MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	140644/VO/2024
Date registered valid:	9 August 2024
Proposal:	CITY COUNCIL DEVELOPMENT Conversion of part of existing car park into a new public square, with revised vehicular access arrangements to/from Garratt Way, and associated changes to retained car parking area, together with the installation of external lighting and signage, and new access from the terrace to the market, and associated elevational alterations to the western elevation of the Market Hall
Address:	Gorton Retail Market Car Park, Garratt Way, Manchester, M18 8LD
Ward(s):	Gorton & Abbey Hey Ward
Applicant:	Mr Michael Fisher, Manchester City Council
Agent (if any):	Mr Tim Farnworth, Halliday Meecham Architects
Case officer:	Sue Wills Tel: 0161 234 4524 Email: sue.wills@manchester.gov.uk
Recommendation:	Approve

Date of recommendation: 16th October 2024

Application details

Type of application: Regulation 3 Consent

Development type: Minor Other

Standard consultations:
Printed: 28 August 2024 Expired: 18 September 2024

Neighbour notifications
Printed: 30 August 2024 Expired: 20 September 2024

Site notice
No site notice has been produced

Press advert
No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

This application relates to the northern area of the car park between the Tesco store and the Gorton Market adjacent to Garratt Way. The site covers an area of 1932 sq.m. and comprises 56 parking spaces, and collection bays for the Tesco store together with a narrow linear hard landscaped strip with 3 trees at the back of pavement.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area
The site is located within Gorton District Centre, with a gymnastics centre to the north west, the site of the former Gorton Library to the north east, a large food store to the west, Gorton Indoor Market to the east, and a large car park to the south, and retail premises further south on the opposite site of Hyde Road.

Description of development
Consent is sought for conversion of part of the existing car park into a new public square, with vehicular access arrangements to/from Garratt Way, and associated changes to retained car parking area, together with the installation of external lighting and signage.
New pedestrian access is proposed from the existing raised terrace to the market, with associated elevational alterations to the western elevation of the Market Hall.
The public square is designed to be able to facilitate the hosting of seasonal outdoor events.

The proposed public square is divided into separate zones, with the wildlife zone comprising diverse plants, pathways, and eco-friendly elements. The Social/Communal Area provides a

space for gatherings and events, featuring interactive installations and varied seating to encourage community interaction.
A Christmas tree forms the focal point within the square and it is proposed to have bespoke light projections from two lighting installations during festive seasons.
A 'Walking Path' connects all the zones within the space and is formed of a network of well-lit, walkways to enhance accessibility and promote exploration.
The Navigation/Meeting Area serves as a key reference point and educational hub, displaying Gorton's heritage through informational exhibits and historical markers.
The proposed public space would also include the provision of a range of seating types each tailored to the type of area within the wider space.

Waymarker signs are proposed within the site.

The proposed scheme included the provision of bollards to the western edge of the site. It would also involve the loss of 3 trees, but would incorporate the planting of 23 trees within the proposed landscaping scheme.

A pedestrian crossing point (zebra crossing style) is proposed within the site between the proposed public square and the market hall.

Consultations & Notification Responses

Local resident – an Openshaw resident has suggested they are objecting to the proposed development. However, their comments are that they agree with the plans and feel some additional greenery and outdoor space would be good for Gorton. They believe that the outdoor space on the market hall would hopefully encourage more people to visit, but the provision of covered secure cycle parking would improve active travel, together with wayfinding signage to the 'Yellow Brick Road' cycle route.

Ward Councillor - wishes to support the new district square between Gorton market and Tesco on behalf of all three councillors. They advise that they have worked hard with the council officers and had meetings with Tesco to move the project forward. They feel that the scheme will enhance the neighbourhood and create a square where people can meet, sit and socialise. There will be play opportunities for children and trees and plants to create a garden feel to the area between Tesco and Gorton market. The square can also be used for pop up events, such as outdoor market stalls and food and drink evening events.
In addition, it can be used for the annual Christmas event organised by Gorton Events committee.

Highway Services –
ACCESS
The proposals will retain the existing vehicular access at Garrett Way and as such no offsite highways works/S278 are required.
The alignment of the internal access road will change which likely reduce vehicular speeds. However, Highways recommend that this is supported by some internal speed limit signage given that the access road will now route through and area likely to attract a higher level of pedestrian movement, including children.
It is recommended that the proposed railings/pedestrian barrier running alongside the access road is set-back at least 450mm from the kerb-line in order to account for any vehicle body overhang.
A swept-path assessment has been shown but it is unclear what vehicle has been tracked and axle/body overhang is not differentiated. Clarification is sought.
PEDESTRIAN PRVISION
A new 2m wide pedestrian access into the main public realm area will be provided,

connecting from the existing Garratt Way footway, and min. 2m wide pedestrian routes are provided through the site which is considered acceptable to Highways. However, it is unclear how these pedestrian routes will provide crossing provision or integrate with the remaining area of car park located to the far-west/adjacent to Tesco.
A new 2m wide footway is proposed to run along the eastern side of the access road. This is of sufficient width and kerbing would be required adjacent to the access road carriageway. Again, it is unclear how the southern section of this pedestrian route would integrate with the remaining car park area to the south.
Pedestrian routes around the market stalls should retain min. 2m width, particularly as there appears to be a narrow strip of block-paving in-between the market stalls and retained car-park circulation routes.
A crossing is proposed across the access road which will link both areas of public realm. Currently this appears to be designed with yellow-brick surfacing. Highways recommend that the crossing is demarcated as a raised zebra-crossing style facility in order to enhance both pedestrian/driver awareness and slow vehicle speeds. Dropped-kerbs/tactile paving at either side should also be provided together with appropriate lighting.
Highways recommend that kerbing and boundary treatments around the whole site should be considered further given that there are areas of landscaping which may be utilised by children which are in close proximity to active vehicle routes.
PARKING
The submitted application form states that the proposals would require the removal of 44no. standard car parking spaces, 12no. family parking spaces and 4no. (Tesco) collection point bays.
Highways note that the existing car-park frequently has existing high levels of demand given that it accommodates both Tesco and Gorton Market. Further evidence is therefore required which demonstrates that parking demand currently does not exceed the reduced level of overall provision resultant of the proposals in order to ensure that the proposals would not result in overspill parking demand on the surrounding highway network. Any parking bay reprovision across the wider site should also be clearly identified at this stage.
The application does not provide adequate detail on how the existing car park, including parking bays, circulation area, crossings and hatching will be updated to accommodate the proposals. Boundary treatments should also ensure that drivers within the car park are able to differentiate between the car park and areas of public realm. Highways request that such details are submitted and agreed prior to determination.
CYCLE PARKING
A number of short-stay cycle stands are proposed to the south-western corner of the site which are welcomed by Highways. The level of demand should be continuously monitored and additional provision provided when necessary.
REFUSE & SERVICING
Highways assume that any requirements for refuse or servicing (i.e. associated with external market stalls) would align with existing operations at Gorton Market although confirmation is required.
CONSTRUCTION MANAGEMENT
Highways request that a Construction Management Plan is conditioned with any approval. It should detail the phasing and quantification / classification of vehicular activity associated with planned construction/works. This should include commentary on types and frequency of vehicular demands, evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway and associated traffic management. The document should also consider ongoing construction works and contractor parking in the locality and should work to safely manage ongoing vehicular and pedestrian movement experienced around the existing car-park, Tesco Store and Market.
Dilapidation surveys are requested, this should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.
The applicant should be advised that any requirements for licensing, hoarding /

scaffolding, Section 50 works skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams.

ADDITIONAL HIGHWAYS COMMENTS 14.10.24
A Highways Technical Note (TN) has been submitted in response to Highways comments along with updated site layout plans.

The updated plan shows an appropriate visibility-splay assessment at the junction based on a 20mph design-speed which is considered acceptable by Highways. A number of swept-path assessments have also been provided for larger vehicles (i.e. fire-tender and box van). Whilst tracks do not show opposing movements on the same viewport, Highways accept that likelihood of larger vehicles accessing/egressing the site at this location is relatively low.

The TN states that internal 10mph speed-limit signage will be 'explored' to further encourage reduced speeds along the access road which is located directly adjacent to the park. Highways still request that such provision is implemented.

The TN states that a 450mm set-back of railing/barrier along the access road is not required. Highways still recommend that 450mm clearance is applied to ensure appropriate clearance for passing vehicles. Providing clearance of structures/street-furniture in alignment with the Traffic Signs Manual would be a sensible approach. The site layout has been updated to provide an internal Zebra crossing style facility between the public realm area and market. This should be raised to provide traffic calming with appropriate tactile paving provision.

The TN confirms that servicing and deliveries associated with the external market stalls will align with existing Gorton Market operations.

An assessment of existing parking demand across the Tesco/Gorton Market car-park has been undertaken within the TN, based on parking occupancy surveys on Friday 13th and Saturday 14th September, 2024 (between 07:00 - 19:00hrs). The TN states that surveys show a maximum parking demand of 353 vehicles (on a Saturday), equating to 76% capacity in consideration of the works which would result in a circa.464-space car park. Whilst this implies that levels of demand would not exceed the reduced level of provision across the car park, Highways note that the survey data has not been appended to the submitted TN.

Additional correspondence has also been received which implies that Tesco are satisfied that the proposed works/car-park reprovision would not adversely affect on-site parking demand and operations based on observations taken from drone surveys.

Highways request that survey data associated with the referenced September surveys and Tesco drone surveys are submitted in order to evidence that the remaining level of on-site parking provision would cater for existing levels of demand.

It is still under how the proposed public realm works will integrate with the surrounding area. Highways therefore request any approval is supported by an appropriately worded condition which requires/demonstrates:
- Provision of safe pedestrian routes/connections between the new public realm and surrounding areas;
- Car-park reconfiguration including parking bay reprovision; and
- Appropriate boundary treatment around the new public realm (and car-park reconfiguration where appropriate).

ADDITIONAL HIGHWAYS COMMENTS 16.10.24
An updated Highways Technical Note (TN) has been provided with updated site layout plans.

The TN confirms that internal 10mph speed-limit signage will be implemented and barriers/railings along the site access road have been set-back 450mm from the carriageway as requested.

Details on boundary treatment have been provided, and it is understood that the car-park area immediately west of the public-realm will be decommissioned as car parking/circulation space. Vehicular access into this area will be restricted by bollards with emergency vehicle access only.

The proposed footway along the access road will direct pedestrians from Garratt Way to the 'yellow brick road' and onto the crossing, while pedestrians from Hyde Road will be able to walk alongside Tesco. Pedestrians will be able to use the existing crossing (on the eastern side of the proposed temporary market stalls) to access the car park. The proposed pedestrian provisions are considered acceptable by Highways.

The TN confirms that the proposals would result in the loss of 68no. car parking spaces,1no. motorcycle space and 'Click & Collect' bays. The car park currently provides 532no. spaces which would therefore reduce to 464no. spaces. The applicant has confirmed that the 12no. Parent & Child spaces will be relocated prior to March 2025 and the 'Click & Collect' bays will not be relocated as the service has been decommissioned.

Car-park survey data as refenced previously (for surveys undertaken in October, 2024) has been appended to the updated TN which is welcomed by Highways. Drone survey information has been provided, based on a survey undertaken on Saturday 14th October, 2023 between 7am - 9pm. The data shows a maximum car-park occupancy of 427no. vehicles (92%). Whilst this is higher than the maximum levels of occupancy recorded during the more recent September 2024 surveys, Highways note that that this figure takes into account additional demand associated with trading peaks such as Easter and Christmas.

Based on the survey data provided, Highways are satisfied that the remaining level of car park provision across the car-park will continue to cater for both Tesco and Gorton Market.

Environmental Health – Recommend that conditions relating to restriction of demolition and construction hours and that the floodlighting/external lighting scheme be designed and installed in accordance with a scheme to control glare and overspill onto nearby residential properties. Furthermore, that a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report is submitted.
A watching brief condition regarding ground conditions is also recommended, together with a further condition in respect of imported soils.

LLFA - The development is in Flood Zone 1 with a vulnerability classification of Less Vulnerable. In accordance with the Flood Risk Assessment Guidance for Local Planning Authorities:
The LPA should assess the FRA under the Standing Advice.
The proposal can be approved with no condition required.

Arboricultural officers – No comments received.

<u>Policy</u>

National Planning Policy Framework (December 2023)

The revised NPPF was adopted in December 2023. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7).

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

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 96). Paragraph 97 requires planning decisions to plan positively for provision and use of shared spaces and community facilities and other local services to enhance the sustainability of communities and residential environments. Paragraph 102 recognises access to a network of high-quality open spaces and opportunities for sport and physical activity being important for the health and well-being of communities.
Paragraph 104 requires planning decisions to protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users.

Section 9 'Promoting sustainable transport' requires that appropriate opportunities to promote sustainable transport can be – have been – taken up, given the type of development and its location (paragraph 114).

Furthermore, that development should give priority first to pedestrian and cycle movement, both within the scheme and with neighbouring areas. The NPPF also requires development to address the needs of people with disabilities and reduced mobility in relation to all modes of transport and to create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles (paragraph 116).

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 123).

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 131).

Planning decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area

and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 140).

Section 14 'Meeting the challenge of climate change, flooding and coastal change' requires local planning authorities to ensure that flood risk is not increased elsewhere by the new development. It also requires applications are supported by a site-specific flood risk assessment. The Policy goes on to state that development should only be allowed in areas at risk of flooding where, in the light of the flood risk assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:
o within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
o the development is appropriately flood resistant and resilient;
o it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
o any residual risk can be safely managed; and
o safe access and escape routes are included where appropriate, as part of an agreed emergency plan.
(paragraph 173).

Section 15 ' Conserving and enhancing the natural environment' states that development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged , especially where this can secure measurable net gains for biodiversity (paragraph 185 (d)).

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

Places for Everyone
The Places for Everyone Plan is a joint Development Plan Document, for nine of the 10 boroughs which make up Greater Manchester and was adopted on 21st of March 2024. The Places for Everyone Plan is a key document that updates and, in some cases, supersedes policies listed within the Core Strategy that are designed to ensure all development within Greater Manchester achieves the best possible outcomes for the area. The relevant policies are as follows:

JP-S2: Carbon and Energy – The development would involve the re-use of an existing car park ensuring that there would be minimal energy usage in the delivery of the proposal.
JP-S5: Flood Risk and the Water Environment – There would be no increase of hard standing on site and thus no change in the drainage of the site.
JP-P1: Sustainable Places – The proposal would occupy an existing car park. The development would respond to the needs of Manchester’s community in Gorton, and incorporate soft landscaping and biodiversity measures.

JP-P6: Health – The Social/Communal Area provides a space for gatherings and events, featuring interactive installations and varied seating to encourage community interaction important to maintain good mental health.
JP-C1: An Integrated Network – This is a highly sustainable location and is well connected to public transport, jobs, and recreation.
JP-C6: Walking and Cycling – Cycle storage and repair stand and pump facilities would be provided as part of the development and be secured by condition.
JP-C8: Transport Requirements of New Development – The proposal would be connected to infrastructure and nearby public transport. On-site parking would also be retained employees and visitors.

National Planning Practice Guidance (NPPG)

The relevant sections of the NPPG are as follows:

Noise states that Local planning authorities' should take account of the acoustic environment and in doing so consider:
o whether or not a significant adverse effect is occurring or likely to occur;
o whether or not an adverse effect is occurring or likely to occur; and
o whether or not a good standard of amenity can be achieved.
Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:
o engineering: reducing the noise generated at source and/or containing the noise generated;
o layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
o using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
o mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

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

<u>The Development Plan</u>

The Development Plan consists of:

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

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

The relevant policies within the Core Strategy are as follows:

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

The proposal would contribute towards the provision of a formal public space (public square) for the residents in Gorton. Consideration has been given to promoting a high-quality design, which minimises any potential adverse impact on local residents in terms of visual and residential amenity.

Policy CC5 'Transport'
Policy CC5 Transport gives support to proposals that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. The proposal would accord with these aspirations, by creating an area of public realm within the Gorton District Centre.

Policy EN 1- Design Principles and Strategic Character Areas
Policy EN1 outlines that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

Policy EN8 Adaptation to Climate Change
Policy EN8 Adaptation to Climate Change expects all development to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following:
Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability;
o Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways; and
o The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation. This aspect the scheme is dealt with elsewhere in the report.

Policy EN11 Quantity of Open Space, Sport and Recreation
Policy EN11 states that as opportunities arise, new open space, sport and recreation facilities will be created where significant levels of development are proposed including within the Strategic Housing Location. The Policy also states that new open spaces should be interconnected, to allow for better links for disabled people, pedestrians and cyclists both across and between sites and to enhance the biodiversity of the City. It is considered that the proposed development of a formal public space (public square) would accordance with the aspirations of policy EN11.

Policy EN14 -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 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.
The City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure. The site falls within flood zone 1.

Policy EN15 Biodiversity and Geological Conservation
Policy EN15 states that particular consideration will be given to the Council's objective to protect and conserve the City's existing trees and woodlands and the aim for a net increase in trees across the City. The proposal would accord with EN15 in that the number of trees to be planted would be significantly in excess of those to be lost. This aspect of the scheme is dealt with in more detail elsewhere in this report.

Policy DM1 Development Management
Follows the principles advocated in the aforementioned policies and informs that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-
- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. 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. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Developers will be required to demonstrate that new development incorporates sustainable construction techniques.

For reasons to be outlined below, it is considered the proposal accords with this policy.

Unitary Development Plan for the City of Manchester

Saved UDP Policy DC16 states that, in considering development proposals for any site, the retention of existing trees and the planting of new trees within the public highway and along the

public frontages of the site will be encouraged by the Council. Except where trees are shown to be in poor health or are individually of little amenity value, or where a satisfactory replanting scheme is more desirable, the Council will not normally permit development proposals which would involve the loss of significant trees and would thereby change the visual character of the street. The proposed development would replace the trees which would be lost, so that a row of trees would still be located along the Garratt Way frontage, but that this provision would form part of a wider planting scheme of 23 trees on the site .

Supplementary Guidance

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance was formally adopted in April 2007 and is therefore relevant in this case. This guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABE as being those urban design characteristics which create successful places, that is character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. The guidance advises that high quality design is a vital attribute of successful neighbourhoods, the design of streets should promote neighbourliness and design should respect and be informed by location. The guidance also advises that places with attractive and successful public areas are encouraged with open spaces reflecting and accommodating future uses with children and young people being considered in the design and location of open spaces. Neighbourhoods should contain a mix of housing, safety and security are vital elements of the urban area, the impact of parking areas should be minimised and new developments should maximise access for disabled people.

The proposed development would accord with the principles outlined above in respect of the provision of an attractive public space.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development, and embed Green Infrastructure part of major employment developments. The trees on the site which would be lost as a result of the development contribute to existing tree coverage within the District Centre, but the loss of the some existing category C trees is considered necessary in order to deliver a well design quality space . The loss of trees would be compensated by new tree planting on the site (23 replacement trees) The proposal would have a positive impact on the green and blue infrastructure in this area of the city, improving the environment on routes through Gorton.

Issues

Principle

The principle of developing this site for the purposes of a public square is considered to be acceptable in this location. However, the benefit if the site being used as public square must be balanced in conjunction with the associated loss of parking spaces.

Open Space

The proposal seeks to improve the quality of the existing space within Gorton District Centre by creating a public space through an innovative and nature-based design.

The proposed development includes areas for people of all ages to engage, meet and socialise and provides opportunities for various activities. The proposed development therefore contributes to the provision of a range of open spaces to enhance the quality of life of the residents and visitors of the area.

Regeneration

The proposed scheme will provide an area of green infrastructure within a public space in the centre of the District Centre for use by local residents and local businesses , and will improve the local neighbourhood, thereby supporting regeneration in the locality.

Layout

The proposal relates to the redevelopment of part of car park which serves a large food store and an indoor market into a public square is divided into separate zones to create a multi-functional space for the local community.

The area identified as a wildlife /sensory zone includes diverse planting, pathways, and habitat features, such as bee and insect houses, bird boxes etc. Adjacent is a Social/Communal Area designed for gatherings and events, featuring interactive installations and varied seating to encourage community interaction. A Christmas tree forms a focal point, with a lighting feature to enable bespoke light projections during festive seasons.

Connecting all zones, the ‘Walking Path’ is a network of well-lit, scenic walkways to promote accessibility and exploration.

The proposed public space would also include the provision of a range of seating types each tailored to the type of area within the wider space.

Waymarker signs are proposed within the site.

An elevated terrace would be created to the south of the existing entrance to the indoor market, effectively continuing the existing ramped access route on the western elevation of the indoor market. A balustrade would be located at the edge of the proposed raised terrace, with planter and seating set to the west of the proposed terrace. Two new access points into the market are proposed from the new terraced area. It is proposed that the terrace accommodates picnic style tables and benches to facilitate outdoor dining.

To the south of the existing indoor market, and area has been identified for the location of outdoor market stalls.

The layout includes provisions for emergency access and services integration.

The proposed layout has been designed to provide a range of areas to cater for diverse community needs, fostering social interaction, and areas for relaxation, whilst enabling accessibility and visibility within the space. The proposed layout is considered to be acceptable in this location.

Design of the public open space

The design utilises a palette of natural materials, including stone, wood, and soft landscaping. Colour schemes have been selected to enhance the sense of space and be in character with the surroundings.

The proposed projection lighting would be used not only for functionality, but also to enhance the square's visual appeal during evening hours.
The proposed brick wall forming the retaining wall to the proposed café terrace would match the Market brickwork. It is also proposed to incorporate an aluminium curtain wall with a double door entrance to form the two additional entrances to the market.

The scheme would include the provision of bollards on the boundary of the site to match the existing bollards on site. A stainless-steel balustrade fence on the edge of the chicane is proposed to match the balustrade finishes on the edge of the café terrace.

Elevational alterations to the Market Hall

Two new access points into the market are proposed from the new raised terraced area alongside the western gable of the market hall, to improve connectivity within the site. These would be located within two projecting features which are used to display market images/visuals to the south of the existing access to the market on the western elevation (which would be retained) and comprise glazed double doors. This would improve access into the market and encourage the movement of people through the proposed square. The proposed glazed doors would also improve natural lighting within the market.

Site Access

Pedestrian access to the site would be taken from the existing highway network and would include access from Hyde Road and Garratt Way. The existing vehicular access from Garratt Way is retained, however, a chicane is proposed along the route through the eastern section of the public square to slow vehicle speeds of vehicles accessing the retained parking area to the south and south east, to improve pedestrian safety of those using the public square and accessing the market. The retained car park area to the south can also be accessed by vehicles via Hyde Road.

Highways Matters

The proposals will retain the existing vehicular access at Garrett Way and as such no offsite highways works/S278 have been indicated. However, the alignment of the internal access road will change, which is expected to reduce vehicular speeds. It has been recommended that this arrangement is supported by some internal speed limit signage, given that the access road will be routed through an area likely to attract a higher level of pedestrian movement, including children. Revised plans have been received which show the location of speed limit signage, and it is recommended that this aspect of the scheme is conditioned.

A further recommendation that the proposed railings/pedestrian barrier running alongside the access road was set-back at least 450mm from the kerb-line in order to account for any vehicle body overhang has been noted, and plans have been submitted which show the pedestrian barrier repositioned.

Pedestrian Access

A 2m wide pedestrian access into the main public realm area is proposed connecting from the existing Garratt Way footway, and pedestrian routes are provided through the site.

In relation to how the proposed public realm works will integrate with the surrounding area, the applicant has advised that Tesco has confirmed in writing their intention to relocate the 12no. Parent & Toddler parking bays nearer to their store entrance before the end March. They have also confirmed that the land remaining in Tesco's ownership between the store and the new

square would be blocked off to vehicular traffic. Lockable bollards to the south of the current pedestrian route are currently proposed. The applicant has further confirmed that this land would not be used for parking or vehicular movement apart from emergencies, repairs and the servicing of any future concessions and the hosting of events, campaigns and activities on the square.
In addition, the applicant has advised that the marked parking bays between the public square and the Tesco store, and 4 existing parking bays to the south would be removed, and the area made good.

A crossing is proposed across the access road which will link both areas of public realm.
The original scheme showed this designed with yellow-brick surfacing, but has been revised to be a raised crossing point with painted lines and amber beacons (zebra-crossing style facility) with dropped-kerbs/tactile paving at either side in accordance with the recommendations by Highways Services.

Construction Management

Highway Services have requested that a Construction Management Plan is submitted, and it is proposed that this aspect of the scheme is conditioned.

Parking

Loss of 56 parking spaces (including 12 parent and child spaces). 4 no. Tesco collection point spaces (not currently in use) would also be lost. The applicant has stated that Tesco have confirmed that they intend to relocate all of the 12 parent / toddlers parking spaces towards the southwest corner of the existing car park, where other parent / toddler parking already exists. Concerns were raised by Highway Services that the existing car park frequently has existing high levels of demand given that it accommodates both Tesco and Gorton Market.
The updated Transport Note includes a survey of car park occupancy on a Friday and Saturday in September 2024 (undertaken between 07:00 and 19:00). At present the existing car park has 532 spaces. The survey data showed that the maximum number of vehicles was 341 (64% of spaces in use) on the Friday survey (peak times being late morning through to early afternoon), with the number of vehicles being 353 on the Saturday survey (peak times being late morning through to early afternoon). This equates to 66% of capacity on the Saturday with the existing capacity, and 76% with the proposed capacity. As such, the car park would continue to operate below capacity at the busiest periods of the week. Furthermore, the data suggest that occupancy of the car park is below 50% for most of the Friday and Saturday when the surveys were undertaken. On this basis it is considered that the that parking demand would not exceed the reduced level of overall provision resultant of the proposals (on the basis of the current usage of the car park), and that the proposal would not be likely to result in overspill parking demand on the surrounding highway network. As such it is considered that the provision of a public square in this location outweighs the loss of parking spaces required in connection with the proposal.

Cycle Storage

The scheme includes the provision of 4 bicycle hoops and a public bike repair stand and pump. This is considered to be a satisfactory approach, and a condition is recommended to ensure that the cycle hoops and repair stand are installed.

Contaminated Land

The site currently comprises a surfaced car park, however, historic records indicate that the proposal site is on or in the vicinity of an infilled pond/potentially contaminative historic land uses. In view of this, it is recommended that a watching brief condition related to ground conditions is attached to any planning approval.

Refuse storage

The existing bins on the site would be relocated and new bins also provided within the area around the main circulation path and café terrace.

Sustainability

The selection of materials has been undertaken to align with sustainability aims while ensuring durability and aesthetic coherence. The proposed materiality includes locally sourced natural stone for paving, reclaimed wood for benches and signage and recycles plastic.
The supporting documentation also indicates that green construction methods would be prioritised, with the use of low-VOC (volatile organic compounds) paints and energy-efficient building materials .
The approach to material selection would contribute to reducing the project's carbon footprint.

The project has been designed with flexibility in mind to ensure long-term sustainability and adaptability to future needs. This includes modular design elements that can be reconfigured as community needs change, reducing the need for new construction and further resource use. Incorporating these sustainability principles ensures that the project not only meets current environmental standards, but also contributes to a more sustainable future for the proposed space.

Trees

There are 3 no. small leaved lime trees in a narrow hard landscaped buffer strip, which are category C trees. One further lime is located outside the proposed scheme and would not be affected by the proposed development. The other small leaved lime trees are proposed to be replaced as part of the proposed wider scheme with 23 trees.
The proposal would have a positive impact on the green and blue infrastructure in this area of the city, improving the environment on a main radial route into the city. This scheme also complies with policies EN9 and EN15 in the Core Strategy.

Ecology

The proposed development would include the provision of habitat houses for insects and bees, together pole mounted bird houses to create biodiversity enhancement at the site. This is welcomed, and it is proposed that this aspect of the scheme is conditioned.

Landscaping

The scheme incorporates a mix of hard and soft landscaped area incorporating stepping stones features, circular steel planters, concrete pebble backless seating, curved concrete bench seating, Bloc seating and tables, and playground musical instruments such as Samba drums , harmony bells, calypso and emperor chimes etc.

The soft landscaping includes a mixture of street trees, native trees and wildlife beneficial trees , multi stemmed ornamental trees in planters, structured shrub planting ,and ornamental shrub planting.
This is considered to be an acceptable approach in this location. It is recommended that a landscaping condition be attached to any approval to relate to the submitted landscaping plans, and that if within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective in the development, another tree or shrub of the same species and size as that originally planted shall be planted at the same place within the development.

Lighting

The scheme would include the incorporation of two light projection features. One feature would comprise an 8m high column with 5 projectors and would have a bespoke pattern (white/blue) of droplets designed by the manufacturer. The second feature would consist of a 5m high column with 2 projectors and this would create a dappled shade style projection.
Whilst acknowledging the proposed lighting features are not located in close proximity to residential dwellings, as no lux level/light spill plans have been provided for consideration, it is proposed to attach a condition to any approval relating to lighting glare , so that when the lighting units are illuminated, if they cause glare or light spillage which is in the opinion of the City Council as Local Planning Authority to the detriment of adjoining and nearby residential properties, measures as considered necessary , such as baffles and/or cut-offs would be installed on the units and adjustments made to the angle of the lighting units and the direction of illumination to ameliorate the issues arising from glare.

Disabled Access

Level access has been provided, and a range of seating types have been proposed.

Community Involvement

The project team have advised that they met up with key representatives of the Gorton community which informed the design. The feedback indicated strong overall support for transforming the area into a vibrant public square. The addition of play features, seating, and colour animation was well received.
Matters raised include the use of the open space for impromptu and bookable events; tree sustainability; waste management; impacts from new housing development and increasing demand for community facilities; the desire for better food offerings and concerns about the management of café and market spaces, particularly regarding table clearing, suggested a management plan for these areas would be necessary.

Conclusion

The proposal will lead to the creation of a new public square to promote outdoor activities, social interaction and improved biodiversity, and would assist in the creation of an attractive place for people living, working and visiting Gorton.
The redevelopment of this site for a public square would support bringing environmental and regeneration benefits to the local area.

Other Legislative Requirements
Equality Act 2010
Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations
This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

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

Recommendation: Approve

Article 35 Declaration
Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this development where early discussions took place regarding the design, appearance and extent of the development, along with highway impacts. Further work and discussions have taken place with the applicant through the course of the application, particularly in respect of loss of parking, design details of the proposed seating, along with other matters arising from the consultation and notification process. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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

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

2. The development hereby approved shall be carried out in accordance with the drawings numbered:-

3D- Proposed Gorton Public Square plan ref: 5719-HMA-V-XX-DR-A-00320 rev.P01
Location plan ref: 5719-HMA-V-XX-DR-A-00001 rev.P01
Location Plan (Ownership boundary) plan ref: 5719-HMA-V-XX-DR-A-00002 rev.P01
Design & Access Statement ref: 5719-HMA-GH-XX-RP-A-90050_P01 dated 26th July 2024 Rev: P01
Tree Survey plan ref: 5493 02
Received 29th July 2024
Email from Tesco dated 3rd September 2024 with attached drone parking survey heat map.

Proposed Design details document received 2nd September 2024

Swept path analysis 7.9m Fire Tender plan ref: 86953-CUR-XX-00-D-TP-05001 rev.P01 ;
Swept path analysis 7.5t Box Van plan ref: 86953-CUR-XX-00-D-TP-05002 rev.P01
General Arrangement Visibility Splays plan ref: 86953-CUR-XX-00-D-TP-75001 rev.P01;
Received 1st October 2024.

Proposed Market Elevation (west) plan ref: 5719-HMA-V-XX-DR-A-20200 rev.T01
Received 2nd October 2024
Email from Tesco Assets and Estates team dated 4th October 2024 confirming that Tesco intend to relocate the 12no. Parent & Toddler parking bays nearer to their store entrance before the end March 2025.

Email from Tesco dated 15th October 2024 confirming times and dates of the drone parking survey
Email from applicant in relation to the treatment of the areas directly to the west and south of the public square.
Transport Note dated 15th October 2024 ref: 86953-CUR-XX-XX-T-TP-00001 rev.P02;
General Arrangements Plan 1 of 2 plan ref: 5493 02 rev.A
General Arrangements Plan 2 of 2 plan ref: 5493 03 rev.A
Planting plan 1 of 2 plan ref: 5493 04 rev.A
Planting plan 2 of 2 plan ref: 5493 05 rev.A
Landscape Sketch scheme plan ref: 5493 01 rev.H
Received 15th October 2024
Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3. Prior to the commencement of the development, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;
o The routing of construction traffic;
o Detail the vehicular activity associated with the construction including appropriate swept path assessment;
o Details of the location and arrangements for contractor parking;
o The identification of the vehicular access points into the site;
o Identify measures to control dust and mud, including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
o A highway dilapidation survey including photographs and commentary on the condition

of carriageway/footways on construction vehicle routes surrounding the site.
o Identify measures to reduce noise emissions;
Development shall be carried out in accordance with the approved construction management plan.

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

4.The development shall be implemented in accordance with the highway arrangement shown on plan refs: General Arrangement Visibility Splays plan ref: 86953-CUR-XX-00-D-TP-75001 rev.P02; Landscape Sketch scheme plan ref: 5493 01 rev.H ;General Arrangements Plan 1 of 2 plan ref: 5493 02 rev.A and General Arrangements Plan 2 of 2 plan ref: 5493 03 rev.A and all the agreed works shall be completed prior to the development hereby approved being brought into use .

Reason - In the interests of highway safety, pursuant to policy T1 of the Manchester Core Strategy (2012).

5. The cycle storage arrangements within the development shall be implemented in accordance with the location on the Landscape Sketch scheme plan ref: 5493 01 rev.H and design in the Proposed Design details document received 2nd September 2024 and colouration specified in the General Arrangements Plan 1 of 2 plan ref: 5493 02 rev.A received 15th October 2024

The approved scheme shall be implemented before the public square is brought into use, and these facilities shall then be permanently retained for bicycle storage.

Reason - To ensure that adequate provision is made for bicycle storage so that persons occupying or visiting the site have a range of options in relation to mode of transport, pursuant T1 and DM1 of the Manchester Core Strategy (2012).

6. In the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the agreed Remediation Strategy and validated. If no contamination is found, then a post-completion report shall be submitted to evidence this prior to occupation of the development.

Reason – To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies EN18 and DM1 of the Manchester Core Strategy (2012).

7. Prior to the public square being brought into use, a post completion report shall be submitted to and approved in writing by the City Council as local planning authority, to evidence that any soils imported for use in the landscaped area have been validated as suitable for use.

Reason – To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies EN18 and DM1 of the Manchester Core Strategy (2012).

8. The lighting development hereby approved shall be implemented in accordance with the location on the Landscape Sketch scheme plan ref: 5493 01 rev.H , the design in the Proposed Design details document, and General Arrangements Plan 1 of 2 plan ref: 5493 02 rev.A.

The approved lighting scheme shall be implemented prior to the public square being used by the public.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of existing and proposed nearby residential accommodation, pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

9.If, when the lighting units are illuminated, they cause glare or light spillage which is in the opinion of the City Council as Local Planning Authority to the detriment of adjoining and nearby residential properties, such measures as the Council as Local Planning Authority confirm in writing that they consider necessary including baffles and/or cut-offs shall be installed on the units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the prior written approval of the Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of existing and proposed nearby residential accommodation, pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

10 a)The landscaping scheme for the development shall be implemented in accordance with the detail on Planting plan 1 of 2 plan ref: 5493 04 rev.A and Planting plan 2 of 2 plan ref: 5493 05 rev.A received 15th October 2024.

b)The approved landscaping scheme and arrangements for management and maintenance shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective in the development, another tree or shrub of the same species and size as that originally planted shall be planted at the same place within the development.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

11)a) The materials used to form the development shall be implemented in accordance with the detail on General Arrangements Plan 1 of 2 plan ref: 5493 02 rev.A and General Arrangements Plan 2 of 2 plan ref: 5493 03 rev.A received 15th October 2024.

b) The external facing materials to be used to form the retaining wall for the café terrace hereby approved shall match those of the Gorton Indoor market premises in terms of type, colour, texture, scale, pointing and coursing.

Reason -To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

12. The development hereby approved shall be implemented in accordance with the biodiversity measures in the locations on the Landscape Sketch scheme plan ref: 5493 01 rev.H and design in the Proposed Design details document received 2nd September 2024, and on General Arrangements Plan 1 of 2 plan ref: 5493 02 rev.A and General Arrangements Plan 2 of 2 plan ref: 5493 03 rev.A received 15th October 2024.

Reason - To improve biodiversity at the site and to comply with policy EN15 of the Manchester Core Strategy (2012).

Informative

1. Construction/demolition works shall be confined to the following hours :

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm
- Sunday / Bank holidays: No work

Appendix 1 – List of consultees & neighbours notified

Highway Services
North Neighbourhood Team
MCC Flood Risk Management
Environmental Health
Central Neighbourhood Team

City Of Manchester Institute Of Gymnastics, Garratt Way, Manchester, M18 8HE
Subway, Garratt Way, Manchester, M18 8LD
CORAL, Unit 5, Gorton Retail Market, Garratt Way, Manchester, M18 8LD
Kings Dental Centre, Unit 3, Gorton District Centre, Garratt Way, Manchester, M18 8HE
Tesco Mobile, TESCO Extra, Hyde Road, Manchester, M18 8LD
Vision Express, TESCO Extra, Hyde Road, Manchester, M18 8LD
Pharmacy, TESCO Extra, Hyde Road, Manchester, M18 8LD
Unit 9, Gorton Retail Market, Garratt Way, Manchester, M18 8LD
Unit 8, Gorton Retail Market, Garratt Way, Manchester, M18 8LD
Unit 7, Gorton Retail Market, Garratt Way, Manchester, M18 8LD
Unit 4, Gorton Retail Market, Garratt Way, Manchester, M18 8LD
Unit 3, Gorton Retail Market, Garratt Way, Manchester, M18 8LD
Unit 2, Gorton Retail Market, Garratt Way, Manchester, M18 8LD
Gorton Retail Market, Garratt Way, Manchester, M18 8LD
Unit 1, Gorton Retail Market, Garratt Way, Manchester, M18 8LD
Coopers Family Butchers, Unit 10 To 12, Gorton Retail Market, Garratt Way, Manchester, M18 8LD
The Dell, 55 Sibley Street, Manchester, M18 8LN
TESCO Extra, Hyde Road, Manchester, M18 8LD
AGE CONCERN MANCHESTER, Units 1 To 2, Gorton District Centre, Garratt Way, Manchester, M18 8HE
Gorton Library, Garratt Way, Manchester, M18 8HE
Gorton District Centre, Garratt Way, Manchester, M18 8HE
46 Wellington Street, Manchester, M18 8LJ
Tesco Cafe, TESCO Extra, Hyde Road, Manchester, M18 8LD

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH AREA