting a passive fabric-first approach to design rather than adopting the use of renewable technologies. The proposed design provides compliance with Building Regulations ADL1 2021, and with the application of heat pumps for hot water ensures reductions. The use of high-efficiency heat pumps reduces carbon emissions by 61.82% and provides a primary energy reduction of 26.23% when compared to new Building Regulations Part L 2021. There are no DHN within a 500m radius of the site as PFE policy requi1-bedroom overall 61.82% improvement in CO2 emissions and a 26.23% improvement in primary energy above the Building Regulations baseline is proposed to support our application. For further detail please see the ‘Energy Statement’ which accompanies the application.

Policy DC7.1: *The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.*

All apartments will have level access. Those ground floor apartments facing Grey Mare Lane and Ashton New Road will have level access to front doors, and those facing south and west (to Newcombe Close) will have level access to the communal garden/ amenity space All. proposed apartments will comply with the requirements of M4(2) with the potential future adaptation of 3no. 2 bed apartments (5th floor level) into 3no. M4(3) 1-bedroom apartments.

This would be subject to testing structural viability. This adaptation would achieve a ratio of 4% M4(3) apartments overall, which is in line with the Councils emerging policy.

Housing Strategy (2022-2032) *This strategy sets out the following principles to meet housing demands in the city:*
“Increase affordable housing supply and build more new homes for all residents”
“Work to end homelessness and ensure housing is affordable and accessible to all.”
“Address inequalities and create neighbourhoods where people want to live.”
“Address the sustainability and zero-carbon challenges in new and existing housing.”
The proposals will contribute to housing demand by creating 82 no. new homes of mixed typology, the tenure will be 100 % affordable social rent, managed by Great Places Housing Group (the applicant) and built to meet current sustainability/ environmental criteria (as set out in the ‘Energy Statement’).

5.2 Places for Everyone Plan

The Places for Everyone Plan (PFE, adopted March 2024) is a joint development plan for GM’s local authorities setting out a spatial strategy, allocations, policies and recommendations for jobs, homes, places, brownfield regeneration, resilience and sustainability

Relevant content is summarised as follows:

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

PFE Policies:

PFE JP-S1 / Policy SP1 Spatial Principles:
Aims to create sustainable neighbourhoods, provide high quality and diverse housing which meets local needs, whilst at the same time safeguarding distinct environments.

The proposals will contribute to an existing neighbourhood undergoing current and planned regeneration. It will provide dwellings that are a mix of different types and sizes to suit local demand. The homes will be to modern design and technical standards, will respect neighbouring context, spatially and architecturally.

PFE JP-H1 (part) Policy H1 Overall Housing Provision:
Sets out targets for approximately 60,000 new dwellings to be provided in Manchester between March 2009 and March 2027. These dwellings are expected to arise from a range of small, medium and large housing developments.
The development will provide 82 new affordable dwellings and is currently expected to be complete by Spring 2026.

PFE JP-H4 40-50 dwellings 1st bullet 2nd para / Policy H2 Strategic Housing Location:
Identifies the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits. It is expected that developers take advantage of these strategic locations by creating a diversified housing mix, incorporating homes for a variety of social needs including affordable housing.

The land The site of a recently demolished public house) has been identified by MCC as a key site for a residential development in the Grey Mare Lane Regeneration Masterplan that will contribute towards housing demand. The development will be a mix of one and two bedroom apartments, and It will assist with regeneration of the area as new residents will help support local shops and other businesses.

PFE JP-H2 Part / Policy H8 Affordable Housing:
New developments must contribute to the City-wide target for 20% of new housing provision to be affordable. This should represent a target, but never a limit. The policy further states that the proportion of affordable housing units will reflect the type and size of the development as a whole, and that the affordable housing units themselves will be inclusively designed to reflect the character of development on the site.

The tenure will be 100% social rent to respond to the housing needs of people in the area and will be managed by Great Places Housing Group (the applicant).

5. Planning Policy Context and Assessment

5.2 Places for Everyone Plan (cont.)

PFE JP-H2 / Policy T1:
To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, 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 interchange facilities, better priority, improved services and information provision.*

The development is located in an area will good access to buses and trams as well as having strong pedestrian and cycle routes around the site. The proposal maintains pedestrian/cycle permeability while strengthening existing routes ensuring that they are well lit, overlooked by residents, and easy to navigate. Defined boundaries prevent desire lines through spaces.

6no. Disabled car parking spaces are provided, with an additional space for maintenance/ service vehicles. All spaces will be provided with EV charging points.

5.3 Manchester Residential Quality Guidance 2017 (MRQG)

The proposals have responded to key guidance as follows:

Make It Manchester
The proposal relate positively to the context whilst providing greater ‘visibility’/ presence (as called for by the Grey Mare Lane Regeneration Masterplan) of the neighbourhood using appropriate density and scale and architectural character.

Make It Bring People Together
The mix of apartment types and the tenure promote social inclusion.

Make It Animate Streets And Spaces
The proposals will contribute to the streetscape as follows:

- The proposed building respects the neighbouring houses of Jenkyn walk with a 3 storey element which steps up to 6 storey to create appropriate scale and presence at the junction of Ashton New Road and Grey Mare Lane.
- The majority of the existing mature street trees are retained (with selective thinning/ removal) and will provide filtered views of and a visual ‘foil’ to the elevation along Ashton New Road.
- A prominent and welcoming pedestrian entrance is provided from Ashton New Road
- ‘Own front doors’ at ground floor provide activity and articulation to the street elevations. Brickwork and metal screen/ balustrade detailing enhance this dialogue.
- Private balconies overlooking the streets on all floors provide valuable amenity space and offer activity, depth and articulation to the elevations.
- A ‘notched’ eaves line provides articulation to massing
- Consistent, contextual materiality is proposed with high quality brick used throughout
- A strong corner, articulated with generous fenestration and balconies (6 storey) is established at the junction of Grey Mare Lane and Ashton New Road which creates presence and a ‘Gateway’ identity to the estate.

Make It Easy To Get Around
The transport planning advice by SK Transport consultants (See Transport Statement) has demonstrated that the development would be highly accessible via non-car travel modes, such as walking, cycling and public transport. Secure cycle storage has been provided to each home with additional visitor cycle locking facilities at the entrance off Ashton New Road.

Make It Work With The Landscape
The residential scheme integrates a landscape proposal which enhances the street scenes with hedges, trees and boundary walls. The proposed soft landscaping improves biodiversity, adds aesthetic value and improves air quality. Mature trees are retained to the north and a south facing communal garden space will provide visual softening/ filtering of the elevations.

Make It Practical
Bin storage has been carefully positioned at ground floor accessed (via a lobby) from the central circulation core for residents’ convenience.

Make It Future Proof
The thermal performance of the proposed development will be based on a fabric first approach, with low air permeability and U-values to satisfy the requirement of the current Building Regulations. Each car parking space will be provided with an electric car charging point to promote the use of electric cars.

Make It A Home
Houses and flats offer a good level of natural lighting to the internal spaces. Windows positions have been given detailed consideration in regards to internal furniture layout. All units comply with the Manchester’ emerging space standards; the layout of the units provides a high level of privacy whilst creating generous living/dining rooms that can be used by residents for social interaction.

Make It Happen
Consideration of construction detail/buildability have been part of the design consideration since the beginning. The proposals have been developed with the input of a full design team, including cost consultant and contractor partner. The proposals have adopted a limited palette of materials, simple and uncomplicated detailing to ensure the delivery of a technically successful project from inception to completion.

5. Planning Policy Context and Assessment

National Planning Policy Farmwork 2023

The NPPF sets out how residential sites can come forward to contribute towards housing supply, where Paragraph 68 (a) states that such sites should come forward in the development plan or via the Council’s Brownfield Register. As the site falls within the small to medium category of size, it is therefore a site that provides an important mix to the Councils supply and complies with this provision in the NPPF.

The proposed development will provide 100% affordable housing on a vacant brownfield site in an area of Manchester designated for new residential development, assisting in housing delivery in this area. The principle of the scheme is therefore considered acceptable.

In England, BNG is mandatory from 12 February 2024 under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Developers must deliver a BNG of 10% with guidance provided in the GMCA Biodiversity Net Gain Guidance for Planners & Applicants February 2024. The BNG Assessment, by AN Ecology, which forms part of this development sets out how this site will deliver on this.

Grey Mare Lane Regeneration Masterplan

This report has been commissioned by Manchester City Council (MCC) with the aim of supporting a comprehensive regeneration program to introduce a minimum of 550 new homes within the Grey Mare Lane Estate red line boundary. The application site sits at a strategically important ‘Gateway’ location to the estate. Although not adopted strategic policy at the time of writing, the principles and guidance set out by this document have been key drivers of the proposals – please refer to the Design and Access Statement which accompanies this application for details.

6. Technical Considerations

Affordable Housing

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

An Affordable Housing Statement, as prepared by Great Places Housing Group (GPHG), forms part of this application and supports the affordable housing aspirations as set out in the Policies listed above. Key points of the statement include:

- Rent levels for the affordable rent homes will be set in line with the Manchester Living Rent.
- The ownership of the affordable rented properties by GPHG as an affordable housing provider, will ensure that those units remain affordable in perpetuity, unless disposed of under an affordable housing provider’s statutory obligation of right to buy or acquire and subject to mortgagee exemptions.

Noise Impact Assessment

Azymuth Acoustics UK have undertaken a Noise Impact Assessment (NIA). This report provides the following recommendations to mitigate the effects of external noise in the internal areas of the development.

Glazing
• Elevations facing onto/towards Ashton New Road: min. 35db RW and 30dB RW+Ctr
• Elevations facing onto/towards Greymare Lane: min. 32db RW and 27dB RW+Ctr
• All other elevations: min. 30db RW and 25dB RW+Ctr
Ventilation
All Dwellings with Elevations facing onto/towards Ashton New Road/Grey Mare Lane: MVHR with boost.

All other dwellings: MEV, trickle vents min. 34dB D new
Other Elements of Building Envelope
External walls: min. 55dB RW
Roof: min. 45dB RW
If the recommendations are to be adhered to then the internal noise levels (under normal conditions) shall satisfy the assessment criteria.

Air Quality Assessment (AQA) by Energy Counsel

Policy EN 16 - Air Quality
Policy DM 1 - Development Management
Policy JP:S5: Clean Air

Policy JP-P1 Sustainable Places
NPPF Chapter 15
National Planning Practice Guidance

The AQA report concludes:

Following consideration of the relevant issues, residual impacts as a result of the operation of the development were considered to be **not significant**, in accordance with the IAQM guidance.

A number of mitigation measures were identified in line with the requirements of the MCC 'Air Quality and Planning Technical Guidance' in order to reduce vehicle exhaust emissions associated with the proposals.

It is considered these are appropriate for a development of this scale and nature and will further control impacts during the operational phase.

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

Site investigations Phase1 and Phase 2 Reports

For detailed information please refer to Phase 1 and 2 Reports prepared by e3p as part of this application

Geology

There are no faults on-site or within 500m of the site.

Contamination

Advice given on required remediation relative to each risk identified.

UXO

Site is medium risk therefore UXO’s may be encountered.

Coal Mining Ground Investigation

A preliminary assessment undertaken by E3P consultants concluded that there was a high risk of unrecorded coal mining at shallow depth and as such The Coal Authority, as a statutory consultee, would require a series of rotary open holes across the site to determine the presence of any coal on-site and to understand the nature of any coal workings. Three exploratory rotary boreholes were drilled in accordance with the Coal Authority Permit identified bedrock at depths from 15.10 m and 30.00 m below ground level. No evidence of viable coal seams was encountered during the investigation, with no voids, broken ground or loss of flush recorded that would typically be indicative of shallow workings.

6. Technical Considerations (cont.)

Coal Mining Assessment

Based on the guidance provided in CIRIA 758, E3P determined that shallow mine workings are unlikely to be found on site, due to the absence of any coal fragments or identified voids. The assessment also indicates that there is sufficient rock cover to void ratio to mitigate potential cavitation and subsidence based on an extraction thickness of 1.30m in the inferred shallow seams.

Geology

There are no recorded faults within 500.. Outcropping Coal seams are noted 44m north of the site and are noted as linear features.

Contamination

Advice given on required remediation relative to each risk identified (see Phase 1 and 2 reports by E3P consultants submitted as part of this application).

Unexploded Ordnance

The regional unexploded bomb risk map indicates that the Site is in an area at moderate risk from possible unexploded ordnance (UXO) resulting from the Second World War.

Flood Risk Assessment (FRA) and Drainage Strategy (DA) by Sutcliffe

These documents have been informed by the following policies: NPPF Para 163 PPG Paragraph 56, 80 Standards 2, 4, 7, 8 and 9 of the Non-Statutory Technical Standards for Sustainable Drainage (March2015).

Key points from FRA and DA

- From the assessment of flood risk, it has been established that the development site is entirely within Flood Zone 1 for river and sea flooding.
- Surface water flood risk can be mitigated through careful consideration of finished floor levels and implementation of a SuDS drainage scheme that helps to manage runoff from the development.

- Proposed surface water and foul water drainage will connect into existing public combined sewers to the east and south of the site.
- The surface water drainage network will be designed taking climate change into consideration and to help ensure the development is safe for its lifetime.
- The site is not at risk of any form of flooding.

Transport Statement (TS) by SK Consultants

PFE JP-H2 / Policy T1
Policy T2

Report concludes:

The site occupies an accessible location which provides opportunities for access by active and sustainable modes. It is shown that the site relates well to local amenities and the city centre and is served by frequent public transport services. Measures are provided in the development to support sustainable trip making including localised pedestrian route improvements, cycle parking and a Travel Plan.

The impact assessment has been undertaken in line with standard appraisal methods using TRICS and Census data. This shows that the development will not generate a significant level of traffic and will therefore not have an impact on highway operation. It is shown that there are no road safety issues in the area and that suitable vehicle access and servicing arrangements are provided.

The development meets planning policy requirements and that there are no highways or transport reasons why the development should not be granted planning permission.

Travel Plan (TP) by SK Consultants

Annex 2 of NPPF describes a Travel Plan as: “A long-term management strategy for an organization or site that seeks to deliver sustainable transport objectives and is regularly reviewed.”

The Outcome Target for the Travel Plan is to increase the proportion of site residents travelling by sustainable modes of transport and reduce single occupancy car trips. For the detailed recommendations/ strategy please refer to the Travel Plan which accompanies this application.

Environmental Standards Statement (ESS) by Energy Counsel

Policy JP-S1: Sustainable Development
Policy JP-S2: Carbon and Energy
Policy JP-S3: Heat and Energy Networks
NPPF 2023 Meeting the challenge of climate change

Key conclusions set out in the ESS include:

- A fabric-first approach to meeting PFE’s Core Strategy energy policy has been undertaken for the residential development, defined within the ‘Be Lean, Be Clean, Be Green’ energy hierarchy. The proposed design provides compliance with Building Regulations ADL1 2021, and with the application of heat pumps for hot water ensures reductions, which meets PFE’s Core Strategy
- The use of high-efficiency heat pumps reduces carbon emissions by 61.82% and provides a primary energy reduction of 26.23% when compared to new Building Regulations Part L 2021.
- There are no DHN within a 500m radius of the site as PFE policy requires for consideration of connection. An overall 61.82% improvement in CO2 emissions and a 26.23% improvement in primary energy above the Building Regulations baseline is proposed to support our application.

Preliminary Ecological Assessment by AN Ecology

The habitats within the site comprise hard standing, modified grassland and urban trees, with some small, developing areas of scrub.
Key recommendations made:

Bats:
Low suitability to support a bat roost was identified in T4 & T6 during the preliminary roost assessment on 24 April 2024. T4 is scheduled to be removed under the current redevelopment proposal. Although no evidence of bat roosting found any tree works to T4 or T6 should be undertaken taking Reasonable Avoidance Measures. The trees should be section felled under the supervision of a level 2 bat licensed ecologist and sections inspected for bats once removed. If, during any felling works, a bat, or an accumulation of bat droppings is discovered at any time, work is to temporarily cease whilst a bat ecologist is contacted for guidance and assistance.

Hedgehogs
Erection of fences should include ‘hedgehog highways’ to prevent entrapment and to allow hedgehogs to move through the site post-development. Hedgehog highways are simply a gap in a fence or between fenceposts to facilitate dispersal.

6. Technical Considerations (cont.)

Birds
All bird species are protected at their nest under the Wildlife and Countryside Act 1981. Due to the suitable habitat (semi-improved grassland, dense/continuous scrub, broadleaved scrub woodland and urban trees) present for nesting birds, it is recommended that site work takes place outside the peak bird breeding season (March to September).
If site works or activities to any habitats where any nesting birds may be present is to be undertaken within the nesting season, then an appropriately qualified ecologist will be required to undertake a site walkover to visually assess potentially suitable nesting habitat for active nests within the construction zones. If active nests are discovered, then site works must cease until the nest is deemed inactive or until a suitable Precautionary Working Method Statement is developed..

Biodiversity Enhancement
• The following ecological enhancements should be incorporated into the development:
• The increased structural integrity of modern developments reduces the potential for birds and bats to utilise modern buildings for nesting and roosting therefore the project should integrate a variety of bird and/or bat boxes.
• Maximising native tree and other vegetation planting will provide recognizable fruit and nectar sources for local birds and invertebrates and will enhance the biodiversity of the development.

External Lighting
The impact of light to biodiversity within the site, and in particular bats and flying invertebrates should be mitigated through the implementation of a sensitive lighting strategy.

Biodiversity Metric Report by AN Ecology

The following conclusions can be made from the BNG assessment:
• The proposed redevelopment of the site at present will result in a net loss of 0.78 habitat units (-33.62%).
• Trading rules within the metric are not satisfied due to a net loss of the habitats identified within the baseline assessment (trees, modified grassland and vacant or derelict urban land).
• An additional 1.02 habitat units are required to offset habitat losses, achieve a 10% net increase and meet trading rules.

The landscape design has exhausted opportunities to maximise the post construction habitat units achieved within the application site. The following compensatory measures should therefore be considered:

- Deliver 90 small urban trees (0.3628 ha) within the Manchester City Council or Manchester Conurbation National Character Area. Any planting would be tied to a legal agreement involving a requirement to maintain, manage and monitor the trees for at least 30 years.
- Purchase the 1.02 unit shortfall from a third party off-site habitat bank provider.

Utilities Report by tds

A Utility Infrastructure Report has been prepared by tds and accompanies this application, key findings are as follows:

It can be concluded from the formal responses received from the host asset owners of the gas, water, and electricity infrastructure that all the main utilities are all available within the local area
.
At the proposed site access there is Electric, Gas, and Water infrastructure within the opposing footpath.

There is no infrastructure crossing the development, however there is Low Voltage electrical cabling, and BT Openreach apparatus entering the development from the eastern boundary.

The electric Point of Connection for 100% Electric Heating via ASHP is from the High Voltage network, 200 metres from the site entrance on Grey Mare Lane.

The electric Point of Connection when heating the site via Gas is from the Low Voltage network, 2 metres from the site boundary on Grey Mare Lane

Daylight and Sunlight Assessment by Proximity

A report has been prepared by Proximity consultants which accompanies the application. The report concludes that there is no significant adverse effect on the sunlight amenity on any of the neighbouring properties.

Fire strategy by Hydrock

A Fire strategy has been prepared based on the application proposals as summarized as follows:

Design Guidance and Legislation The development is generally to be designed in accordance with BS9991:2015 for all areas. All deviations from this guidance will require agreement with the approving authority and local Fire Service.
Fire Detection & Alarm Systems The minimum fire detection and alarm system category for the residential units is Grade D Category LD2. Fire detection and alarm systems within the residential units are to be designed, installed, and commissioned in accordance with BS5839- 6:2019.

The common residential areas (lobbies, corridors and stairs) are to be provided with a Category L5 fire detection system design to activate the relevant smoke ventilation systems only (no sounders to be provided in these areas). This fire detection system is to be design and installed in accordance with BS5839-1:2017.

The non-residential areas are to be provided with at least an L3 fire detection and alarm system designed in accordance with BS5839-1:2017.
Evacuation Strategy The evacuation strategy for the residential units is based on a ‘stay-put’ evacuation strategy where only the occupants within the unit of fire origin are to be alerted/evacuate and all other occupants within the building are to remain in place. Any additional evacuation is at the discretion of building management and the local Fire Service. The evacuation strategy for the non-residential areas is based on a single-stage simultaneous evacuation strategy where all occupants within these areas are to be alerted/evacuate immediately on fire detection. **Structural Fire Protection** Elements of structure throughout the building are to achieve at least 60 minutes fire resistance, with regard to load-bearing capacity

Smoke Ventilation to the common corridor is required as per the Figure 7 of BS9991:2015 which acts as a guide, it is currently proposed to provide natural ventilation direct to external via a 1.5m2 Automatic Opening Vent (AOV) located at the end of the corridors, the head of each stair is to be provided with a 1m2 AOV direct to external. Smoke ventilation is also to be provided to all lobbies serving refuse storage areas and protected stairs

7.0 Conclusion

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

- An excellent opportunity to revitalise an underutilised site.
- The effective and efficient use of vacant, underused parcel of land within a sustainable location.
- The use of the site for residential development, in keeping with the surrounding land uses.
- The provision of a range of dwellings types
- 100% affordable rent.
- Contemporary interpretation of the materials and palette present in the area proposing character, scale, mass in keeping with the surrounding buildings.

Economic and Social Benefit

The provision of 82 new affordable homes will contribute significantly to the required housing supply and will supplement the economic and social activity of the area, supporting the local shops and amenities.

We believe the proposals are found to be in accordance with the Development Plan and it is for this reason the application should be supported.



View from the corner of Grey Mare Lane and Ashton New Road