

Land off Crabtree Lane, Openshaw

Planning Statement

July 2022

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Version	FINAL
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Issued	20 July 2022

1. Introduction

- 1.1 This Planning Policy Compliance Statement (referred to hereafter as the 'Statement') has been prepared by Euan Kellie Property Solutions ("EKPS") on behalf of the applicant, MCI Developments Limited (hereafter referred to as "MCI"), in support of an application which seeks full planning permission for the redevelopment of the land at Crabtree Lane, Openshaw, Manchester (hereafter referred to as "the Site").
- 1.2 The application seeks full planning permission for the redevelopment of land, comprising the demolition of the existing buildings and erection of 115 no. properties (70 houses and 45 apartments) with associated parking. The description of development is as follows:
- "Full Planning Application for the development of 115 dwellings (Class C3) with new vehicular accesses from an upgraded Crabtree Lane and associated works, following the demolition of all existing buildings/structures"*
- 1.3 The purpose of this Statement is to provide a clear justification for the proposals by demonstrating compliance with the relevant Development Plan, along with other material considerations.

Application Documentation

- 1.4 This Statement should be read alongside all other documents submitted with the planning application which, at the time of writing, comprises:
- Architectural Drawings, prepared by MCI Developments Limited
 - Design & Access Statement (including Waste Management Proforma), prepared by Baldwin Design Consultancy
 - Landscape Proposals, prepared by Trevor Bridge Associates ("TBA")
 - Planning Policy Compliance Statement (including Statement of Consultation), prepared by EKPS
 - Acoustic Assessment, prepared by E3P
 - Heritage Statement, prepared by Kathryn Sather & Associates
 - Archaeological Desktop Study, prepared by Archaeological Research Services
 - Environmental Standards Statement, prepared by PB Sustainability
 - Phase 1 Contamination Assessment, prepared by Betts Geo Environmental Limited
 - Waste Management Strategy, prepared by MCI Developments Limited
 - Construction Waste Management Plan, prepared by MCI Developments Limited
 - Air Quality Impact Assessment, prepared by Redmore
 - Flood Risk Assessment and Drainage Strategy, prepared by RSK
 - Preliminary Ecological Appraisal and Bat Survey, prepared by Ascerta
 - Transport Statement and Travel Plan, prepared by Curtins
 - Arboricultural Impact Assessment, prepared by TBA
 - Broadband Connectivity Assessment, prepared by GTech Surveys Limited
 - Crime Impact Statement, prepared by Greater Manchester Police
 - Local Labour Agreement, prepared by MCI Developments Limited
 - Affordable Housing Statement and Viability Assessment prepared by MCI Developments Limited

Contact Details

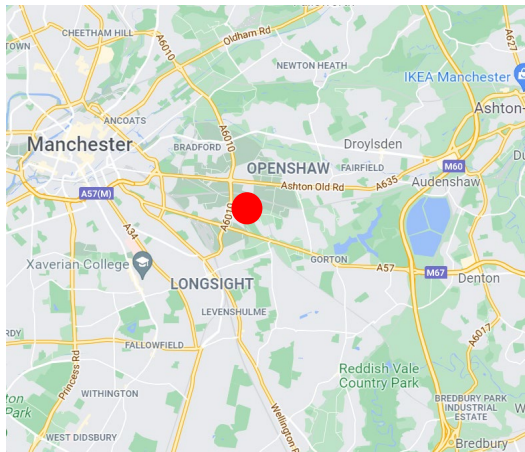
1.5 For further information in respect of this Statement please contact:

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2. The Site and Surroundings

2.1 The Site is approximately 2 hectares in size and falls within the administrative boundary of Manchester City Council ("MCC"). The Site is located within Openshaw in East Manchester, approximately 5 km to the east of Manchester City Centre.

2.2 **Figure 2.1** shows the Site location (Site identified with a red dot) whilst **Figure 2.2** shows the Site in its immediate context (both images taken from Google Maps).



^ Figure 2.1



^ Figure 2.2

2.3 The Site is bound by the Ashton Canal to the north, scrubland to the east, Openshaw Community School to the southeast, residential properties to the south, and Crabtree Lane to the east, beyond which is an industrial estate.

2.4 The Site currently accommodates overgrown vegetation and vacant industrial buildings, which were previously occupied by a traditional forge works specialising in stainless steel and nickel forging.

Accessibility

2.5 The Site is currently accessed off Crabtree Lane, to the east of the Site. The Site is located in a highly sustainable location, with a range of local shops, services and facilities located within close proximity, including a selection of food stores situated less than 0.5km to the north of the Site.

2.6 Large areas of green space, including Sandywell Millennium Green and Copperas Field are also accessible within 1km of the Site.

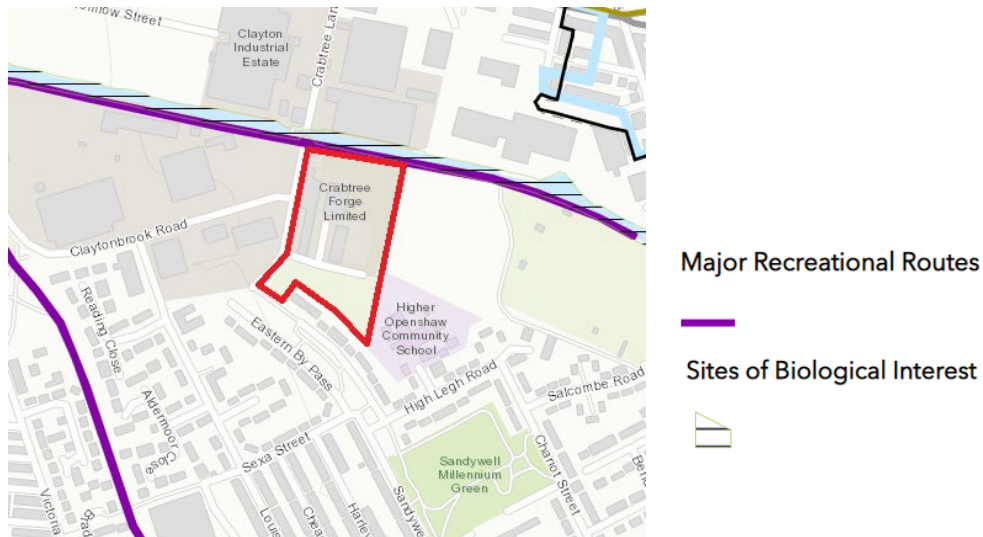
2.7 Gorton Train Station is situated approximately 1km to the south of the Site, and Edge Lane Tram stop is approximately 800m to the north of the Site. There are a number of bus stops located along Ashton New Road (circa 750m to the north of the Site) providing services to Manchester City Centre, Droylsden, Ashton-under-Lyne, Stalybridge and beyond.

Relevant Planning Policy

2.8 **Figure 2.3** overleaf illustrates the relevant site-specific planning policy allocations (taken from the MCC Interactive Map website¹).

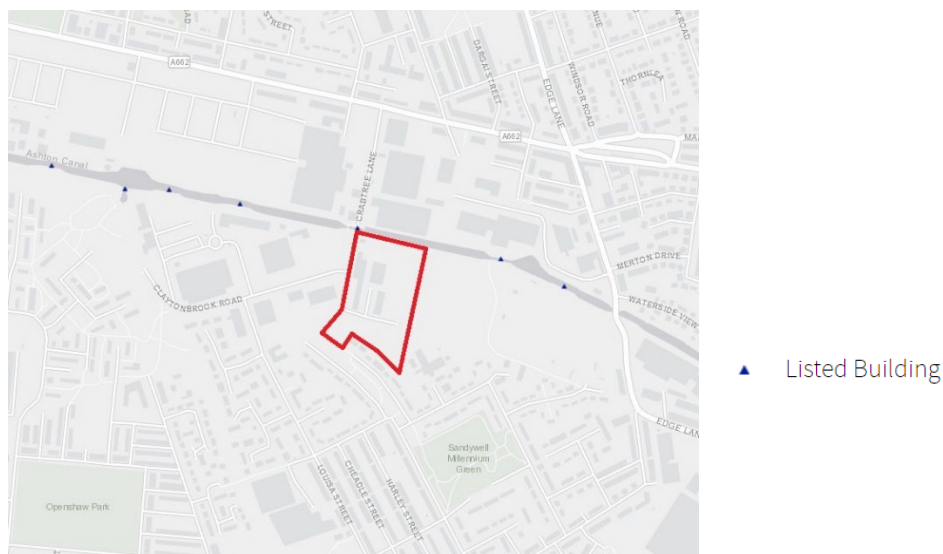
¹<https://mcr-council.maps.arcgis.com/apps/webappviewer/index.html?id=565a33eaba904b2dabf4c3dd8685db80>

- 2.9 The Site (identified by a red dot) is located within 'East Manchester' as defined by MCC Core Strategy ("CS") Policies EC5 and H4, and the 'Inner Areas' (MCC CS Policy SP1). These policies are presented in more detail in **Chapter 4** of this statement.
- 2.10 The Site is also located adjacent to a 'Major Recreational Route' and the Ashton Canal, which is a Site of Biological Interest.



^ Figure 2.3

- 2.11 The Site is not located in a Conservation Area, however there are a number of Grade II listed Canal locks at several locations along the Ashton Canal as identified in **Figure 2.4** below.

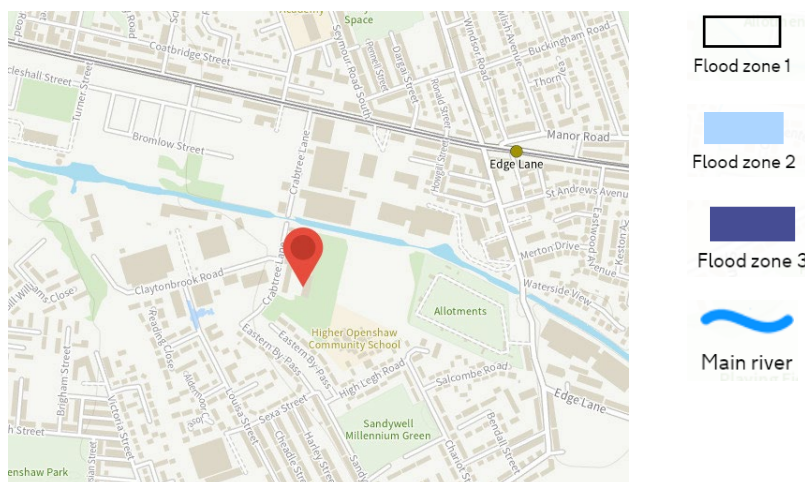


^ Figure 2.4

- 2.12 The Grade II listed Lock 13 is located immediately adjacent to the Site. The Heritage Statement prepared by Kathryn Sather & Associates to accompany this planning application confirms:

"Lock 13 dates from 1792-99 and controls the water level of the Ashton Canal in the section adjacent to the proposal site. It is built of large blocks of millstone grit, with a narrow chamber seven feet in width between two pairs of wooden gates (double gates at the lower end and a single gate at the upper), and with a covered overflow channel on the north side. Stone staircases flank the lower lock entry. It is the eleventh in a flight of thirteen similar locks, all in working order".

- 2.13 Having consulted the Environment Agency website, the Site is in Flood Zone 1, which means there is a low probability of flooding, as illustrated in **Figure 2.5** below.



^ Figure 2.5

Planning History

- 2.14 **Table 2.1** below provides an overview of the Site's planning history.

Reference	Description	Status
F14220	Installation of an additional petrol pump for company vehicles	Approved 19 Sept 1980
F06288	Erection of a liquid oxygen storage tank	Approved 15 Apr 1977
F05235	Erection of a single-storey showroom to replace existing	Approved 24 Sept 1976
F02435	Erection of a single storey building to form toilet, locker and shower facilities.	Approved 04 Apr 1975

^ Table 2.1

- 2.15 There are also several planning applications within close vicinity of the Site, which are worth noting, as set out in **Table 2.2**.

Reference	Address	Description	Status
099994/FO/2012/N2	Higher Openshaw Community School	Retrospective application for the installation of new temporary classroom and MUGA pitch with associated 3.0m high fencing.	Approved 23 Jan 2013
099617/FO/2012/N2	Higher Openshaw Community School	Erection of single storey rear extension to form additional classroom space.	Approved 1 Aug 2012
070456/FO/2003/N2	Land Between Louisa Street/Eastern Bypass and Crabtree Lane	Residential development of 21 dwellings comprising a three-storey terrace of 2 x 5 bedroom and 8 x 4-bedroom houses; three pairs of semi-detached and one detached x 3-bedroom two storey houses and two pairs of two-bedroom semi -detached bungalows.	Withdrawn 19 Feb 2004

Reference	Address	Description	Status
069365/FO/2003/N2	Vacant Site Comprising of Area to Side of 160 Eastern Bypass Bounded By Crabtree Lane	Erection of two pairs of bungalows and a detached 3-bedroom house on vacant land between 160-170 Eastern Bypass.	Approved 5 Dec 2003

^ Table 2.2

- 2.16 Having introduced the Site and surroundings, **Chapter 3** will provide details of the Proposed Development.

3. The Proposed Development

Application Proposals

- 3.1 The application proposals present an opportunity to deliver 115 new homes, including those suitable for family housing and affordable housing, in a sustainable location within Openshaw, East Manchester.
- 3.2 The application proposes the following:
“Full Planning Application for the development of 115 dwellings (Class C3) with new vehicular accesses from an upgraded Crabtree Lane and associated works, following the demolition of all existing buildings/structures” (“the Proposed Development”).
- 3.3 The Proposed Site Plan is shown in **Figure 3.1** below.



Figure

- 3.1
- 3.4 The Proposed Development includes the following:
- The demolition of all existing buildings/structures currently on the site.
 - The provision of 45no. one bedroom two person and two bedroom three person apartments within three separate three-storey apartment blocks at the northern end of the site looking over the Ashton Canal designed in accordance with MCC's Residential Quality Guidance and Nationally Described Space Standards (“NDSS”), with 45 no. car parking spaces (1 space per apartment).

- The provision of 70no. two and two and half storey houses in a range of house types comprising mix of two bedroom three person, three bedroom four person and four bedroom five person houses designed in accordance with MCC's Residential Quality Guidance and Nationally Described Space Standards ("NDSS"), all with private gardens and off-road car parking.
- The provision of 15no. affordable homes which are 'pepper-potted' across the site and will be tenure blind to be managed by a Registered Provider.
- Upgrade works to Crabtree Lane to MCC Adoptable Standards, including delivering a 6.0m wide carriageway plus 2.0m wide footways along the full frontage of the Proposed Development. This would also entail the relocation of existing lampposts and trimming/management of dense vegetation if a footway is provided on the western side of Crabtree Lane. The adoptable highway network will extend up to, and include the Proposed Development.
- Two separate new access points into the Proposed Development from Crabtree Lane, creating a permeable development. The internal access roads have been designed to adoptable standards and includes a 5.5m-wide carriageway with a 2m-wide footway on both sides of the road throughout the scheme. There would also be dropped kerbs and tactile paving at the junctions where the access road meets Crabtree Lane to facilitate pedestrian access.
- Enhancements to pedestrian and cycle access to the site with 2.0m-wide footways throughout the internal road network and Crabtree Lane with dropped kerbs and tactile paving at junctions. Pedestrian and cycle permeability is to be maintained onto Eastern Bypass, along the Ashton Canal and across the bridge to the northern section of Crabtree Lane.
- Provision for a total of 158no. car parking spaces across the site, with each apartment being provided with a car parking space, the two bedroom houses having at least one space, the three bedroom houses having up to two spaces and the four bedroom houses up to three spaces. Each dwelling will have access to an EV charging point.
- Active travel initiatives include provision of three dedicated secure cycle parking stores will be provided within the parking court for the apartments accommodating 45 cycles and secure cycle parking facilities will be provided within the curtilage of each house.
- Protection and enhancement of existing landscape features on site such as trees and hedges have been retained where possible and enhanced, with a mix of native species proposed where possible. A landscaped buffer is proposed to the south-west of the site, creating a visual and a noise buffer between the site and the Higher Openshaw Community School.
- Provision of wall mounted bat and bird boxes across the site to provide invaluable support to our urban wildlife, along with the inclusion of 'hedgehog highways' as part of the boundary treatment strategy.

3.5 The proposals are presented in further detail in the Design & Access Statement, prepared by Baldwin Design Consultancy, submitted in support of the application.

MCI Developments

3.6 As a wholly owned subsidiary of national homebuilder Keepmoat Homes, MCI Developments is an award-winning residential development company with a track record of delivery quality affordable housing for Registered Providers.

3.7 With a design-led and bespoke approach to development opportunities they have an enviable track record in sourcing, gaining planning permission and delivering projects throughout the North West. MCI is currently developing in excess of 400 new homes, which are predominately affordable units.

Affordable Housing Provision

- 3.8 As is set out with the accompanying Affordable Housing Statement prepared by MCI, the Proposed Development would deliver 15 dwellings for affordable housing which are to be tenure blind and 'pepper-potted' across the site, as shown in the submitted Tenure Plan.
- 3.9 A proportion of the affordable dwellings will be for Affordable Rent and/or Social Rent and the remainder will be Shared Ownership. MCI will appoint a Registered Provider who will own and manage the affordable dwellings in perpetuity.
- 3.10 The delivery of affordable dwellings as part of the Proposed Development is subject to securing grant funding from Homes England, as is demonstrated within the submitted Viability Assessment.

Statement of Consultation

- 3.11 In accordance with local and national planning policy, pre-application discussions have taken place with MCC and relevant key stakeholders, throughout the design evolution of the Proposed Development, as summarised below.

MCC Planning Officers

- 3.12 Several meetings were held with MCC Planning Officers prior to the submission of the planning application, and the matters discussed at these meetings have included:
- Proposed site layout and scheme design
 - Highways and parking
 - Pre-application consultation that should be undertaken with other parties
 - Schedule of application documents
 - Affordable housing and Section 106

Greater Manchester Archaeological Advisory Service

- 3.13 A meeting was held with Benjamin Dyson at Greater Manchester Archaeological Advisory Service ('GMAAS') on Wednesday 20 October 2021, where the following was discussed:
- GMAAS confirmed they were comfortable with the initial findings and proposed methodology for the Archaeology Desk Based Assessment as set out in the Technical Advice Note by Archaeological Research Services ('ARS'), and welcomed the pre-application consultation on the proposals.

Greater Manchester Ecology Unit

- 3.14 A meeting was held with Derek Richardson at Greater Manchester Ecology Unit ('GMEU') on 22 October 2021, where the following was discussed:
- GMEU confirmed they were comfortable with the findings of the Preliminary Ecological Appraisal prepared by Ascerta and welcomed the pre-application consultation on the proposals.
 - The main points of discussion were the proposed mitigation / enhancements proposed as part of the scheme and the following were recommended:
 - An increased area of amenity space for the apartments at the north end of the site would be positive.
 - Bat boxes to be located at the north end of the site (within an increased area of amenity space if possible) as the Ashton Canal is used by commuting bats.
 - The use of native species within any landscaping would be preferred as a starting point where possible, but GMEU would not be prescriptive about this.

Canals and River Trust

3.15 A meeting was held with Tim Bettany-Simmons and Ruth Smith from the Canal and River Trust ('C&RT') on 22 October 2021, where the following was discussed:

- C&RT welcomed the pre-application engagement on the proposals.
- The discussions were primarily focussed on the site layout / scheme design as follows:
 - Supportive of boundary treatments to the north and east – and keen to see a reasonable landscape buffer along the north boundary of the site if possible. The inclusion of amenity space to the apartment block would also be positive.
 - Happy to see the direct pedestrian access from the scheme onto the Canal towpath
 - C&RT would be keen to see more details / elevations of the proposed apartment building so can understand the relationship better with the canal and the scale / massing.
 - C&RT would like to see the sun path analysis to demonstrate any potential overshadowing impact of the apartment block on the canal.
 - C&RT asked whether it would be possible to rotate Units 49-52 or create a better frontage onto the canal. This might be achieved through double-fronted units.
 - It was asked whether the cobbles at the north end of Crabtree Lane would be able to be retained as part of any highways upgrade works as these contribute positively to the character of the approach to the canal.

Ward Councillors

3.16 Details of the application proposals have been shared with Clayton and Openshaw Ward Councillors in advance of the planning application submission.

3.17 **Chapter 4** will now outline the local planning policy considerations that should be taken into consideration when determining the planning application.

4. Local Policy Considerations

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.2 The Site is located within the administrative control of MCC. The relevant Development Plan therefore comprises:
- MCC Core Strategy 2012-2027 ('CS'); and
 - The 'saved' policies of the Unitary Development Plan ('UDP').

Adopted Local Plan

MCC Core Strategy

- 4.3 The Manchester CS was adopted in July 2012 and is the key, overarching Development Plan Document ('DPD') within the Local Development Framework ('LDF'). The CS has replaced significant elements of the Manchester UDP, and the CS is the document that sets out the long-term strategic policies for Manchester's future development.
- 4.4 As set out in **Chapter 2**, the site-specific policies which are relevant to the site include CS Policies EC5 and H4 for 'East Manchester' and Policy SP1 'Inner Areas'.
- 4.5 **CS Policy EC5 'East Manchester'** states that East Manchester is expected to provide approximately 80-85ha of employment land, the majority of which will be in the Regional Centre. Development will also be supported in existing employment and economic development areas, including Alan Turing Way, along key radial routes and Ardwick Goods Yards.
- 4.6 Outside of the Regional Centre the district centres will provide opportunities for small scale mixed use local employment opportunities. Larger scale proposals will be considered if good transport links exist to the City Centre/Regional Centre.
- 4.7 The supporting text states:
- "The wide scale regeneration in East Manchester particularly at the neighbourhood level has led to the relocation of businesses which are incompatible with residential and vibrant neighbourhoods."*
- 4.8 **CS Policy EC2 'Existing Employment Space'** is also relevant due to the Site having last been in employment use. Policy EC2 states that *"the Council will seek to retain and enhance existing employment space and sites"*. It continues, *"Alternative uses will only be supported if it can be demonstrated that:*
- *The existing use is unviable in terms of business operations, building age and format*
 - *The existing use is incompatible with adjacent uses*
 - *The existing use is unsuitable for employment having regard to the Manchester-Salford-Trafford SFRA, or*
 - *On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use."*
- 4.9 **CS Policy H4 'East Manchester'** states that East Manchester will assist with the delivery of around 30% of new residential development (approximately 8,280 residential units) between 2009-2027. It is noted that priority will be given to family housing and other high value, high quality development where this can be sustained.
- 4.10 **CS Policy SP1 'Spatial Principles'** states that beyond the Regional Centre, the 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.

- 4.11 The majority of new residential development in these neighbourhoods will be in the Inner Areas (where the Site is located), defined by the North Manchester, East Manchester (where the Site is located) and Central Manchester Regeneration Areas.
- 4.12 Other policies relevant to the Proposed Development are summarised in **Table 4.1** below.

Policy	Summary
Policy SO1: Spatial Principles	Provides a framework within which the sustainable development of the City can contribute to halting climate change.
Policy SO3: Housing	Policy SO3 seeks to provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.
Policy SO6: Environment	Policy SO6 seeks to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources.
Policy H1: Overall Housing Provision	Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027; predominantly to be provided in the North, East, City Centre and Central Manchester. The Policy states that 90% of residential development will be on previously developed land.
Policy H8: Affordable Housing	Affordable housing is required on all residential developments that propose 15 or more units. New development will contribute to the City-wide target of 20% of new housing provision to be affordable and 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. The proportion of affordable housing units will reflect the type and size of the development as a whole.
Policy T1: Sustainable Transport	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: Promote regeneration and economic viability by relieving traffic congestion and improving access to jobs and services, particularly for those 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. Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles subject to appropriate design and location. Take account of the needs of road users accordingly to a broad hierarchy.
Policy T2: Accessible Areas of Opportunity and Need	The Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, and to ensure that new development is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities. All development should provide appropriate car parking facilities.
Policy EN1: Design Principles and Strategic Character Areas	All development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located.
Policy EN3: Heritage	Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods.
Policy EN4: Reducing CO2 Emissions by Enabling Low and	The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through several actions,

Policy	Summary
Zero Carbon Development	including the requirement for all new development to follow the principle in the Energy Hierarchy.
Policy EN6: Target Framework for CO2 reductions from low or zero carbon energy supplies	Applications for residential development of 10 or more units will be expected as a minimum to meet the targets set out in this policy unless this can be shown to be unviable. This should be demonstrated through an Energy Statement. This Energy Statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.
Policy EN8: Adaptation to Climate Change	All development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.
Policy EN14: Flood Risk	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 Manchester-Salford-Trafford 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.
Policy EN15: Biodiversity and Geological Conservation	The Council will seek to maintain or enhance sites of biodiversity or geological value throughout the City. Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.
Policy EN16: Air Quality	The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas.
Policy EN17: Water Quality	With reference to the Manchester-Salford-Trafford SFRA and other relevant documents: Development should avoid any adverse impacts on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological. Development should minimise surface water run-off from development and associated roads, and minimise groundwater contamination, and to avoid pollutants reaching watercourses. Development close to a water course should also ensure that waste or litter cannot enter the watercourse from the site. Development should, where feasible and appropriate, see to open up and culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.
Policy EN18: Contaminated Land and Ground Stability	The Council will give priority for the remediation of contaminated land to strategic locations as identified in the Core Strategy. Any proposal for development of contaminated land must be accompanied by a health risk assessment.
Policy EN19: Waste	The Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.
Policy PA1: Developer Contributions	Where needs arise as a result of the development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/ guidance. The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area.

Policy	Summary
Policy DM1: Development Management	All development should have regard to the following specific issues including: appropriate siting, layout, scale, form, massing, materials and detail; effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; refuse storage and collection; vehicular access and car parking; effects on biodiversity, archaeological or built heritage; flood risk and drainage; and green infrastructure.

^ Table 4.1

Saved Policies of the Manchester Unitary Development Plan

- 4.13 Several of the policies set out in the UDP adopted in July 1995 were 'saved' in 2012 and are still in effect today. The policies relevant to the Proposed Development are summarised in **Table 4.2** below:

Policy	Summary
Policy DC7: New Housing Development	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.
Policy DC19: Listed Buildings	In determining applications for development that would involve or have an impact on buildings of special architectural or historic interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting.
Policy DC20: Archaeology	The Council will give particular consideration to development proposals which affect sites of archaeological interests, to ensure their preservation in place.
Policy DC26: Development and Noise	The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both: - The effect of new development proposals which are likely to be generators of noise; and - The implications of new development being exposed to existing noise sources which are effectively outside planning control. New noise-sensitive developments (including large-scale changes of use of land or buildings) such as housing, schools, hospitals, or similar activities, will be permitted subject to them not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this Policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future. Where the Council believe that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures proposed to deal with it satisfactorily.

^ Table 4.2

Supplementary Planning Documents and Planning Guidance

- 4.14 In addition, MCC has also adopted a number of Supplementary Planning Documents (“SPD”), which will be considered in turn below.

Guide to Development in Manchester SPD

- 4.15 The Guide to Development in Manchester SPD was adopted in April 2007 and the SPD sets out the design principles and standards that MCC expects new development to achieve. The key principles and standards relevant to the Proposed Development are set out in **Table 4.3**:

Guidance	Summary
Areas of change should promote a sense of place	In areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings relates well to, and helps to enhance, areas that are likely to be retained and contributes to the creation of a positive identity
Neighbourhoods should contain a mix of housing	Successful neighbourhoods offer a choice of housing to enable residents to continue to live in an area as their needs and aspirations change. Social and private housing should complement each other to deliver choice and balance.
New developments should maximise access for disabled people	The Council will expect developers to comply with the standards detailed in its “Design for Access 2” Manual, and to produce an access statement, with identifies their philosophy and approach to inclusive design.
Environmental Standards	The Council is committed to making Manchester ‘the Greenest City in Britain’ so developers are expected to submit a Statement on how their proposal will achieve the environmental standards required.

^ Table 4.3

Manchester Residential Quality Guidance

- 4.16 MCC has prepared the Residential Quality Guidance (July 2016) for use by architects and developers, to seek to achieve design excellence in all new housing to be built in the City. The document is a material consideration in the determination of planning applications, providing guidance on a range of details including minimum space standards and high environmental standards.
- 4.17 The guidance states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration is to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances.

Other Relevant Planning and Regeneration Documents

Residential Growth Strategy

- 4.18 Manchester’s Residential Growth Strategy recognises the critical relationship between housing and economic growth. The right mix of housing is needed to support growth and ensure that the growing population can live and work in the City and enjoy a good quality of life.
- 4.19 The Strategy sets out six housing growth priorities to meet the City’s ambitions for sustainable growth in terms of appropriate locations, type, quality and sustainability credentials as well as anticipating 25,000 homes will be built over the next ten years from 2015 until 2025.

- 4.20 The Strategy provides a framework for action and will be followed by a detailed implementation plan that sets out the short to medium term actions that the City will take to deliver these priorities.

East Manchester Strategic Regeneration Framework 2008-2018

- 4.21 The East Manchester Strategic Regeneration Framework ('SRF') 2008-2018 encompasses the Ancoats, Miles Platting, Beswick, Openshaw, Clayton, Newton Heath, and Gorton neighbourhoods of East Manchester. The SRF establishes principles and objectives to secure long-term, successful and sustainable regeneration. Specifically, it sets out a strategic vision for the neighbourhoods to become attractive places to live that are supported by well-functioning schools, good quality facilities and a reinvigorated housing market.
- 4.22 In terms of housing, one of the aspirations of the SRF is to provide higher quality family housing. The current housing supply in East Manchester does not provide a sufficient diversity of housing types and quality to support a range of people and families at various stages of life and income levels.
- 4.23 The SRF promotes neighbourhood-focused growth through the provision of high-quality housing and services to give existing and new residents the confidence to raise their families in the neighbourhoods in East Manchester. The key actions for housing development have been identified as:
- Prioritise development of high-quality, owner occupied family housing;
 - Promote neighbourhood development; and,
 - Promote family residential neighbourhoods and discourage apartment development.
- 4.24 Amongst the key priorities, the SRF focusses on continuing the process of establishing distinct, sustainable neighbourhoods which each provide a suitable mix of housing types with access to excellent education and healthcare facilities. The SRF acknowledges Openshaw as a suitable location for apartment development.

Statement of Community Involvement

- 4.25 On 11 June 2018 the Council adopted a refreshed Statement of Community Involvement ('SCI') which sets out how residents and other stakeholders can get involved in the preparation of planning policies, frameworks and neighbourhood planning processes in Manchester and also how interested parties can make comments on planning applications received by the Council.

Greater Manchester Documents

Places for Everyone

- 4.26 Places for Everyone is the Plan being brought forward by nine of the ten local authorities in Greater Manchester, to deliver an ambitious joint development strategy for the city-region, following the decision of Stockport Council to withdraw from the Greater Manchester Strategic Framework ('GMSF') at the end of 2020.
- 4.27 Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan Councils will form a joint committee to develop a long-term plan for jobs, new homes, and sustainable growth across their boroughs.
- 4.28 Places for Everyone seeks to map out where development can take place in areas connected by sustainable transport links, creating new homes and jobs for people across the city-region and laying the foundations for new investment and innovation.
- 4.29 Once complete, Places for Everyone will set out the scale and distribution of housing and employment growth across the conurbation for the next 20 years. It will identify strategic land allocations for housing and employment and also key infrastructure requirements to support this growth. It would also be a key tool in meeting Greater Manchester's ambition to become carbon neutral by 2038.

4.30 **Chapter 5** will now introduce the relevant national planning policies.

5. National Policy Considerations

- 5.1 As outlined in **Chapter 4**, Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that the determination of planning applications must be made in accordance with the 'Development Plan' unless 'material considerations' indicate otherwise.
- 5.2 The Courts have held that the Government's statements of planning policy are such 'material considerations' which must be taken into account, where relevant, in decisions on planning applications.

National Planning Policy Framework

Background

- 5.3 The National Planning Policy Framework ('NPPF') sets out the government's planning policies for England, and how these are expected to be applied. The NPPF was first published in March 2012 and was most recently updated on 20 July 2021.
- 5.4 The following sub-sections will provide an overview of the most relevant sections of the NPPF, in respect of the Proposed Development.

Section 2: Achieving Sustainable Development

- 5.5 Section 2 of the NPPF sets out the key principles of how to achieve sustainable development, stating that at a high level, 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).
- 5.6 Paragraph 8 states that achieving sustainable development means the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways:
- (i) ***"An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.***
 - (ii) ***A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.***
 - (iii) ***An environmental objective - to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."***
- 5.7 Paragraph 11 relates to the presumption in favour of sustainable development, stating that for decision-taking this means:
- (i) ***"Approving development proposals that accord with an up-to-date development plan without delay; or***
 - (ii) ***Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:***
 - (i) ***The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or***

- (ii) *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole."*

Section 4: Decision Making

- 5.8 Section 4 of the NPPF is introduced by stating that local planning authorities should approach decisions on proposed development in a positive and creative way (Paragraph 38).
- 5.9 Paragraph 39 recognises the importance of early pre-application engagement, and how this has the potential to improve the efficiency and effectiveness of the planning application system for all parties.
- 5.10 Paragraph 47 states that planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.
- 5.11 Paragraph 57 provides guidance on when planning obligations should be sought, stating that this is only necessary where they meet the following tests:
 - "a) Necessary to make the development acceptable in planning terms;*
 - b) Directly related to the development; and*
 - c) Fairly and reasonably related in scale and kind to the development"*

Section 5: Delivering a Sufficient Supply of Homes

- 5.12 Section 5 of the NPPF is introduced by highlighting the importance of supporting the Government's objective of significantly boosting the supply of homes, recognising that a sufficient amount of variety of land can come forward where it is needed (Paragraph 60).
- 5.13 Paragraph 66 requires strategic policy-making authorities to establish a housing requirement figure for the whole area, showing the extent of the identified housing need that can be met over the plan period, stating:
 - "Within this overall requirement, strategic policies should also set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations."*
- 5.14 Paragraph 74 states that local planning authorities should identify and update annually a supply of specific deliverable sites, sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies.

Section 8: Promoting Healthy and Safe Communities

- 5.15 Paragraph 92 states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:
 - (i) *"Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other.*
 - (ii) *Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life of community cohesion.*
 - (iii) *Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs."*

Section 9: Promoting Sustainable Transport

- 5.16 Paragraph 109 states that transport issues should be considered from the earliest stages of development proposals, so that:
 - (i) *"The potential impacts of development on transport networks can be addressed;*

- (ii) *Opportunities to promote walking, cycling and public transport are identified and pursued;*
 - (iii) *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*
- 5.17 Paragraph 111 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 5.18 Within this context, Paragraph 112 states that applications for development should:
- (i) *"Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - (ii) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - (iii) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - (iv) *Allow for the efficient delivery of goods, and access by service and emergency vehicles;*
 - (v) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Section 11: Making Effective Use of Land

- 5.19 Paragraph 119 introduces Section 11 of the NPPF stating:
- "Planning policies and 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. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land."*
- 5.20 Paragraph 123 establishes that local planning authorities should take a positive approach to applications for alternative uses of land which is currently developed, but not allocated for a specific purpose in plans, where this would help to meet identified development needs.

Section 12: Achieving Well-Designed Places

- 5.21 Paragraph 126 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. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process."*
- 5.22 Paragraph 130 states that planning decisions should ensure that developments:
- (i) *"Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of development;*
 - (ii) *Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*

- (iii) *Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - (iv) *Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
 - (v) *Optimize the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks;*
 - (vi) *Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*
- 5.23 Paragraph 131 recognises that trees can make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change.
- 5.24 Paragraph 134 establishes that significant weight should be given to:
- (i) *“Development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or*
 - (ii) *Outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in the area, so long as they fit in with the overall form and layout of their surroundings.”*

Section 14: Meeting the Challenge of Climate Change, Flooding and Coastal Change

- 5.25 Paragraph 152 introduces Section 14 stating that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change.
- 5.26 Paragraph 159 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Furthermore, Paragraph 167 states that when determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere.

Section 15: Conserving and Enhancing the Natural Environment

- 5.27 Paragraph 174 requires planning decisions to contribute to and enhance the natural and local environment by adopting several principles, including:
- (iii) *“Protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan).*
 - (iv) *Minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.*
 - (v) *Preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans.”*

- 5.28 Paragraph 183 states that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner (as set out in Paragraph 184).
- 5.29 Paragraph 185 requires planning decisions to ensure that new development is appropriate for its location, taking into account the likely effects of pollution on health, living conditions and the natural environment.
- 5.30 Paragraph 187 requires planning policies and decisions to ensure that new development can be integrated effectively with existing businesses and community facilities. Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

Section 16: Conserving and Enhancing the Historic Environment

- 5.31 Paragraph 189 recognises that heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites.
- 5.32 Paragraph 194 sets out the requirement for applicants to describe the significance of any heritage assets affected by a development, including any contribution made by their setting; noting that the level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.
- 5.33 Furthermore, Paragraph 194 also states that where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment, and where necessary, a field evaluation.
- 5.34 Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including, where appropriate, securing its optimum viable use.
- 5.35 Having introduced the Application Site and the Proposed Development along with the relevant Local and National Planning Policy, **Chapter 6** will now appraise the Proposed Development against the relevant planning policies.

6. Appraisal of Planning Policy Compliance

- 6.1 Having introduced the Site, along with the Development Plan, and other relevant material considerations it is prudent to outline in this Chapter the suitability of the Proposed Development in planning terms.
- 6.2 The following matters will be considered in turn:
- The Principle of Residential Development
 - Commitment to High Quality Design and Public Realm
 - Residential Amenity
 - Accessibility and Highways
 - Other Technical Considerations

Principle of Residential Development

Provision of New Housing

- 6.3 Section 5 of the NPPF relates to delivering a sufficient supply of homes and highlights the importance of supporting the Government's objective of significantly boosting the supply of homes, recognising that a sufficient amount of variety of land can come forward where it is needed (Paragraph 60).
- 6.4 CS Policy SP1 'Spatial Principles' acknowledges that the Inner Areas will be the focus for the majority of new residential development, and this will be defined by the East Manchester Regeneration Areas. The East Manchester Strategic Regeneration Framework seeks to provide higher quality family housing, acknowledging that the current housing supply in East Manchester does not provide a sufficient diversity of housing types and quality to support a range of people and families at various stages of life and income levels.
- 6.5 CS Policy H4 'East Manchester' further states that priority will be given to family housing in East Manchester, as well as other high value, high quality development where this can be sustained. The Proposed Development will meet the requirements of CS Policy H4 by providing new family housing, including 70 no. new houses comprising a range of 2, 3 and 4-bedroom properties, as well as 45 no. apartments providing both 1 and 2-bedroom properties. The housing mix has been carefully considered to maximise the redevelopment opportunity presented by the Site, and to meet local need.
- 6.6 CS Policy H1 'Overall Housing Provision' establishes that 90% of residential development within Manchester will be on previously developed land. As set out in Chapter 2, the Site is previously-developed and the Proposed Development will therefore assist in achieving the key objective of this policy.
- 6.7 CS Policy H8 'Affordable Housing' requires affordable housing to be provided on all residential developments that propose 15 or more units; with the proportion of affordable housing units reflecting the type and size of the development as a whole. The Proposed Development includes provision of 15 affordable dwellings.
- 6.8 The affordable houses are inclusively designed to reflect the character of the proposed site and are integrated well into the development, providing an essential contribution of affordable homes within East Manchester.
- 6.9 An agreed proportion of the affordable dwellings will be made available to eligible applicants for Affordable Rent and/or Social Rent. The remaining affordable dwellings will be made available to eligible applicants for Shared Ownership. MCI will appoint a Registered Provider who will own and manage the affordable dwellings.
- 6.10 An Affordable Housing Statement has been prepared by MCI and is submitted with the Planning Application. The provisions of CS Policy H8 have therefore been given due consideration.

- 6.11 UDP Policy DC7 'New Housing Development' requires new housing to be accessible at ground floor level to disabled people, as well as family housing to be designed to include safe areas where children can play.
- 6.12 Access to and within the external environment is designed to ensure that there are no excessive changes in level between the highway and the private spaces. Houses are to be constructed at a minimum standard of latest Building Regulations ensuring each property has level access for ease of wheel chairs. (as defined in Section 1, Approved Document M, Access to and Use of Buildings, Building Regulations 2013). Where parking is not within curtilage, footpaths and gates are provided to ease access and create a direct route.
- 6.13 In addition, provision has been made to ensure comfort for all pedestrians using the public realm within the proposed layout, including:
1. Clear visual links between the entrances to the site and entrances to buildings;
 2. A legible layout for visitors;
 3. A safe pedestrian/cycle network to provide a physical pedestrian connection on site. All pedestrian circulation routes to be level or gently-sloping (as defined in Section 1, Approved Document M, Access to and Use of Buildings, Building Regulations 2013)
- 6.14 As illustrated in **Figure 2.2** part of the immediate surrounding context of the Site is residential and the redevelopment of this site for residential uses will therefore complement the existing area.

Contribution to Housing Supply

- 6.15 CS Policy SO3 seeks to provide for a significant increase in quality housing provision in sustainable locations across the City. Further, CS Policy H1 outlines MCC's intention to enable the delivery of 60,000 new homes across the City over the plan period. CS Policy H4 states that 18,280 should be delivered in East Manchester. The delivery of 115 new homes on the Site will assist in the delivery of new homes.
- 6.16 Manchester Residential Growth Strategy acknowledges that the right mix of housing is needed to support growth and ensure that the growing population can live and work in the City, whilst enjoying a good quality of life. The Proposed Development includes a broad mix of housing types to provide for the differing needs of people wanting to live and work in the City.
- 6.17 The Proposed Development will provide a safe, inclusive, and well managed new community development in this part of East Manchester. According to the latest published figures (1 April 2020) MCC has a 5.67 year housing land supply, however this should not be viewed as a 'cap' or a 'maximum and new housing development should be supported where it will meet an identified local need.
- 6.18 The NPPF also recognises that small and medium sized sites, such as the Application Site, *"can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly"* (paragraph 69).
- 6.19 In line with this principle for small to medium sized sites, it is anticipated that the Proposed Development will be built out quickly which will contribute in the short-term, towards MCC delivering a sufficient supply of homes and delivering regeneration benefits to this area of East Manchester.

Loss of Employment Land

- 6.20 CS Policy EC2 states that alternative uses will be supported on previous employment sites, where it can be demonstrated that the existing use is unviable, it is incompatible with adjacent uses, or on balance, the proposals offer greater benefits in terms of the Core Strategy's vision.
- 6.21 Section 11 of the NPPF focusses on making effective use of land, specifically stating that strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or brownfield

land. Moreover, CS Policy H1 recognises that 90% of residential development within Manchester will be on previously developed land.

- 6.22 The Site has been vacant since September 2020 following an arson attack two months prior which caused widespread damage to the property and its infrastructure. Notably, the electricity connection was damaged to a degree that it was considered too costly to repair and the business was re-located to an alternative site in Miles Platting.
- 6.23 No formal marketing of the site has taken place, but over the last 20 years the landowner has received several offers for re-developing the site. These offers have predominantly been from residential developers with the exception of two, one from an energy provider in 2016 and the other from a church in 2020.
- 6.24 As such the Site is not in an active employment use, nor has there been any demand to re-occupy the Site over this period. It is therefore necessary to consider a more effective use of the Site, in accordance with Paragraph 120 (Section 11 'Making Effective Use of Land') of the NPPF which states that planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.
- 6.25 Furthermore, Paragraph 126 (Section 11) of the NPPF also states that planning decisions should promote an effective use of land in meeting the need for homes, while safeguarding and improving the environment, and ensuring safe and healthy living conditions; specifically, there is a requirement for local planning authorities to set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-development or brownfield land.
- 6.26 The Proposed Development will bring life to a currently underutilised and vacant plot of brownfield land, it is therefore considered that the principle of redeveloping the Site for a more effective, residential use, should be supported, in accordance with CS Policies EC2, H1 and Section 11 of the NPPF, and the East Manchester SRF.

Regeneration Benefits

- 6.27 The redevelopment of the Site for residential purposes would bring a range of benefits to Manchester's residential market and to the local area, including:
- **Regeneration** – The redevelopment of the Site for a residential development will bring a currently underutilised site back into productive use, improve the physical appearance of the site and provide the opportunity for a new building of high architectural quality. The Proposed Development will complement the existing mix of residential accommodation offer elsewhere within East Manchester in line with Core Strategy Policies SP1, SO3, H1 and H4.
 - **Contribution to the Economy** – There is a direct link between economic growth, regeneration and the provision of housing and new homes are required to fuel and complement economic growth.
 - **Job Creation** – The development's construction will deliver a temporary economic uplift, supporting a number of new construction jobs both directly and indirectly. This will accord with the provisions of Core Strategy Policy EC1 and Section 2 of the NPPF which outlines that one of the overarching objectives of the planning system is to "*help build a strong, responsive and competitive economy*". A Local Labour Agreement has been prepared by MCI Developments and is submitted as part of the application which confirms their commitment to working with Manchester City Council, their Registered Provider partner and other local partners, to help maximise local employability and skills of local people.
 - **Contribution to the City** – The Proposed Development will also generate additional Council Tax and also household spend, further benefitting the local economy. The completed development will bring new residents into to the area who will support the local economy.

Summary

- 6.28 The proposals therefore accord with the Sections 5 and 6 of the NPPF, Policies EC2, SP1, SO3, H1 and H4 of the Core Strategy.
- 6.29 In terms of national planning policy, the scheme is consistent with the objectives outlined in the NPPF, in particular the need to provide sustainable development in the right locations.

Commitment to High Quality Design and Public Realm

- 6.30 Section 8 of the NPPF seeks to achieve healthy, inclusive and safe places and Section 12 of the NPPF provides design guidance, stating that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve.
- 6.31 In respect of design, CS Policy EN1 expects all development in Manchester to follow the principles of urban design and identifies the Site within the 'Central Arc' which is acknowledged to be experiencing regeneration. UDP Policy DC7 states that all new family housing will be expected to be designed so as to be safe areas within which children can play.
- 6.32 Manchester's Guide to Development SPD states that it is important that new developments are of an appropriate height, having regard to location, character of the area, specific site circumstances and local effects.
- 6.33 The Proposed Development has been designed to deliver a high-quality scheme in this part of East Manchester. As set out in the Design and Access Statement, the fundamentals of the Proposed Development have been directly influenced by the site context, as well as the opportunities and constraints associated with the Site. The character and needs of the area and the principles set out in the Manchester Residential Design Guidance have also been given due consideration.
- 6.34 Specifically, the type, amount and layout of the scheme has evolved over time resulting in a scheme which is now considered to be optimum to address the specific character of the Site, as well as the relevant policy requirements.
- 6.35 Each house has access to a private rear garden, providing sufficient safe areas for children to play, as in accordance with UDP Policy DC7. The apartments will benefit from an enclosed, secure car park and amenity space to the north of the site.
- 6.36 The Manchester Residential Quality Guidance states that space standards within dwellings should comply with the Nationally Described Space Standards, as a minimum, and particular consideration should be given to the planning and layout of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The proposed dwellings have been influenced by Manchester's emerging space standards, and Nationally Described Space Standards, and all areas of the Proposed Development exceed current standards.
- 6.37 The Proposed Development has also been designed in accordance with "Secured by Design - Homes 2019" security specification and with the pre-application consultation and advice received by Greater Manchester Police in their Crime Impact Statement - submitted as part of this application.
- 6.38 The following bullet points summarise the recommendations made by GMP in the CIS report all of which have been considered and incorporated into the site (taken from the Design & Access Statement prepared to support the application):
- Front garden spaces are well defined with soft landscaping and change in surface materials proposed to clearly delineate between public and private space.
 - Enclosed, secure car park and amenity space is provided to apartments to the north of the site.

- 900mm high railing is proposed to the northern periphery of the site and corner plots fronting Crabtree Lane in order to create a clear demarcation of private and public space as well as to discourage unwelcome trespassing across private garden spaces.
 - Apartments have been internally designed so that all entrances have a secure lobby and a separate corridor from which each apartment can be accessed from.
 - Building elevations have been designed using cladding materials that do not provide external aids to climbing.
 - External, secure and lockable cycle and bin stores are provided, with access restricted to residents, building managers and bin collection personnel. Bin and cycle stores have been positioned on site so that it does not provide any climbing aids over the site boundary or block sight lines.
 - The layout of the roads have been designed to reduce traffic speeds and includes various traffic calming measures such as rumble strips, direction changes, pinch-points and street landscaping.
 - The development has been designed to face outwards wherever possible, with distinct feature plots at intersections and dual aspect units at corners to avoid blank elevations facing onto public spaces.
- 6.39 CS Policy EN19 requires all developers to demonstrate consistency with the principles of the waste hierarchy. As illustrated on the Architectural Drawings, sufficient space will be provided on each driveway for suitable refuse storage. As required by MCC, a Waste Management Proforma has been submitted in support of the planning application.

Summary

- 6.40 It is concluded that the Proposed Development will provide a healthy, inclusive and safe place for all future and existing residents, which has been designed to the highest quality to reflect the character of the local area, in accordance with the principles set out in the NPPF, in particular section 12, Manchester's Guide to Development SPD, Manchester's Residential Quality Design, CS Policies EN1, EN19, and UDP Policies DC7 and DC19.

Impact on Amenity of Users and Neighbours

- 6.41 In line with Core Strategy Policies DM1 and EN16 and UDP Policy DC26, a Noise Assessment and Air Quality Assessment have been undertaken in order to understand the impact the Proposed Development will have on the amenity of users of the development itself as well as neighbouring properties, residents and businesses.

Noise

- 6.42 Paragraph 170 of the NPPF states that planning decisions should avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development and states that proposals should seek to mitigate any adverse impacts arising from noise.
- 6.43 This is further supported by guidance within the PPG which outlines details for the assessment of any potential noise impact and clarifies that the NPPF picks up on the objectives of the Defra Noise Policy Statement for England (2010).
- 6.44 Accordingly, a Noise Impact Assessment has been prepared by E3P and is submitted in support of the application.
- 6.45 The Assessment concludes that the Proposed Development will have no significant effect in terms of construction, noise, building plant and traffic noise, with appropriate mitigation measures in place, as follows:
- Whole dwelling ventilation is recommended for all plots along the western boundary so that residents need not open windows for background ventilation. Thermal comfort can be controlled by way of open windows without compromising reasonable internal noise levels.

- The inclusion of 1.8 m close boarded fences along garden edges on the eastern and western areas in order to provide a level of protection against potential noise from the school and industrial premises respectively. The proposed fencing is shown on the submitted Boundary Treatments Plan prepared by MCI.

6.46 The Proposed Development is therefore in accordance with Core Strategy Policy DM1, Saved UDP Policy DC26, as well as Paragraph 185 of the NPPF.

Air Quality

- 6.47 An Air Quality Assessment has been prepared by Redmore to support the application proposals. This is in line with the requirements of the NPPF which states, at Paragraph 186 *'Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones'*.
- 6.48 The assessment considers the air quality impacts as a result of fugitive dust emissions as a result of demolition, earthworks, construction and trackout activities. It is concluded that the use of good practice control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level. The submitted CEMP includes the required good practice measures.
- 6.49 The assessment also considers potential impacts during the operational phase of the development as a result of road traffic exhaust emissions associated with the proposals. Dispersion modelling has been undertaken to predict pollutant concentrations at sensitive locations as a result of emissions from the local highway network both with and without the development in place, and results were subsequently verified using local monitoring data.
- 6.50 It was concluded that predicted air quality impacts as a result of traffic generated by the development were not significant at any sensitive location in the vicinity of the site.
- 6.51 It is considered that the development proposals adhere to Core Strategy Policy EN16 and Paragraph 186 of the NPPF.

Accessibility and Highways

- 6.52 A Transport Statement ("TS") and Interim Travel Plan has been prepared by Curtins to support the planning application.
- 6.53 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the Proposed Development.
- 6.54 The TS identifies that the Site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.
- 6.55 The TS concludes that the Proposed Development could generate approximately 31 two-way trips in the AM peak and 33 two-way trips in the PM peak period. As such, the impact of traffic from the Proposed Development on the wider highway network has been demonstrated to be minor and it is reasonable to conclude that the impact is not significant or severe in the context of the NPPF.
- 6.56 Additionally, measures are proposed in the accompanying Interim Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.
- 6.57 The TS concludes that having regard to traffic and transportation matters, there are no reasons why the Proposed Development should not be granted planning approval.
- 6.58 The proposals are therefore considered to be in accordance with all relevant local and national transport planning policy, including Core Strategy Policies T1 and T2 and Section 9 of the NPPF.

Heritage Impacts

- 6.59 CS Policy EN3 encourages development to complement and take advantage of the distinct historic and heritage features of specific districts and neighbourhoods. UDP Policy DC19 requires planning applications to consider any impact on buildings of Special Architectural or Historic Interest.
- 6.60 The Proposed Development does not lie within a Conservation Area, and there are not any listed buildings or structures located on the Site. However, the Site is located adjacent to Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge which is Grade II Listed. Accordingly, Kathryn Sather & Associates ("KSA") has been appointed to prepare a Heritage Statement to set out the significance of the heritage asset and assess whether the Proposed Development is likely to have any impact on this significance.
- 6.61 The Heritage Statement concludes the following:
- As a Grade II listed structure, restored and in working order, Lock 13 is of national significance. It is of historic significance, illustrating the successful engineering of man-made waterways to connect industrial sites and transport raw and finished materials through an environment which changed from rural to industrial. With reference to the ICOMOS guidance, this listed structure would be afforded a significance level of medium.
 - The Proposed Development has the potential to impact on the setting of the listed structure. The setting today of Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge is characterised by its recreational use and experienced by walkers on the tow path, boaters and those at the historic public house. The wider setting has altered significantly from the post-war period and is largely surrounded by modern structures which have replaced former industrial structures.
 - The significance of the heritage asset will not be harmed by the development of the apartment blocks and houses on the site derelict site of the former foundry. This assessment finds that the proposed works at Ashton Canal Lock Number 13 at Crabtree Lane Swing Bridge constitute a slight positive or neutral impact. Therefore, there is no harm to the heritage asset.
- 6.62 The application is also supported by a Archaeology Desk Based Assessment prepared by Archaeological Research Services. This recommends that a Level 2 historic building recording is undertaken on any existing structures on site relating to Crabtree Forge prior to any demolition works, and that archaeological and structural monitoring in the form of a watching brief should be carried out during further site investigation works.
- 6.63 Therefore, the Proposed Development will not have a slight positive or neutral impact on The Grade II listed Lock 13 and is therefore acceptable in accordance with CS Policy EN3 and UDP Policy DC19 and DC20 as well as Section 16 of the NPPF.

Other Considerations

Energy and Sustainability

- 6.64 An Environmental Standards Statement have been prepared by PB Sustainability and is submitted in support of the application. This concludes that the Proposed Development includes features which will meet the requirements set out within MCC's adopted Guide to Development in Manchester, as follows:
- Thermal performance of construction elements which exceeds Building Regulations in combination with renewable technologies to further reduce energy demand (i.e. photo voltaic roof panels) aspiring to achieve not less than 15% reduction in CO2 emissions compared with Building Regulations 2010;
 - Internal water use within all dwellings to be reduced to 105 litres per person per day through the provision of water saving fittings;

- Waste minimisation principles adopted both during construction and in the lifespan of the development through provision of recycling/composting facilities.
- Waste minimisation principles adopted both during construction and in the lifespan of the development through promotion of recycling/composting measures; and,
- Use of materials in the construction process which have a low environmental impact as determined by the BRE's Green Guide.

6.65 The proposals will therefore accord with Core Strategy Policies EN4, EN6, EN8 SO6 and Section 14 of the NPPF, and the Guide to Development in Manchester SPD.

Land Contamination

- 6.66 In terms of ground conditions and pollution the NPPF states in paragraph 174 that planning policies and decisions should ensure that a '*site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination*'.
- 6.67 Accordingly, a Phase 1 Ground Conditions Report has been prepared by Betts Associates and is submitted in support of the application.
- 6.68 The Report concludes out that the Site is suitable for redevelopment subject to a number of recommendations which have been considered during the design process and will continue to inform the development process. This includes undertaking a fully intrusive Phase 2 site investigation and any required remediation works.
- 6.69 On the basis of these findings it is considered that the proposals accord with Core Strategy Policy EN18 and Paragraph 174 of the NPPF, and the PPG.

Flood Risk and Drainage

- 6.70 The Site and surrounding area lie within Flood Zone 1 where there is a low risk of flooding from rivers or sea. Further within Flood Zone 1, all development is deemed to be appropriate and neither the sequential nor exception test is required to be undertaken to support the application, in line with Section 14 of the NPPF.
- 6.71 A Flood Risk Assessment and Drainage Strategy has been undertaken by RSK and is submitted as part of the application. The FRA demonstrates that flood risk from all sources has been considered in the proposed development.
- 6.72 The whole development lies in an area designated by the EA as Flood Zone 1, outlined to have a chance of flooding of less than 1 in 1,000 (<0.1%) in any year.
- 6.73 The NPPF sets out a Sequential Test, which states that preference should be given to development located within Flood Zone 1. This flood risk assessment demonstrates that the requirements of the Sequential Test have been met, with the developable area of the site located within Flood Zone 1 and 'More Vulnerable' classification of the development.
- 6.74 This flood risk assessment has considered multiple sources of flooding and concludes that the Site is at very low to medium risk of flooding from all sources. Those which have been identified to have a medium risk (ordinary watercourse and surface water) are not concerned to be cause for concern.
- 6.75 The proposals are therefore consistent with Core Strategy Policies EN14, EN17 and NPPF, Section 14, Meeting the challenge of climate change, flooding and coastal change.

Ecology and Biodiversity

- 6.76 A Preliminary Ecological Appraisal ("PEA") of the Site and Proposed Development has been undertaken by Ascerta. As part of this, the Site was subject to an extended phase one habitat survey and a preliminary bat roost assessment of all buildings. During the survey and following review of historical species records, it is considered that impact on birds, bats, badger and hedgehog are likely to occur in relation to the proposals for the site.

- 6.77 The PEA includes a number of recommendations to avoid impact on these species, including (*inter alia*):
- If works have not commenced by June 2023 an updated walkover survey and building inspection is recommended to assess the onsite habitats;
 - Hand tools only to be used during the demolition of the wall and a Tool Box Talk (TBT) for bats to be given to all construction workers to avoid harm to bats during the works;
 - Production and implementation of a Construction Environment Management Plan (CEMP);
 - Production and implementation of RAMS for hedgehog, badger and amphibians to avoid any harm to these species during the proposed works;
 - Invasive species survey for the extent of the cotoneaster identified with the site; and
 - Production of an invasive species method statement to avoid the spread of invasive species into the wider landscape during the proposed works.
- 6.78 The PEA concludes that provided the recommendations detailed above and in Section 5.0 of the PEA report are followed, there would be very limited impacts on the local ecology as a result of the Proposed Development.
- 6.79 In addition to the PEA, a nocturnal survey for bats has been carried out for Buildings B1, B2 and B3 (refer to Ascerta report P.1547.21, Bat Nocturnal Survey for further information) on 22 June 2022. A moderate level activity was recorded throughout the survey and no bats were recorded emerging from the buildings.
- 6.80 The scheme proposes the protection and enhancement of existing landscape features on site such as trees and hedges have been retained where possible and enhanced, with a mix of native species proposed. There will also be the provision of wall mounted bat and bird boxes across the site to provide invaluable support to our urban wildlife, along with the inclusion of 'hedgehog highways' as part of the boundary treatment strategy.
- 6.81 In line with these findings the proposals accord with Core Strategy Policy DM1, SO6 and Policy EN15. The scheme is also consistent with the paragraphs set out in Section 15 of the NPPF, Conserving and enhancing the natural environment.

Trees

- 6.82 Paragraph 131 of the NPPF recognises the important contribution that trees make to the character and quality of urban environments. In order to assess any impact that the Proposed Development will have on existing trees across the Site, Trevor Bridge Associates ("TBA") has been instructed to prepare a Tree Survey.
- 6.83 The Tree Survey concludes that of the trees which will be affected by the Proposed Development (those which need to be removed as well as those on adjacent sites where there may be an impact on root coverage) all are category B or C trees, with a life expectancy of less than 20 and 10 years respectively.
- 6.84 Tree replacement and enhanced landscaping will be provided as part of the Proposed Development, and therefore the Proposals are consistent with the requirements of Section 15 NPPF; Paragraph 131 NPPF
- 6.85 **Chapter 7** will now outline the key conclusions.

7. Summary and Conclusions

- 7.1 The planning application seeks to gain consent for the redevelopment of a brownfield site, within East Manchester and the Inner Areas, an area that is identified as suitable for residential development.
- 7.2 The Proposed Development will provide 115no. residential dwellings within Manchester's Strategic Housing Location, a key location for new residential development. Each property will provide suitable accommodation for a family, a housing priority for East Manchester.
- 7.3 The Site is in a highly accessible location, with an excellent level of public transport provision in the vicinity of the Site, with New Islington Tram stop situated less than a 2-minute walk from the Site. Additionally, there are a wide range of amenities and services within Manchester City Centre, which is within walking and cycling distance of the Site.
- 7.4 The planning application has been supported by a comprehensive suite of technical documents, all of which demonstrate that there will be no detrimental impacts as a result of the Proposed Development, specifically relating to highways, ecology, residential amenity, noise, and trees.

Conclusions

- 7.5 As the Proposed Development comprises residential dwellings it is relevant to consider the proposals against the provisions of the 'presumption in favour of sustainable development' as outlined in Paragraph 11 (Section 2) of the NPPF. For decision-taking this means:
- "c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*
- 7.6 As MCC have an up-to -date Development Plan, this is the starting point for decision making in this instance.
- 7.7 As outlined within **Chapter 6** of this Statement, the Proposed Development represents sustainable development and clearly accords with the Development Plan. Consequently, Paragraph 11c of the Presumption in Favour of Sustainable Development is engaged.
- 7.8 Accordingly, and as the Proposed Development will not result in any adverse impacts of granting permission, which would significantly and demonstrably outweigh the benefits of the development in this instance, in line with Paragraph 11 of the NPPF, it is respectfully requested that permission be granted without delay.
- 7.9 The proposals accord with the three overarching objectives of the planning system as set out within the NPPF:
- The development will lead to economic benefits by delivering residential development that meets locally identified housing needs (family housing) whilst supporting growth, as well as creating new jobs throughout the construction and operation of the development.
 - Social benefits will be delivered by way of ensuring that a sufficient number and range of homes will be provided to meet the needs of present and future generations, supporting a strong, vibrant and healthy community within East Manchester.

- The proposals will ensure consistency with the surrounding natural and built environment, reflected by the nature of the proposed design and the findings of the associated technical studies prepared and submitted in support of the planning application.

7.10 Therefore, turning to Paragraph 11 of the NPPF, it is evident that the proposals accord with an up-to-date Development Plan and other relevant material considerations; clause 11(c) is therefore engaged and the planning application should be approved without delay.