

July 2022

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1. Introduction

- 1.1. This Planning Statement ('the Statement') is submitted on behalf of Kellen Homes Ltd ('the Applicant'), and accompanies a Full Planning Application for a residential-led scheme on the land at Bennett Street in West Gorton (the 'Site').
- 1.2. The purpose of the Statement is to describe and justify the Proposed Development with reference to the Development Plan and relevant material considerations, including national planning policy and guidance and local planning guidance documents.
- 1.3. In summary, the Proposed Development includes the following:
- Demolition of existing buildings on Site and full remediation.
 - Up to 272 residential homes (Use Class C3), providing a mix of 2 bed apartments and 2 bed, 3 bed and 4 bed houses.
 - A Community Hub building, comprising 862 sq ft floorspace (Use Class F2(b)).
 - 2,882 sqm of green infrastructure / public realm, including the planting of 187 trees.
 - 383 car parking spaces for residents and visitors.
 - 100% secure cycle parking / storage for residents in rear gardens or garages.
- 1.4. The Site extends to 5.17 hectares and is bound to the north and west by a railway line and viaduct which leads directly to Ardwick Station and then Manchester Piccadilly Station to the north, to the east by low-rise residential development at Anthony Close and Hayfield Close and to the south by Bennett Street. To the south of Bennett Street is further low-rise residential development which ultimately makes up the overall character of West Gorton.
- 1.5. The Site's current use is as a freight depot and for the storage of inert waste materials. At its southern boundary, adjacent Bennett Street, the Site comprises a building used as office space and for storage by a container business while the centre and north of the Site largely comprises areas of hardstanding used for the open-air storage of shipping containers and scrap vehicles.

The Applicant

- 1.6. The Applicant is Kellen Homes Ltd ('the Applicant'). Kellen Homes is an experienced housebuilder in the North West with a proven track record of delivering high quality homes to suit a range of lifestyles and budget.
- 1.7. Kellen Homes is progressing a number of sites across Greater Manchester, with an existing pipeline of over 2000 homes to be delivered. Kellen Homes developments are designed to meet the unique needs of communities and integrate a mix of house types and tenures comfortably to ensure they are balanced and sustainable.
- 1.8. The significant opportunity for this site is evidenced through the Site's history of planning applications for residential development, with all previous redevelopment proposals having not progressed. Kellen Homes is committed to bringing forward the long overdue regeneration of the Site, which will not only deliver much needed high quality homes, but will also improve the local environment and benefit the local community.

Description of Development

1.9. The Proposed Description of Development is as follows:

"Full planning permission for demolition of existing buildings and structures on the site and erection of 272 homes (Use Class C3) and a new community building (Use Class F2(b)), with associated car parking, access, highways, landscaping and new public realm creation, and other associated works."

EIA Screening and Scoping

1.10. As directed within Regulation 5(4) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 a relevant planning authority should have regard to whether the Proposed Development falls under Schedule 2 and therefore constitutes as 'EIA Development'. The proposals are not of a type listed in Schedules 1 or 3 of the EIA Regulations.

1.11. The EIA Regulations state that the Proposed Development may be considered to be Schedule 2 development under Category 10 'Infrastructure Projects,' of the EIA Regulations:

- Sub-section 10 (b) relates to 'Urban development projects', and states that development should be screened for the need for EIA if: (i) the development includes more than 1 hectare of urban development which is not dwellinghouse development; (ii) the development includes more than 150 dwellinghouses; or, (iii) the overall area of development exceeds 5 hectares. As the Proposed Development involves a change within an existing urban area, Schedule 2, sub-section 13 (b) also applies.
- The Proposed Development also involves a change within an existing urban area as covered by Schedule 2, sub-section 13(b). Screening would be required where the 5.0 hectare threshold as set out in Schedule 2 10 (b) is met or exceeded, respectively.

1.12. A formal EIA screening request was submitted to Manchester City Council on 1 July 2022 and provided evidence that an Environmental Impact Assessment in respect of the Proposed Development is not required. A formal screening opinion had not been received at the time of submission.

Application Documentation

1.13. A number of other documents have been submitted to MCC as part of the planning application. These are outlined in Table 1.1.

Table 1.1: List of Application Documents

Document	Prepared by
Application Form and Certificates	Deloitte
Site Location Plan	Calderpeel Architects
Existing Site Plan	Calderpeel Architects
Detailed Proposed Plans, Sections and Elevations	Calderpeel Architects
Landscaping Plans	YD2
Design and Access Statement	Calderpeel Architects
Statement of Consultation	Deloitte
Aboriginal Survey	Ascerta
Air Quality Assessment	Redmore
Archaeological Desktop Report	Nexus Heritage
Crime Impact Statement	Greater Manchester Police

Document	Prepared by
Biodiversity Net Gain Assessment	ECUS
Ecology Assessment	ECUS
Energy Statement	Award Energy
Environmental Standards Statement	Award Energy
Flood Risk and Drainage Assessment	Townsend Water Engineering
Framework Construction Plan	Kellen Homes
Ground Conditions Survey	E3P
Landscaping / Public Realm Strategy	YD2
Local Labour Agreement	Kellen Homes
Noise and Vibration Assessment	E3P
Servicing and Site Waste Management Strategy	Calderpeel Architects
Travel Plan Framework	Eddisons
Transport Statement	Eddisons
Viability Assessment	Northern Land
Ventilation Strategy	Kellen Homes

Pre-Application Consultation

- 1.14. The proposals have been subject to extensive pre-application consultation with a wide range of stakeholders. This has included Manchester City Council Planning and Highways Officers, Environmental Health Officers and a wide range of Statutory and Non-Statutory Consultees across a full range of technical disciplines.
- 1.15. In addition, the proposals have been through a process of public consultation. Further details are provided in the Statement of Consultation which accompanies this application.

Public Consultation

- 1.16. A three week pre-application public consultation period was undertaken between 30th June and 21st July. Local residents were notified of the consultation period via a local leaflet drop and via Local Ward Councillors and local community representatives. Prior to the launch of the consultation, Local Ward Councillors and community representatives were briefed on the proposals.
- 1.17. The consultation website set out the vision for the Site, the design development process and specific details on the following:
- Site history and context;
 - The vision for the Site;
 - The proposals;
 - Benefits of the scheme; and
 - An opportunity to 'Have your say' on the proposals.
- 1.18. A physical public consultation event was also held at the West Gorton Community Centre on 7th July, where attending members of the local community were provided with the opportunity to view the proposals and discuss them with Kellen Homes and members of the project team.

- 1.19. Following the conclusion of the consultation, the Applicant reviewed and have sought to address key points raised within the planning application.
- 1.20. For further details on the pre-application consultation please refer to the Statement of Community Involvement prepared by Deloitte and submitted as part of this Application, as well as Chapter 4 of this Statement (for details on the design development / evolution).

Document Structure

- 1.21. This remainder of this Statement is structured as follows:
- Section 2: Site and Surrounding Uses
 - Section 3: Strategic Context and Regeneration Context
 - Section 4: The Proposed Development
 - Section 5: Development Plan & Material Considerations
 - Section 6: Planning Assessment.
 - Section 7: Summary and Conclusions

2. Site and Surroundings

Site Description

- 2.1. The Site is situated within West Gorton which is southeast of the city centre. It extends to 5.17 hectares and is currently occupied by a freight depot and for the storage of inert waste materials. At its southern boundary, adjacent to Bennett Street, the Site comprises a building used as office space and for storage by a container business while the centre and north of the Site largely comprises areas of hardstanding used for the open-air storage of shipping containers and scrap vehicles. The Site's topography is predominantly flat and no trees of significance are located on site.
- 2.2. The Site is bound to the north and west by a railway line and viaduct which leads directly to Ardwick Station and then Manchester Piccadilly Station to the north, to the east by low-rise residential development at Anthony Close and Hayfield Close and to the south by Bennett Street.
- 2.3. The south-western corner of the Site is occupied by a large, single-storey industrial building which originated as a parcel depot in the 1920s and was known as the Transport Permanent Way Depot (Manchester Corporation).
- 2.4. The immediate local context is comprised of a mixture of railroad infrastructure, warehouses and residential dwellings which range from the Victoria era to post-war 1960s architecture.
- 2.5. To the south of Bennett Street is further low-rise residential development which ultimately makes up the overall character of West Gorton. The railway arches underneath the Site are largely unused and accessible from the Maple Industrial Estate to the west of the Site. A car park servicing Ardwick Station is located near to the Site's north-western corner.
- 2.6. Constraints of the Site include the railway tracks which create a hard boundary to the north and west of the Site, as well as the eastern boundary of the Site which faces onto the rear gardens of existing dwellings.
- 2.7. The Site is surrounded by numerous areas of public open green space and recreational facilities. It is compliant with the Council's Local Standards outlined in the 2009 City Wide Open Spaces, Sport & Recreational Study. There is public green space accessible from Bennett Street located less than 450m from the Site and includes a children's play area. Further open green space is located to the west of the Site bordering Hyde Road. Gorton Park is located within 2 kilometres of the Site and is a c. 5-minute drive from it. The Manchester Climbing Centre is located c. 350 metres to the southeast while Belle Vue Sports Village is a c. 5-minute drive away.
- 2.8. The Site is understood to be highly contaminated and this is further detailed in Sections 4 and 6 of this Planning Statement.

Site Context

- 2.9. West Gorton is located in the borough of Ardwick c. 1 km to the southeast of the city centre. It contains a mix of residential, commercial and industrial uses.
- 2.10. The residential development to the south of the Site is the Guinness Partnership's estate and the Armitage Church of England Primary School is located just beyond these residential properties, less than 200m from the Site.
- 2.11. Additionally, St Luke's Church of England Primary School is a c. 10-minute walk from the Site. The nearest secondary school, Dean Trust Ardwick, is located c. 800m away and is accessible from Langport Avenue.

- 2.12. West Gorton Medical Centre is located less than 500m to the southeast of the Site can be reached within a 5-minute walk. The Manchester Royal Infirmary hospital is a c. 7-minute drive to the southwest of the Site.
- 2.13. Local businesses in the surrounding area include garden centre Holland Horticulture Manchester and the Siemens Train Care Facility located c.450m to the north, multiple motor related centres c. 1000m to the northeast and Maple Business Park containing a range of retail and service provider businesses c. 200m to the west of the Site.
- 2.14. The Site and wider area have been earmarked for regeneration since 2009 when a masterplan for the regeneration of West Gorton was approved by Manchester City Council's Executive Committee. This is fully detailed in Section 3 of this Planning Statement.

Accessibility

- 2.15. The Site is in a sustainable and accessible location to the southeast of Manchester City Centre. The Site is well connected to various destinations with fast transport links to the city centre.
- 2.16. The Site is highly accessible via the road network and pedestrian routes, at both a local and regional scale.
- 2.17. The Site is located 80 metres north of the A57 Hyde Road – a major route into the city centre which provides access to the inner ring road (the A635) via the A6. This offers a connection to the Oxford Road Corridor as well as the city's university area situated to the southwest of the site.
- 2.18. Ardwick train station is located c. 1.5km to the southeast of Manchester Piccadilly and is a c. 12-minute walk or 2-minute car journey from the Site. Ardwick train station offers daily rail services to Manchester city centre while Ashbury's station, located a c. 14-minute walk or 5-minute drive north east from the Site, offers half-hourly trains between Manchester Piccadilly and Hadfield.
- 2.19. The Site is also served by a number of bus routes, with services to Piccadilly Gardens, Stockport, Hyde and Denton. The nearest bus stop is located immediately outside of the Site on the corner of Bennett Street and Ercall Avenue. There are also multiple bus stops located along Hyde Road and Ashton Old Road, the two main roads to the north and south of the Site, offering regular services into the city centre and across Greater Manchester.
- 2.20. The Site's nearest tram stops are New Islington and Piccadilly which are located c. 1.2km and 1.25km to the north and northwest of the Site. New Islington is on the Eccles-Ashton-under-Lyne line which offers services to MediaCityUK and the Etihad Campus while Piccadilly offers changeover services across multiple lines which allow access to the entire tram network including stops at Deansgate-Castlefield, Exchange Square, Victoria and Manchester Airport.
- 2.21. The nearest main train station is Manchester Piccadilly which is located a c. 8-minute drive from the Site. Manchester Piccadilly is the rail hub for the North West with frequent and rapid services between Manchester and to a wide range of locations in the UK. Destinations include London with an average journey time of only 2 hours 10 minutes. High Speed Rail 2 (HS2) is due to open at Piccadilly Station 2035-2040 and will further increase Manchester's connectivity to other major population areas and reduce journey times. The Transpennine Express line at Manchester Piccadilly links all major cities in the North of England (and Scotland) including Newcastle, Liverpool, and Hull. For instance, there are 46 services to Liverpool and 62 services to Leeds every day. Trains to Birmingham run every half hour and Manchester Airport benefits from up to 8-9 services an hour, with services operating 24 hours a day.
- 2.22. Further railway services are:
- Manchester Victoria – 2.6km
 - Manchester Oxford Road Train Station – 1.8km

- Manchester Deansgate Station – 2.5km
- 2.23. Victoria which is located to the northeast of the Site. Manchester Victoria Station is a major regional interchange serving destinations to the north and east of Manchester, including direct rail services to Liverpool (with a fast service at 36 minutes journey time) and Leeds (approximately 49 minutes journey time).
- 2.24. Manchester Oxford Road Railway Station, the second busiest train station in Manchester serves the southern part of the City Centre on a line which moves westwards towards Warrington, Chester, Liverpool, Preston and Blackpool, and eastwards through to Piccadilly.
- 2.25. Manchester Deansgate Railway Station is on the Manchester-Preston and Liverpool-Manchester line. It is used heavily by commuters for work across the northwest.

Summary

- 2.26. It has been demonstrated that the site is in a highly sustainable location, in close proximity to a range of public transport, educational and healthcare facilities, with public open green space and recreational facilities within walking distance. Therefore, this site is highly suitable for the delivery of a residential scheme.

Site Specific Designations

Environmental Designations

- 2.27. The Site is located in Flood Zone 1 and is therefore at low risk of flooding. The northernmost part of Site is mainly located within Flood Zone 1, which means that there is less than 0.1% chance of flooding per annum. The southernmost part of the Site is located in Flood Zone 2, meaning that there is a medium probability of flooding in this area.
- 2.28. There are no habitats of principal importance, as defined under Section 41 (S41) of the Natural Environment and Rural Communities (NERC) Act 2006, within the Site.
- 2.29. The nearest Site of Special Scientific Interest (SSSI) is the Ashton Canal, located c.1.3km to the north of the Site.
- 2.30. It should also be noted that the Rochdale Canal Special Area of Conservation (SAC)/ Site of Special Scientific Interest (SSSI) is approximately 1.5 km from the Site. A non-designated stretch of this canal borders the Site to the north.
- 2.31. A Preliminary Ecology Assessment was submitted with previous planning application for the Site (Ref. 126714/OO/2020) and identified no major sensitive ecological habitats. A bat survey was undertaken which did not identify any bat roosts within the buildings.
- 2.32. A further site visit was carried out by ECUS on 27 June 2022 and summarised recommendations of bat and bird surveys to be carried out. This was detailed in the EIA Screening Letter and was fully considered in the Ecology Assessment prepared by ECUS and submitted as part of this planning application.

Conservation and Heritage

- 2.33. The Site is not located within a Conservation Area.
- 2.34. The nearest Conservation Area is Victoria Park which is located 1.25 km to the southwest of the Site.
- 2.35. There are a number of Listed Buildings within the wider area, including:
- The Anglican Church of St Benedict – Grade II* – approximately 270m to the east of the Site.

- 2 and 4 Palfrey Place – Grade II – approximately 400m to the west of the Site.
- The Former Nicholls Hospital – Grade II* – approximately 520m to the west of the Site.

Local Plan Allocations – MCC Core Strategy (2012)

- 2.36. The Site is located within Central Manchester, as defined by Policy EC8 and H5, as well as an Inner Area as defined by Policy SP1.
- 2.37. Housing in Central Manchester, as defined by Policy H5, will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. Between 2021-2027, there is an annual housing delivery target of 280 units and a total target of 1,680 units for this period.
- 2.38. Policy SP1 defines that development in Inner Areas of the City should make a positive contribution to neighbourhoods of choice including:
- Creating well designed places that enhance or create character
 - Making a positive contribution to the health
 - Safety and wellbeing of residents considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income
 - Protect and enhance the built and natural environment
 - Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
 - Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.
- 2.39. The Site is bordered by a Housing Improvement Area to the immediate south at Rostron Avenue and Ercall Avenue, as well as a site allocated for New Housing to the immediate east between the Site and Hayfield Close and Anthony Close.

Planning History

- 2.40. An outline planning application (Ref. 085708/FO/2008/N2) was submitted for the Site on 31 January 2008 for residential development comprising 575 units. However the proposal was refused in July 2008 due to the scheme constituting overdevelopment, with an unacceptable mix of accommodation and scheme layout detrimental to the visual and residential amenity of the surrounding area.
- 2.41. Another outline planning application (Ref. 099219/OO/2012/N2) for housing-led mixed-use redevelopment for a maximum of 565 new dwellings, a Community Hub containing retail and office floorspace, as well as new recreational open space was approved on 01 November 2012. The Site forms part of Phase 3 of the scheme with approval for 342 dwellings, equating to approximately 255 units for the Bennett Street site. The application was implemented through the submission of a reserved matters planning application (105914/MO/2014/N2) for phases 1 and 2 for a total of 254 dwellings. Phase 3 of the scheme was not delivered.
- 2.42. A further outline planning application (Ref. 126714/OO/2020) was submitted on 18 May 2020 for a residential-led development comprising up to 340 dwellings between two and six storeys in height, up to 317 sqm of flexible use commercial hub floorspace and associated open space and landscaping. This application has not been determined.
- 2.43. A summary of the Site's older planning history is included in Table 2.1 below:

Table 2.1: Planning History

Application Ref	Description of Development	Decision	Decision Date
126714/OO/2020	Outline Planning Application with matters of Pending Determination. appearance and landscaping reserved to allow for residential-led development comprising up to 340 dwellings (Class C3) within buildings between two and six storeys in height, and up to 317 sqm of flexible use Commercial Hub floorspace Class E) with two altered access points off Bennett Street; a vehicular access from Anthony Close; and associated open space and landscaping.		N/A
105914/MO/2014/N2	Reserved Matters application for approval of Approved appearance, landscaping, layout and scale for erection of 254 new homes with associated open space and infrastructure.		12/09/2014
099219/OO/2012/N2	Outline Planning Application for housing-led mixed use redevelopment comprising: a maximum of 565 new dwellings; a Community Hub building(s) comprising Class A1 retail, Class A2 offices, Class A5 hot food takeaway (maximum floorspace 120 sq.m in total), Class B1 office floorspace and Class D1 health centre and ancillary pharmacy use (maximum 1650sqm GFA non-residential space in total); new recreation open space; and associated access and infrastructure provision , following demolition of existing buildings.	Approved.	01/11/2012
085708/FO/2008/N2	Residential development comprising 575 units (230 houses and 345 apartments) within buildings between two and twelve storeys in height, an A1/A3 retail unit (422 square metres) and associated highways, open space, car parking, landscaping and public realm infrastructure.	Refused.	28/07/2008
058790/FU/NORTH2/00	Change of use from former bus depot and driver training facility to container storage (Class B8 storage & distribution) incorporating the existing business on the adjacent site.	Approved	31/07/2000
048063/FU/CENTL2/95	Change of use from former transport depot to class B8 (storage and distribution)	Approved.	21/09/1995

3. Strategic Context and Regeneration Context

- 3.1. This section provides an overview of the strategic context and regeneration context within which the Proposed Development is coming forward.

Economic Context

Introduction

- 3.2. Manchester has seen unprecedented growth over the past two decades, with growth concentrated in the City Centre and surrounding wards. With a diverse population of close to 600,000 people, the City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London. MCC projects that the city will be home to 627,000 residents by 2025.¹
- 3.3. Manchester's economy continues to grow at a faster rate than the UK as a whole, with the City Centre as the economic growth engine for both Manchester and the wider region. As of 2019, Gross Value Added (GVA – a key measure of economic output) totalled £24.5bn in Manchester. Over the decade since 2009, GVA grew by 56%, a faster rate of growth than across Greater Manchester (41.6%) and nationally (42.1%).
- 3.4. Prospects for economic growth are closely tied to the ability to attract and retain the most talented individuals. It is therefore critical to focus efforts on improving the City Region's attractiveness as a location to live, study, work, invest and do business. In this regard, a key priority is the delivery of high-quality residential accommodation, consistent with the requirements of Manchester's Residential Quality Guidance, and located within neighbourhoods of choice.
- 3.5. The Our Manchester Strategy: Forward to 2025 document identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by the city's competitive, dynamic, sustainable and fair economy. This draws on its distinctive strengths in science, advanced manufacturing, and culture, creative and digital businesses – cultivating and encouraging new ideas.

Manchester – A Growing City

- 3.6. With a current estimated population of 552,858² Manchester has experienced an exceptional increase in its population since the late 1990s and is the leading example in both Europe and the UK of a major urban centre reversing long-term population decline. While this level of population growth is exceptional, the City is still some way below its historical peak population of 766,311, achieved in 1931.
- 3.7. The Greater Manchester sub-region, which has a resident population of over 2.83 million and a combined Gross Value Added (GVA) of over £66.45 billion, accounts for around two fifth of the North West's economic output³. In 2017, almost one third of the £65.5 billion of GVA generated in Greater

¹ MCC (2020) State of the City Report 2020

² Office for National Statistics, Population Estimates for UK, England and Wales, Scotland and Northern Ireland: mid-2019 – April 2020 Geography (released 22 Jan 2021), <https://www.ons.gov.uk/datasets/mid-year-pop-est/editions/mid-2019-april-2020-geography/versions/2>

³ Office for National Statistics, Regional Gross Value Added (balanced) per head and income components tables (released 19 December 2019), <https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/nominalregionalgrossvalueaddedbalancedperheadandincomecomponents>

Manchester was produced in the City of Manchester.⁴ The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the City. There is an access to a pool of skilled people across a wide range of industries, and over 100,000 students in five Higher Education Institutions across Greater Manchester.

- 3.8. Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a service-based, high growth economy. Importantly, it is this sector of the economy that provides a large proportion of the high skilled and high productivity jobs in the national economy. Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Science and Innovation, Creative and Digital, Advanced Manufacturing as well as Culture, Tourism, Sports and Leisure sectors.
- 3.9. Manchester is one of the fastest growing cities in Europe. Employment growth of 9.9% is forecast for Greater Manchester between 2016 to 2036. In addition, a significant proportion of forecast employment growth is expected to occur in sectors with higher than average GVA. GVA is expected to increase with a 41.2% change forecast from 2016 to 2036. During this period, GVA across Greater Manchester is forecast to rise by an average of 1.7% per year, increasing to over £88.4 billion by 2036.⁵

Local Employment

- 3.10. There are approximately 18,347 people of working age in Ardwick, accounting for 4.7% of Manchester's working age population⁶.
- 3.11. The top occupations listed by people in Ardwick are categorised as Elementary occupations at 22.1%, Professionals at 20.8%, Caring, Leisure and Service jobs at 13.5% and Sales and Customer Services at 10.4%⁷.
- 3.12. At local authority level, Manchester's sectoral mix differs from Ardwick in that it is more concentrated in the service sector, including more highly skilled jobs, with significant numbers in professional, scientific and technical activities and administrative and support service activities.
- 3.13. The current unemployment rate in Ardwick is 16.6%, higher than the Manchester average at 7.3% the Greater Manchester average at 5.1%⁸.

Local Population

- 3.14. Data for 2020 suggests that Ardwick had a resident population of 24,133, accounting for 4.4% of Manchester's total population⁹. The population of Ardwick has grown by 24.3% between 2011 and 2022, an uplift of 4,724 people, which is significantly above the rate of growth across Manchester (10.5%) as well as the sub-regional (6.0%) and national (6.5%) growth rate.¹⁰
- 3.15. Ardwick has a relatively average proportion of the population aged under 16, which accounts for 19.5% of the total population. This is slightly below the proportion across Manchester (20.2%) and Greater Manchester (20.5%), however slightly higher than the national average (19.2%).

⁴ Office for National Statistics, *ibid*.

⁵ Greater Manchester Combined Authority, Greater Manchester Forecasting Model 2018 – Baseline, <https://www.greatermanchester-ca.gov.uk/what-we-do/economy/greater-manchester-forecasting-model/>.

⁶ Office for National Statistics, *ibid*.

⁷ Office for National Statistics, *ibid*

⁸ Trading Economics, 2022, <https://tradingeconomics.com/united-kingdom/unemployment-rate>

⁹ 2020 ONS Population Estimates

¹⁰ 2020 ONS Population Estimates

- 3.16. Young people (aged 16 to 24) are overrepresented in the borough, accounting for 23.6% of the population which is high compared to Manchester (17.5%) and significantly higher than the averages for Greater Manchester (11.4%) and nationally (10.5%)¹¹.
- 3.17. Around 76% of the population of Ardwick are working age (aged 16-64 years), higher than the Manchester (70.5%), Greater Manchester (63.6%) and national (70.5%) proportion.¹²

Inclusive Residential Growth

- 3.18. Manchester's ongoing economic and population growth will continue to drive the need for new high-quality residential accommodation across a range of tenures.
- 3.19. Our Manchester Strategy: 2016-2025 sets out MCC's ambitions to support the growth of the city through providing a balanced housing market which caters to all residents, including through the delivery of higher value homes, and at the same time supporting Manchester residents to access decent housing that they can afford. In addition, it sets out that the proximity of more affordable homes to public transport is imperative in improving access to opportunities and the labour market.
- 3.20. As part of the Residential Growth Strategy, MCC is committed to delivering a minimum of 6,400 new affordable homes between 2015 and 2025. In 2019/20, the total number of affordable homes delivered were to 1,519, representing circa 25% of the 6,400 by 2025 minimum target. In addition to this, approximately 980 new affordable homes are currently on-site and expected to be delivered by 2022/23.
- 3.21. However, as construction costs have increased, the average grant per home has decreased. This has heavily constrained the delivery of socially rented homes in Manchester and across the country. As a result, registered provider partners are increasingly having to rely on borrowing, reserves or cross-subsidy from open-market sales to support the development of social housing. These challenges have resulted in a subdued delivery of affordable housing within Manchester, and therefore there is a need for additional affordable housing in Manchester to drive and support inclusive growth.
- 3.22. Despite the impact of COVID-19, Manchester's residential pipeline remains a significant part of our delivery programme, providing thousands of new homes each year for our residents. In 2019/20, 4,161 new homes were built (2,869 in the city centre and 1,292 in the rest of the city)¹³.
- 3.23. Manchester has a key role to play in both the provision of jobs for a growing population and high-quality housing close to employment locations. In line with the Proposed Development the Strategy sets out aim to "continue emphasis on directing new housing to brownfield land in urban locations, limiting the requirement for Green Belt development and enhancing the quality of life in our existing urban areas".
- 3.1. MCC's Residential Growth Strategy (2016) aims to ensure that there is the right quality, mix and type of housing in the right locations to meet demand and changing demographics, develop neighbourhoods of choice and improve equality amongst the City's residents in terms of housing choice, quality and affordability in order to develop strong communities. The Residential Growth Strategy is based around the following four key aims to:
- Increase housing supply across all tenures.
 - Ensure housing is affordable & accessible to those who need it most.

¹¹ Office for National Statistics, *ibid*.

¹² 2020 ONS Population Estimates

¹³ Powering Recovery – Manchester's Economic Recovery and Investment Plan, Manchester City Council (2021)

- Working in mixed tenure neighbourhoods and improving quality & management in the private rented sector.
 - Increase the sustainability, safety & efficiency of new and existing stock.
- 3.2. In addition, the Strategy sets out the aim to “increase supply and density and the conurbation core on brownfield sites within the Northern and Eastern Gateways.”
- 3.3. There is a need for high quality housing for local people, that supports existing residential communities as well as the creation of new, integrated communities. The Deloitte Crane Survey highlights the need for continued residential supply across diverse types and tenures.
- 3.4. Current forecasts suggest 510 new affordable homes will be built across Manchester in 2021-22 – 380 of which have already completed¹⁴. This includes 249 social rent, 122 affordable rent, 99 shared ownership and 40 rent to buy homes. In addition, there are currently c.1,000 new affordable homes currently under construction across the city and expected to complete over the next few years.
- 3.5. This City, a wholly Manchester City Council-owned housing development company created to accelerate the number of new homes available to Manchester people, has officially launched¹⁵.
- 3.6. Schemes developed by This City will focus on high quality, low carbon homes and deliver a mix of accessible rent and market properties – with the latter helping to subsidise the development of homes priced at or below the Local Housing Allowance rate. This means they will be accessible to people in receipt of housing benefit. All future This City developments will include a minimum of 20% of homes available at an accessible rent. This City is a new concept that will allow the Council to take control of part of the affordable housing delivery pipeline for the city and has the ambition to scale up to deliver up to 500 new homes each year – thereby increasing the number of accessible rent homes available to Manchester people.

Strategic Context

Places for Everyone Plan

- 3.7. Places for Everyone will be the new long-term joint development plan for nine Greater Manchester districts¹⁶. On 14 February 2022, the Plan and supporting documents were submitted to the Secretary of State for examination.
- 3.8. The Places for Everyone plan will serve as a Development Plan Document, setting out the need to maximise the potential of Greater Manchester’s key growth locations whilst also securing investment that raises the competitiveness of northern boroughs to deliver inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents.
- 3.9. The Plan highlights the importance of Manchester in regard to housing - “Manchester and Salford will continue to be an appropriate location for the highest levels of new housing due to their central location, good public transport connections, proximity to the main concentrations of employment and leisure opportunities, and ability to deliver very high density developments”.

¹⁴ Manchester City Council – COVID Progress Update - Economic Recovery (Executive Committee Report – 16 February 2022)

¹⁵ Manchester City Council – Our Manchester Progress Update Report (Executive Committee Report – 16 February 2022)

¹⁶ Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan

- 3.10. Housing requirements for 56,528 new homes between 2021 and 2037 are identified to be delivered in Manchester (3,533 per annum), equating to 34% of the nine local authorities' target of c.164,880 set to address the housing crisis and achieve its ambitions.
- 3.11. The Proposed Development is within a brownfield site in line with the Places for Everyone Plan "brownfield preference" policy which is adopted in the Plan, which has sought to "enable most efficient use of our brownfield land supply" and "maximise the supply of the brownfield land at the core of the conurbation and limit the need extent of Green Belt release".
- 3.12. In addition, the Places for Everyone Plan strategic objectives state the aim to "Ensure new development is properly served by physical and social infrastructure including schools, health, social care, sports and recreation facilities".

The Greater Manchester Strategy: Our People, Our Place (2017)

- 3.13. The Greater Manchester Strategy sets a vision "to make Greater Manchester one of the best places in the world to grow up, get on, and grow old". The strategy sets out ten priorities to achieve the vision for Greater Manchester:
- Priority 1: Children starting school ready to learn
 - Priority 2: Young people equipped for life
 - Priority 3: Good jobs, with opportunities for people to progress and develop
 - Priority 4: A thriving and productive economy in all parts of Greater Manchester
 - Priority 5: World-class connectivity that keeps Greater Manchester moving
 - Priority 6: Safe, decent and affordable housing
 - Priority 7: A green city-region and a high-quality culture and leisure offer for all
 - Priority 8: Safer and stronger communities
 - Priority 9: Healthy lives, with quality care available for those that need it
 - Priority 10: An age-friendly city-region
- 3.14. Manchester has a key role to play in both the provision of jobs for a growing population and high-quality housing close to employment locations. In line with the Proposed Development the Strategy sets out aim to "continue emphasis on directing new housing to brownfield land in urban locations, limiting the requirement for greenbelt development and enhancing the quality of life in our existing urban areas".

Our Manchester Strategy – Forward to 2025

- 3.15. The Our Manchester Strategy 2016-25 was published by MCC in January 2016 and sets the ambitions for the City for the next decade. It was refreshed in March 2021 following a review of its first five years. The Strategy sets out a vision for Manchester to be in the top flight of world-class cities by 2025.
- 3.16. The Our Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement.
- 3.17. The 'Our Manchester' approach seeks to build a different relationship with residents and communities, recognising that this also means undertaking a different approach to engagement; engagement that is sustainable and driven by the City's communities.

Manchester's Green and Blue Infrastructure Strategy (2015)

- 3.18. MCC recognises that green and blue infrastructure is an essential part of creating a successful, liveable place. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.
- 3.19. The vision for green and blue infrastructure in Manchester is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout Manchester. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and providing the platform for ongoing investment in the years to follow.
- 3.20. Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality of life people expect. A summary of how the Proposed Development responds to the strategy is provided in **Appendix 2** of this Statement.

Regeneration Context

Regeneration of West Gorton

- 3.21. In 2009, Manchester City Council's Executive Committee approved a masterplan for the regeneration of West Gorton which included the following elements:
- The refurbishment of existing council owned homes through the transfer of this stock to Guinness Northern Counties (GNC) Limited;
 - The demolition of c. 400 existing obsolescent homes (including two tower blocks);
 - The development of up to 1,000 new homes including the re-provision of social rented properties and new homes for sale;
 - The development of a new Community Park and the delivery of a programme of environmental and public realm improvements;
 - The development of a Community Hub providing a new replacement Medical Centre and new and replacement retail facilities; and
 - The retention of the former Fujitsu Tower and R&D Building for employment uses.
- 3.22. The delivery of this regeneration was programmed to be delivered in three phases:
- Phase 1: Development of a masterplan and planning framework; stock transfer and internal improvements within retained housing stock; construction of new social rented properties; relocation of existing residents; and early land assembly.
 - Phase 2: Securing outline planning consent to guide the remaining regeneration programme; demolition of vacated housing stock; conclusion of new build of social rented stock; acquisition of remaining land and properties; completion of a new Community Hub; development of a new Community Park and commencement of the new build housing programme by private sector developers.
 - Phase 3: Completion of remaining elements of housing development and public realm.
- 3.23. Significant progress was made on Phase 1 of the scheme with the Guinness Northern Counties (GNC) and the Homes and Communities Agency (HCA) securing and expending investment totalling £36m over the period of December 2009 to March 2012. Works completed included the delivery of internal and external improvements to 144 properties.

- 3.24. A total of 171 new social rented properties were built by Manchester City Council using funding provided through the Local Authority New Build (LANB) programme. A further 33 new social rented properties were constructed by GNC using the National Affordable Housing Programme (NAHP) funding.
- 3.25. As part of Phase 2, an outline planning application (099219/00/2012/N2) for a housing-led mixed use redevelopment comprising a maximum 565 new dwellings and a Community Hub was approved in November 2012.
- 3.26. The Site described in this Planning Statement formed part of Phase 3 of the scheme with approval for 342 dwellings (approximately 255 within the Site) however the scheme was not delivered.
- 3.27. The Proposed Development at Bennett Street presents an opportunity to realise the ambitions of the Council to deliver a dynamic, forward-looking, environmentally sustainable neighbourhood.

Summary

- 3.28. In summary, the Proposed Development will address a range of key strategic priorities for Manchester.
- 3.29. The provision of a high quality residential development comprising 272 homes and apartments will support the Our Manchester Strategy (2016) ambition of supporting the growth of the city through providing a strong housing market which caters to all residents.
- 3.30. Furthermore, the Site's highly accessible location supports the Our Manchester Strategy (2016) ambition of delivering homes in areas close to public transport and improving the access of its residents to the labour market.
- 3.31. The Site's location on a brownfield site supports the Places For Everyone Plan which has a 'brownfield preference policy' in seeking to enable most efficient use of brownfield land in the city and limiting the need to extend the green belt.
- 3.32. The proposals will also assist in delivering on the ambitions of The Greater Manchester Strategy: Our People, Our Place (2017) in providing high-quality housing nearby to employment locations in order to support the city's growing population. The Strategy also highlights the preference on developing on brownfield land.
- 3.33. Finally, the proposals will deliver on the ambitions of Manchester City Council's Executive Committee who approved a masterplan for the regeneration of West Gorton in 2009. The Proposed Development will allow these ambitions to be realised through delivering a forward-looking, environmentally sustainable neighbourhood in this area.

4. The Proposed Development

4.1. This section provides a summary description of the key elements of the Proposed Development.

Proposed Development

4.2. The Proposed Development seeks to bring forward Full Planning Application for a high-quality residential led scheme comprising up to 272 new homes, a Community Hub, car and cycle parking, landscaping and new public realm.

4.3. Overall, the Proposed Development will deliver:

- Demolition of the existing buildings on Site and full remediation;
- Up to 272 residential homes (Use Class C3), providing a mix of 2 bed apartments and 2 bed, 3 bed and 4 bed houses;
- 862 sq ft commercial floorspace (Use Class F2(b)) within the Community Hub building.
- Provision of resident and visitor car parking;
- Green spaces, landscaping and public realm enhancements, including a new community park;
- Improvements to pedestrian and cycling connectivity; and
- Secure cycle storage for residents and cycle parking for visitors.

4.4. The Proposed Development will provide significant public benefits with the delivery of a new Community Hub and a park including play space within the site boundary.

4.5. The main points of access into the Proposed Development is on Bennett Street with a further pedestrianised entrance further east along Bennett Street.

4.6. The Design and Access Statement prepared by Calderpeel Architects submitted in support of this application contains more information on the design of the Proposed Development.

Phasing of Development

4.7. Remediation of the Site is expected to commence in December 2022 and will take until September 2023.

4.8. Full details of phasing of the construction period can be found in the Construction Environmental Management Plan prepared by Kellen Homes and submitted in support of this application.

Design

Design Development

4.9. As part of the design development the design team has explored a series of options exploring variations to create a scheme of high-quality design which is complementary to the wider area. A wide range of specialist consultants and other stakeholders have provided valuable input into the evolving scheme, which has served to inform the design process and arrive at an appropriate solution.

4.10. The Site's surrounding regeneration context has provided an important guide, which underpins the final design of the Proposed Development.

- 4.11. The design concept for the Proposed Development seeks to respond to the opportunities and constraints established in the Site's context analysis so as to contribute to the ongoing development and enhancement of the surrounding area. Urban contextual parameters have also been key factors to informing the design evolution.
- 4.12. The design development process has also been informed by discussions, including comments and concerns raised by MCC officers and local Ward Councillors, raised as part of the pre-application engagement process.
- 4.13. Initial design of the masterplan consisted of rows of town houses and open amenity space fronting onto Bennett Street, however apartment blocks were then introduced onto the south west side of the scheme.
- 4.14. The layout of roads and green amenity space was also altered to better suit the constraints of the Site which include the railway tracks to the west of the Site and the eastern boundary of the Site facing onto the rear gardens of existing dwellings.

Site Layout

- 4.15. The layout of the Proposed Development has adopted the following characteristics:
- 4.16. The organisation of the residential scheme has been derived from the parameters and opportunities presented by the Site. This has resulted in the placement of the 4 storey apartment blocks to the south-west of the Site where the boundary interfaces onto the elevated railroad tracks in order to reduce the visual and acoustic interface created by the trains.
- 4.17. Vehicle parking for the residents has been slotted in between the adjacent railroad track and apartments to reduce its visual impact within the scheme.
- 4.18. The clusters of individual dwellings on Site have been designed to create a suitable frontage onto Bennett Street, while also sensitively fronting onto the rear garden boundary of existing properties which ensures it seamlessly blends into the vernacular of the local context.
- 4.19. Pockets of space have been carefully retained throughout the Site and landscaped in order to create pleasant outdoor spaces for the community.
- 4.20. Responding and designing according to the solar orientation has also been key in maximising natural daylighting to ensure for a landscape led scheme throughout the process.

Scale and Massing

- 4.21. The proposed buildings heights across the development vary from two storeys to four storeys.
- 4.22. The scale of the proposed apartments have taken influence from the heights of the raised railroad track and large scale warehouse buildings to the west of the site, however, it is careful not to overly exceed these heights and so maintains a low visual impact within its context. Two storey dwellings make up the rest of the units which reflect and seamlessly transition into the already existing residential areas to the east of the site.

Appearance and Materiality

- 4.23. The appearance and materiality of the Proposed Development has been carefully considered in order to create a high-quality environment that builds upon the unique setting, history, and character of the Site.
- 4.24. A mixture of orange brick and multi brick with grey roof tiles have been used across the Acacia, Hickory and Cedar housing types. All window and door casements will be finished with a powder coated aluminium.

- 4.25. Orange brick, multi brick and grey roof tiles are to be used on Olive type homes while a cream-grey brick, darker grey brick and grey roof tiles are to be used on Larch and Palm type homes. All window and door casements are to be finished with a powder coated aluminium.
- 4.26. For the apartment blocks, a cream-grey brick, darker grey brick and grey roof tiles are to be used along with a dark grey spandrel panel. All window and door casements are to be finished with a powder coated aluminium.
- 4.27. The materials palette has been informed by the architecture of the local context. This consists of a wide range use of bricks and brick detailing.
- 4.28. The application of brick with white render is also widely observed and has influenced the design of more contemporary dwellings in the area.
- 4.29. The build up of red brick dwellings can be seen as contributing to the traditional style of dwellings in the area.
- 4.30. A mixture of traditional, 1960s and contemporary residential design has resulted in an eclectic site character which offered a range of opportunity for the design team.
- 4.31. For further details on the materials distribution across the Proposed Development please refer to Section 3.9 of the Design and Access Statement prepared by Calderpeel Architects.

Community Hub

- 4.32. The Community Hub will act as a focal point for the new neighbourhood. This is supported by the Community Hub's location fronting Bennett Street. The proposed Community Hub will seek to serve future and existing residents, which will support community cohesion and provide opportunities for social interactions, staying and playing.
- 4.33. The building will form a landmark which will invite visitors into the Proposed Development by being located directly adjacent to the pedestrianised entrance to the scheme.
- 4.34. The Community Hub building is designed to be visually similar to Olive type homes with orange brick, multi brick and grey roof tiles being used as well as all window and door casements being finished with a powder coated aluminium. It is distinctive from the Olive homes due to only being one storey.

Public Realm and Landscaping

Open Space and Soft Landscaping

- 4.35. The Proposed Development's landscaping strategy seeks to improve the character of the Site by increasing tree planting and greenery on site.
- 4.36. A total of 187 trees are to be planted as part of the Proposed Development as well as 3,400 sqm of shrub planting and 1,800 sqm of wildflower meadow.
- 4.37. The proposed increase in tree planting and greenery will enhance the condition of the Site from both a visual and environmental perspective, whilst ensuring future residents have a pleasant environment to reside.

Hard Landscaping

- 4.38. The proposed palette of hard surfacing materials reflects the surrounding area through the consistent use of Bituminous Macadam across the driveways, footways, highways and areas of hardstanding across the scheme.

- 4.39. A Lighting Strategy has been prepared which seeks to support the creation of safe, attractive routes, whilst balancing this with environmental considerations
- 4.40. Boundary treatments are proposed across the masterplan in the form of timber fencing, timber rear-garden gating and metal railings to ensure clear demarcation of spaces, maintaining privacy, and deterring anti-social behaviour.
- 4.41. All houses have rear gardens with 1.8m boundary fences or 1.8m walls where adjoining a public footpath/space. The public open spaces are overlooked on all sides.
- 4.42. For further details on the Public Realm & Landscaping Strategy please refer to section 3.11 of the Design and Access Statement prepared by YD2.

Car Parking and Cycle Provision

- 4.43. Each dwelling has at least 1 dedicated external parking space and some have an additional visitor parking space. Additionally, each apartment unit also has an allocated space within the shared car park.
- 4.44. As advised by Manchester City Council, 100% cycle storage is to be included within each private rear garden or garage.

Waste and Servicing

- 4.45. The proposed refuse storage capacity has been calculated based on Manchester City Council's document, 'GD04 Waste Storage and Collection Guidance for New Developments' (2017).
- 4.46. Bins will be safely stored in the rear gardens of all proposed dwellings.
- 4.47. As shown on the submitted Site Waste Management Plan, refuse vehicles can safely access and egress the Site to collect waste at bin collection points on bin collection days.
- 4.48. Bins for general, garden and recyclable waste will be provided for every property, in accordance with Manchester standards.
- 4.49. The development will also be suitable for a wide range of delivery vehicles to enter the Site, turn and exit in a forward direction.

Accessibility and Inclusive Design

- 4.50. The Proposed Development has been designed to apply inclusive design principles to the internal spaces, creating a safe and secure environment which respond to the needs of all users. The design has been developed in full consideration of national legislation. This includes the provisions of BS8300: 2001 and The Building Regulations Part M (2015 edition incorporating 2016 amendments). The design also reflects the importance that the Applicant places on complying with the requirements of the Equality Act 2010 and emerging Equality Act 2010 (Amendment) Bill 2015-16. The considerations seek to ensure that people are not discriminated against regardless of disability, age or gender. These extend from accessing the new buildings and the public realm within the application site through to moving around the internal parts of the buildings and accessing information, including signage and contact details.
- 4.51. In accordance with Building Regulations Part M4(2), spaces within the dwellings will be designed to enable minimum turning circles to be accommodated and minimum clearances beyond fixed furniture such as beds. Bathroom walls will be capable of taking adaptations such as handrails.
- 4.52. The proposed layout and the landscaping and public realm proposals for the Proposed Development have been designed to create a legible and inclusive development, that accommodates all forms of disability. This is enhanced through the pedestrian connections, an appropriate lighting strategy and the

creation of key landmark buildings such as the apartments and Community Hub to aid wayfinding and navigation throughout the Site, opening up routes for pedestrians to move through it.

Access, Movement and Legibility

- 4.53. The access and movement strategy across the Proposed Development seeks to deliver fluid vehicular and pedestrian access and movement within the Site and the surrounding area, whilst seeking to prioritise pedestrians and cyclists to encourage sustainable modes of travel. The sustainability of the Transport Strategy across the site has been a key consideration within the proposals and closely linked with the Green Agenda.
- 4.54. All dwellings can be accessed by car, by cycling or on foot.
- 4.55. Vehicular access is off Bennett Street with a dedicated pedestrianised entrance into the Site further east along Bennett Street.
- 4.56. There are bollards located within the pedestrian entrance to prevent vehicles from using this access route.
- 4.57. Primary streets provide an entrance into and circular loop around the centre of the scheme, which secondary streets then feed off of to provide routes to dwellings on the edge of the development.
- 4.58. There are also areas of shared space streets at the Site's north west and south east edges as well as a parking courtyard behind the apartment blocks and adjacent to the railway running along the Site's western boundary.
- 4.59. Secondary vehicular routes are utilised to serve residential dwellings by providing a means of access, which is aided by several tertiary vehicular routes and semi-private driveways.
- 4.60. Pedestrian / cycle links are proposed across the Site, promoting connectivity and legibility within the Site. The pedestrian and cyclist only routes proposed throughout the Proposed Development will deliver safe, attractive connections that encourage sustainable active modes of travel.
- 4.61. Landmark buildings including the 4 storey apartment blocks and 1 storey Community Hub will improve legibility and guide wayfinding across the Site.

Residential Management Strategy

- 4.62. The high-quality public spaces on the Site will be maintained by the managing agent on behalf of the management company, with every resident paying a small estate charge.
- 4.63. Public spaces have been designed, and will be constructed, using high quality and durable materials to ensure longevity.
- 4.64. Management of the Community Hub is to be confirmed however will be carefully considered and is expected to be led by a community group with knowledge of the area's needs. This may be agreed via use of a planning condition.

Green and Blue Infrastructure

- 4.65. The Proposed Development contains a significant improvement to landscaped space and public realm which will improve permeability and connectivity around the Site. A Landscape Strategy Plan has been submitted in support of this application, prepared by Squareyard and contained within the Design and Access Statement. The proposals include a new Local Area for Play.
- 4.66. The Arboricultural Impact Assessment supporting this application ensures the impact of the Proposed Development on any existing trees is sufficiently managed and mitigated. None of the trees within the

site survey undertaken are statutorily protected by a Tree Preservation Order and the site is not located within a Conservation Area.

- 4.67. Eight trees will require removal, however an additional 187 trees will be provided which significantly increases the amount of trees on site and so can be considered an environmental benefit of the scheme.
- 4.68. There are a number of existing areas of hardstanding across the site which are remnants from the Site's previous industrial uses. Where there is a risk of damage to retained trees from the proposed removal of these surfaces, appropriate controls and safeguards will be implemented, for example via a Construction Environmental Management Plan (CEMP) / Arboricultural Method Statement.
- 4.69. There are no areas within the Proposed Development where proposed hard surfaces encroach within root protection areas of retained trees
- 4.70. There are no 'important' hedgerows on site, as defined by the Hedgerow Regulations 1997.
- 4.71. Care has been taken in the design of new landscapes to prevent physical damage to retained trees during the planting process, and to ensure that schemes are designed to survive and thrive rather than compete for resource.
- 4.72. A Green and Blue Infrastructure Statement has also been prepared by Deloitte and is included at Appendix 2 of this Statement. The provision of green and blue infrastructure is integral to the Proposed Development. A number of landscaping and public realm measures incorporated into the proposals will enhance the ecological value of the Site, including:
- The development includes a new public park which will improve the quality of the green and blue infrastructure, and the streetscape; therefore, improving the routes and connectivity to the existing green and blue infrastructure offer, including green space to the south of Hyde Road and Pin Mill Brow park and lake which is located c. 500m to the northwest of the Site.
 - A number of landscaping and public realm measures incorporated into the proposals will enhance the ecological value of the Site, including:
 - Planting provision designed to enhance the ecological and aesthetic value of the Site; and
 - Tree planting, including street trees and open landscaping will allow light and natural surveillance through the development and surrounding spaces.
 - For further details please refer to Section 3.11 of the Design and Access Statement, prepared by YD2 and the Green and Blue Infrastructure Statement contained at Appendix 2 of this Statement.

Biodiversity

- 4.73. An Ecology Assessment has been prepared by ECUS in support of this Application.
- 4.74. It should be noted that the Site has a history of residential applications however no redevelopment has been delivered on Site with all previous applications disbanded. As such, the Applicant's commitment to remediate and redevelop the Site represents a key move which will deliver significant elements of landscapes space and public realm on a remediated Site, which will enhance the connectivity and permeability across the Site and improve its aesthetic value.
- 4.75. The Proposed Development will also generate activity and natural surveillance which will address anti-social behaviour and illegal activities which have taken place on the Site, due to the Site's large size and generally unused nature.
- 4.76. Overall, the Proposed Development will generate a positive impact on the amenity value of the surrounding area, whilst delivering biodiversity and ecological enhancements.

Geotechnical Considerations

- 4.77. A Phase I and II Geoenvironmental Site Assessment has been carried out in regard of the Proposed Development.
- 4.78. The proposed site remediation works will address the Site’s ground contamination, relating to its previous industrial uses.
- 4.79. The completion of the remediation works will result in an improved Site condition which is no longer a threat to human health and which will be suitable for the proposed future uses that are the subject of this application.
- 4.80. The geo-environmental assessments undertaken in support of this application and the remediation application identify Made Ground at the Site to generally between depths of 2.0m and 3.0m below ground level although at a proven maximum depth of 5.45m below ground.
- 4.81. Based on the findings of the geoenvironmental site assessment, which are fully detailed in the Site Assessment, the Applicant has committed to a Remediation and Enabling Works Strategy which has been prepared by E3P and is submitted as part of this planning application and detailed in Section 6 of this Statement.

Energy Considerations

- 4.82. An Energy Report has been prepared and submitted to support the Proposed Development. It concludes that the dwellings at Bennett Street will be built to the requirements of Part L 2021and beyond. The detailed future specification for the properties has not been finalised, however it is anticipated that each dwelling will benefit from Photovoltaic panels, high levels of insulation, triple glazing and flue gas heat recovery on highly efficient gas boilers at minimum. In addition, the Energy Report predicts the Carbon Emissions for each house type, concluding that it will result in a reduction that exceeds the 9% carbon reduction requirement contained in Core Strategy Policy EN6.
- 4.83. Overall, it found the development to be in accordance with the Manchester City Council’s sustainability requirements as several factors such as renewable technology, high quality materials and orientation have all be central to the Proposed Development from a reducing energy perspective.

Summary: Use and Quantum

- 4.84. The quantum of development for the Proposed Development is detailed in Table 4.1 below.

Table 4.1: Quantum of Proposed Development.

Total Site Area	5.17 hectares
Proposed Use	Residential (Use Class C3): 272 dwellings, comprising: 172 houses 100 apartments Community Hub (Use Class F2(b)): 862 sq ft
Proposed Development Height	Residential: 2, 2.5 and 3 storey homes Apartments: 4 storey apartments

	Community Hub: 1 storey
Car Parking	383 car parking spaces for residents and visitors including at least 1 space per dwelling. All apartments have an allocated space within the shared car park.
Cycle Parking	100% secure cycle parking / storage for residents.
Public Realm / Open Space	2,882 sqm.

4.85. The proposed unit mix of dwellings being delivered as part of the Proposed Development is set out in Table 4.2.

Table 4.2: Proposed Residential Unit Mix

Unit Type	Quantum and Mix
Apartments (100 total)	2 bed x 100 (36.8%)
Houses (172 total)	2 bed x 41 (15%) 3 bed x 101 (37.1%) 4 bed x 32 (11.8%)

Summary and Benefits of the Proposed Development

4.86. A summary of the Proposed Development is provided below, which details the economic, social and environmental benefits of the Proposed Development. For further details please refer to Chapter 7 (Conclusion) of this Statement.

Economic Benefits

- **Economic Stimulation:** The proposals for 272 new homes and new public realm demonstrate an investment in the area which is likely to generate economic stimulation.
- **Construction jobs:** The construction of the Proposed Development will provide construction job opportunities whilst supporting local labour skills development and training. It will support 858 direct construction jobs, equating to 215 FTE jobs per year. The direct jobs will generate GVA of £44,293,863 and there will be a commitment to ensuring a percentage of the jobs are taken by local people.
- **Construction spend and economic uplift:** The construction period will last 4 years and will support temporary economic uplift with an estimated £50,928,273 construction cost and local lunchtime expenditure of £184,057 per year.

- Household expenditure: the Proposed Development is expected to deliver additional annual household expenditure of £8,377,824 as well as an additional £220,899 towards education spending, which could provide up to 104 classroom spaces.

Social Benefits

- Regeneration: The Proposed Development will deliver a high-quality, residential-led scheme that will meet MCC's longstanding regeneration ambitions for the area.
- A new Community Hub facility: The Proposed Development will deliver a new Community Hub facility within the Site. This will provide a facility for both existing and new local residents to come together.
- Homes for local people: The Proposed Development will deliver up to 272 new homes across a range of tenures. The Proposed Development will help to increase Manchester's Housing Stock and make an important contribution to Manchester's housing targets.
- Vitality: The redevelopment of the Site will animate the area and make it a more welcoming environment for pedestrians. The redevelopment of the Site will also create 24hr natural surveillance and discourage anti-social behaviour in the area.
- Demand: The proposed residential development will help to meet the recognised demand for high quality housing that meets the needs of the local community, including families.
- Improved pedestrian connections and promotion of sustainable transport: The Proposed Development will improve key pedestrian routes across the Site, which will serve future residents and the existing community by improving permeability through area.
- Open space, recreation, and amenity: The Proposed Development, will deliver a variety of accessible green spaces including private, semi-private and public green spaces with a central community park.
- Construction / local labour opportunities (skills and training): There is the opportunity to encourage and develop skills, internships and apprenticeships among the varied and specialised trade contractors during the construction phase.

Environmental Benefits

- Remediation of a large (over 5ha) underutilised, contaminated site: The existing Site is contaminated due to its former industrial uses. A full enabling works and remediation strategy will be delivered prior to works commencing on site. The necessary remediation works are a major and costly undertaking. This will greatly improve the safety of the area and assist in the management of the anti-social behaviour experienced on the Site.
- New public realm and landscaping: The Proposed Development will deliver a variety of public realm / landscaped areas across the Site. The new public realm will serve future residents as well as adjacent neighbourhoods. The park in the centre of the development provides an informal green space and play space, which will enhance the visual appearance and character of the Proposed Development and generate vibrancy and vitality.
- Trees: While eight trees will be removed, an additional 187 trees will be provided which significantly increases the amount of trees on Site.

5. Development Plan & Material Considerations

- 5.1. 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.
- 5.2. This section examines the planning policy framework which forms the basis for the consideration of the development proposals.

Local Development Plan

- 5.3. Within the context of Manchester, the Development Plan comprises the following documents which are relevant to this application:
- Manchester Core Strategy (2012);
 - Manchester Proposals Map (2012);
 - Saved Policies of the Manchester Unitary Development Plan (2005);

Manchester Core Strategy (2012)

- 5.4. The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities.

Saved Policies of the Unitary Development Plan (1995)

- 5.5. The Unitary Development Plan was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced, however, a number of policies were saved on 11 July 2012 and remain extant.

Material Considerations

- 5.6. The following published policy, executive reports and guidance documents are relevant material considerations:
- National Planning Policy and Guidance:
 - National Planning Policy Framework (NPPF) 2021, and
 - Supplementary Planning Guidance
 - National Design Guide
- 5.7. A number of additional Supplementary Guidance Documents have been identified below:
- Our Manchester Strategy 2016-2025 (*please refer to Section 3 of this Statement*);
 - Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015);
 - Manchester Climate Change Framework: 2020-2025

- Manchester Zero Carbon Framework (2020);
- Manchester's Green and Blue Infrastructure Strategy (*please refer to Section 3 of this Statement*);
- Design for Access 2 (2003);
- Manchester Residential Quality Guidance (2017);
- Places For Everyone Joint Development Plan (August 2021) – Publication Stage
- West Gorton Masterplan (2009)

National Planning Policy Framework

National Planning Policy Framework

- 5.8. The National Planning Policy Framework (NPPF) (revised version published July 2021), articulates the priorities of the Plan for Growth within planning policy.
- 5.9. At the heart of the 2021 revised NPPF lies the '*presumption*' in favour of sustainable development, which supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.
- 5.10. The NPPF states that '*the purpose of the planning system is to contribute to the achievement of sustainable development*' (paragraph 7). It summarises the objective of sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 5.11. Section 11 of the NPPF 'Making effective use of land' supports the remediation and redevelopment of brownfield land, by stipulating:

"Planning policies and decisions should: ...

b) 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" (paragraph 120).

- 5.12. The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support strong, vibrant and healthy communities by creating a high quality built environment with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment.

National Design Guide

- 5.13. The National Design Guide was published by the Ministry of Housing, Communities and Local Government in 2019. This document forms part of the governments planning practice guidance and was created to outline key characteristics that make well-designed places.
- 5.14. There are 10 characteristics of well-designed places within the National Design Guide and these are listed below:
- Context – enhances the surroundings
 - Identity – attractive and distinctive

- Built form – a coherent pattern of development
- Movement – accessible and easy to move around
- Nature – enhanced and optimised
- Public Spaces – safe, social and inclusive
- Uses – mixed and integrated
- Homes and buildings – functional, healthy and sustainable
- Resources – efficient and resilient
- Lifespan – made to last

Supplementary Planning Documents and Guidance

Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)

- 5.15. The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.
- 5.16. In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.
- 5.17. The documents reflect and provide guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

Manchester Climate Change Framework 2020-2025 and Manchester Zero Carbon Framework (2020)

- 5.18. There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change.
- 5.19. In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are as follows:
- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;
 - To adopt a carbon budget and emit only a maximum of 15 million tonnes CO₂ for the period 2018-2100. This has been transposed from a global carbon budget which has been calculated as "likely" to maintain global temperature change within 2°C as agreed in the Paris Agreement;
 - To achieve a 13% year-on-year reduction in citywide CO₂ emissions from 2018 to achieve this carbon budget.
- 5.20. A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors.

- 5.21. On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. The motion declares that climate change is a serious risk to Manchester's future and committed to embedding the issue as an integral part of council decision-making – making sure that all key decisions are taken with the city's target of becoming zero-carbon by 2038 in mind.
- 5.22. It further strengthens the emerging Manchester Zero Carbon Framework. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport.

Design for Access 2 (2000)

- 5.23. The Design for Access Manual was published in January 2000, it provides a practical guidance to inclusive design. It requires developments to be fully inclusive and accessible and the Council's vision is for Manchester to be recognised as the most accessible City in Europe. MCC recognises that inclusive design needs to take account of cross-impairment and community-based issues.
- 5.24. The Design for Access Manual provides further details and design standards for external areas and for within buildings.

Manchester Residential Quality Guidance (2017)

- 5.25. The Manchester Residential Quality Guide was published in 2017. The Guide requires proposals for residential development to demonstrate the highest quality of design in accordance with its recommended approach. If a Proposed Development does not comply with the design principles the developer is required to provide robust justification, evidence and options analysis.

Greater Manchester Places For Everyone Joint Development Plan (August 2021) - February 2022 Submission Stage

- 5.26. The Places for Everyone Joint Development Plan Document – Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, Wigan Publication Plan, was considered at the Places for Everyone Joint Committee on July 20, 2021 and was subsequently approved by each of the nine districts for publication.
- 5.27. The plan has been submitted to the Secretary of State for examination on 14 February 2022 together with all the supporting documents, background evidence, and representations received during the final stage of public consultation. It should be noted that no Modifications were considered necessary prior to Submission, therefore the Submission Plan remains unchanged from that published under Regulation 19 in August 2021. Independent Inspectors will now be appointed to undertake an independent examination into the plan.
- 5.28. Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts.
- 5.29. The plan is a joint development plan of the nine districts which will determine the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development. It will also ensure all new developments are sustainably integrated into Greater Manchester's transport network or supported by new infrastructure.
- 5.30. The plan is the result of a process that began as the Greater Manchester Spatial Framework (GMSF) in 2014, and has been informed by the feedback received from residents, businesses and the development industry to previous consultations on that Plan. The nine districts decided to continue to produce a joint plan following the withdrawal of Stockport Council from the Greater Manchester Spatial Framework.

- 5.31. The Places for Everyone Joint Development Plan was subject to a final stage of consultation which commenced on 9 August 2021 and ran for 8 weeks, ending on 3 October 2021. The consultation was on whether the plan meets the 'test of soundness'. The plan is currently at Publication Stage, whereby following the final stage of consultation analysis is currently being undertaken following the consultation period, in preparation for the examination in public. The plan will be submitted to the Secretary of State for Examination. The examination phase is expected to take place in early July 2022, with the publication of the final plan anticipated for 2023.
- 5.32. Paragraph 48 of the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to: the stages of preparation; the extent of unresolved objections; and the degree of consistency of the relevant policies in the emerging plan to this Framework. Whilst the Places for Everyone Joint Development Plan is not adopted it is at the final stage of consultation and so it is considered to carry some weight in the determination of planning applications.
- 5.33. The Places for Everyone Joint Development Plan sets out 10 strategic objectives:
1. Meeting our housing need.
 2. Create neighbourhoods of choice.
 3. Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester.
 4. Maximise the potential arising from our national and international assets.
 5. Reduce inequalities and improve prosperity.
 6. Promote the sustainable movement of people, goods and information.
 7. Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region.
 8. Improve the quality of our natural environment and access to green spaces.
 9. Ensure access to physical and social infrastructure.
 10. Promote the health and wellbeing of communities.

Summary

- 5.34. The above policy and supplementary planning documents have informed the Proposed Development and are assessed further in Section 6 of this document.

6. Planning Policy Assessment

- 6.1. This Section assesses the proposals against the policies in the Development Plan and in relation to the key planning considerations of relevance to this application.
- 6.2. Where material considerations provide additional requirements or detail to the policies of the Development Plan that merit discussion, these are considered.
- 6.3. The following matters are considered relevant to the determination of the Planning Application:
- Principle of Use
 - Accommodation Size and Mix (Housing Development)
 - Affordable Housing
 - Design
 - Energy and Sustainability
 - Climate Change Mitigation and Biodiversity
 - Ground Conditions
 - Archaeology
 - Ecology & Biodiversity
 - Flooding and Drainage
 - Air Quality
 - Transport
 - Noise
 - Safety and Security
 - Summary of Planning Policy Assessment

Principle of Use

Residential

- 6.4. *Core Strategy Policy SP1 Spatial Principles* states that development in all parts of the City should improve access to education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.
- 6.5. *Core Strategy Policy EC8 Central Manchester* states that the Council will promote development which has regard to design opportunities offered by key transport infrastructure such as arterial roads including Hyde Road. It also notes that a positive sense of place should be created in residential areas using design and public realm.
- 6.6. *Core Strategy Policy H5 Central Manchester* states that Central Manchester will accommodate around 14% of new residential development over the lifetime of the Core Strategy. Priority will be given to family housing and high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Central as part of mixed-use schemes.

Applicant's Response

- 6.7. The Site is located within Central Manchester, as defined by Policy E8 and Policy H5 of MCC's Core Strategy (2012). The principle of development in this area of Manchester is established through planning policy. More specifically, MCC Core Strategy Policy E8 supports development which creates a positive sense of place using design and public realm. The creation of high quality public realm and open space is a salient benefit of the scheme and so the Proposed Development can be considered client with policy in this regard.
- 6.8. The previous industrial uses of the Site were not considered to make use of this strategically located site and makes inefficient use of brownfield land. Furthermore, due to lack of landscaping and the poor amenity value of the Site, it is considered to detract from the appearance and safety of the area. The Proposed Development will act as a catalyst for the more long-term regeneration ambitions within Central Manchester set out by the Core Strategy (2012) through increasing pedestrian footfall around the Site. As such the Proposed Development also supports the NPPF's promotion of utilising brownfield land for homes, and the repurposing of under-utilised sites.
- 6.9. As previously outlined the Site's planning history includes residential development proposals approved in 2012 and 2014 and a more recently submitted application for residential development in 2020. Whilst the Site has a history of residential applications, no redevelopment has been delivered on this specific Site with all previous applications disbanded.
- 6.10. The residential-led development will provide high-quality homes to support the economic growth of the Region and redevelop an underutilised brownfield site in what is a highly sustainable location.
- 6.11. There is a continued demand for Manchester to provide quality homes to support its economic growth and increased population. The proposed residential development will help to meet the recognised demand for high quality housing that meets the needs of the local community, including families. As such, the delivery of 272 new homes will contribute 7.76% to MCC's annual housing delivery target.
- 6.12. The Site is ideally located for residents to reach a wide range of facilities including work, leisure, a wide range of social infrastructure and numerous transport options. The proposals will also provide council tax revenue for the MCC on any of the private accommodation.

Open Space Provision and Green Infrastructure

- 6.13. *Core Strategy Policy EN9 Green Infrastructure* outlines that new developments are expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function and that where the opportunity arises the Council encourages developers to enhance the quality and quantity of green infrastructure.
- 6.14. *Core Strategy Policy EN11 Quantity of Open Space, Sport and Recreation* outlines that new open spaces should also 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.

Applicant's Response

- 6.15. The Core Strategy identifies the opportunity for developments to enhance the quality and quantity of green infrastructure. Chapter 3.11 of the Design and Access Statement prepared by Calderpeel Architects details the proposed green space and public realm.
- 6.16. The Proposed Development will also deliver a variety of public realm / landscaped areas across the Site. In summary, this includes:
- The planting of 187 trees
 - 3,400 sqm of shrub planting
 - 1,800 sqm of wildflower meadow

- Front and rear lawns
- A public park with play area

- 6.17. The new public realm will serve future residents as well as existing residents of adjacent neighbourhoods. The new park will provide an informal green space areas of play space. The park's central location will enhance visual appearance and character of the development by providing a space for staying and playing which will in turn promote greater footfall and generate active surveillance, thus increasing safety within the development and generating vibrancy and vitality across the Site.
- 6.18. The proposed planting provision has been designed to enhance the ecological value of the Site, whilst also balancing this with the need to remediate a heavily contaminated site, in line with the proposals outlined in the Remediation and Enabling Works Strategy prepared by E3P.
- 6.19. The Core Strategy recognises that where opportunities arise, new open space and recreation facilities are to be created. The Proposed Development will provide both open space and recreation facilities in the form of the central areas of park and play space and so it can be considered compliant with policy in this regard.

Housing Development (Accommodation Size and Mix)

- 6.20. Core Strategy Policy H1 Overall Housing Provision states that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. Within Inner Areas in Central Manchester, densities will be lower than in the City Centre at generally around 40 units per hectare. The type, size and tenure of the housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability.
- 6.21. Further to this, 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised.
- 6.22. *Core Strategy Policy H5* states over the lifetime of the Core Strategy, Central Manchester will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. It also targets that 280 units per year are delivered between 2021 and 2027, with a total provision of 1,680 units over this period.
- 6.23. *Draft Policy JP-H 3 Type, Size and Design of New Housing* the Places for Everyone Submission Draft JDP references that development should seek to incorporate a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods.
- 6.24. *Draft Policy JP-H 3* also states that all new dwellings must comply with the nationally described space standards and the precise mix of dwelling types and sizes is determined at a local level in order to deliver an appropriate mix of dwellings.
- 6.25. The Manchester Residential Quality Guidance (2017) places emphasis on the need to deliver a range of housing types and tenures that anticipate and fulfil the needs of different demographic groups. Residential development that targets a specific demographic group should be driven by a clear demonstrable need.

Applicant's Response

- 6.26. The Proposed Development will deliver a variety of two, three and four bedroom dwellings, including apartments and houses. The proposed apartments and houses provide a broad mix of dwelling sizes.
- 6.27. The residential dwelling mix for is summarised in table 6.1 below.

Table 6.1: Phase 1 Dwelling Mix

Unit Type	Quantum and Mix
Apartments	
(100 total)	2 bed x 100 (36.76%)
Houses	
(172 total)	2 bed x 41 (15.08%)
	3 bed x 98 (36.40%)
	4 bed x 31 (11.76%)

- 6.28. The delivery of the scheme would therefore support the delivery of a mix of dwelling types and sizes, within the Regional Centre. As such, it is therefore considered that the Proposed Development is compliant with Core Strategy Policies H1 and H2 and draft Places for Everyone policies.
- 6.29. In addition, the Proposed Development will respond to MCC's Residential Growth Strategy (2016) aims to ensure that there is the right quality, mix and type of housing to meet demand and changing demographics, and improve equality amongst the City's residents in terms of housing choice, quality and affordability in order to develop strong communities

Affordable Housing

- 6.30. *Core Strategy Policy H8 (Affordable Housing)* states that new development will contribute to the City-wide target for 20% of new housing provision to be affordable. 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 should reflect the type and size of the development as a whole and should be subject to a financial viability assessment. Affordable housing units will be inclusively designed to reflect the character of development on the site. A variation in the proportions of socially rented and intermediate housing, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver intermediate or social rented housing as appropriate.
- 6.31. The NPPF and NPPG provides the framework for the Council to mitigate the effects of conducting upfront viability assessments, based on scheme estimates, with a reconciliation appraisal based on actual performance of the scheme.

Applicant's Response

- 6.32. The Site is brownfield and has a number of known constraints and abnormal costs which directly impact upon the viability of the Site, most notably that it is highly contaminated and requires substantial remediation.
- 6.33. The proposal includes substantial areas of public open spaces as well as a park, play space and Community Hub facility which all bring public benefits to the scheme.
- 6.34. The public benefits brought by the scheme are fully detailed in Section 7 of this Planning Statement.
- 6.35. The remediation costs combined with the public benefits that the scheme will provide have informed the viability assessment which has been carried out.

- 6.36. The Viability Statement submitted as part of the Application demonstrates that it is not viable to provide affordable housing, based on current market conditions. The viability assessment accounts for the significant cost incurred by the Applicant in remediating the heavily contaminated Site. The Applicant's willingness to progress with remediation works highlights their strong commitment develop a key regeneration site and deliver a high quality residential-led development.
- 6.37. On the basis of the submitted viability appraisal, the proposals are in accordance with Core Strategy Policy H8.

Design

- 6.38. *Core Strategy Policy EN1 (Design Principles and Strategic Character Areas)* states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located.
- 6.39. *Core Strategy Policy CC9 (Design and Heritage)* requires the design of new buildings in the City Centre to be of the highest standard whilst preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.
- 6.40. *Core Strategy Policy DM1 (Development Management)* states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detail. In addition, Policy DM1 states that regard should be given to the "impact on the surrounding area in terms of the design, scale and appearance of the Proposed Development" and "development should have regard to the surrounding area"
- 6.41. *Core Strategy Policy CC10 (A Place for Everyone)* states that development will be supported where they promote high standards of accessibility to buildings and across spaces in the City Centre. Core Strategy Policy DM1 states that buildings and neighbourhoods should be fully accessible to people with disabilities.
- 6.42. *Guide to Development in Manchester Supplementary Planning Document (2007)* and *Technical Guidance (2015)* also provides design guidance for developers. The *Manchester Residential Quality Guide (2017)* sets design criteria that has been followed through the design development of the scheme.
- 6.43. *Chapter 12 of the NPPF (2021)* emphasises the great importance placed on the creation of high quality buildings and places; 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. A number of factors help to ensure that developments are contributing to the creation of well-designed places:
- Function well and add to the overall quality of the area, over the lifetime of the development;
 - Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - Are sympathetic to local character and history;
 - Establish or maintain a strong sense of place to create attractive, welcoming and distinctive places;
 - Optimise the potential of the site and support local facilities and transport networks; and
 - Create places that are safe, inclusive and accessible and which promote health and well-being.
- 6.44. In addition, the NPPG states that well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process.
- 6.45. The Manchester Residential Quality Guidance (2017) sets several design criteria that should be followed within the scheme.

- 6.46. Design for Access 2 is also relevant. The document provides guidance on measures that should be incorporated into schemes to increase their accessibility.

Applicant's Response

Layout, Scale and Massing

- 6.47. Chapter 3.7 of the Design and Access Statement prepared by Calderpeel Architects details the overall layout and scale of the Proposed Development.
- 6.48. The scale and massing of the Proposed Development responds to the surrounding built context, with regards to height and massing. Site specific considerations have informed the design, including the location and accessibility of the Site and the relationship with the existing built context (including the existing residential dwellings to the south and east).
- 6.49. The proposed housing will be low rise comprising 2, 2.5 and 3 storey homes, with 4 storey apartment buildings. This variation acts to break up the street rhythm and provide vistas.
- 6.50. The intention throughout the Proposed Development has been to create a high-quality residential neighbourhood with private gardens and areas of public realm animating the streetscape, creating activity and providing passive surveillance.
- 6.51. The layout seeks to reduce visual and acoustic interference from the railway line by placing the 4 storey apartment blocks to the south west side of the Site.
- 6.52. Through the design development, the layout and scale of the Proposed Development has been tested and refined so that it provides an optimum, viable design solution, whilst providing a high quality addition to Manchester's built environment.
- 6.53. The Site is currently not fully utilised in its current form. It does not make a positive contribution to the streetscape, nor does it reinforce or complement the surrounding and emerging context.
- 6.54. The scheme has been designed to significantly enhance the wider area. Place-making has been improved via the addition of a new public realm and landscaped areas, including an area of park located within the Site boundary. The Proposed Development will enhance connectivity and permeability across the Site and will generate vitality and animation on a previously under-utilised Site, which has been subject to anti-social behaviour and illegal activities. In its current condition the Site provides a negative contribution to visual amenity and so the Proposed Development will seek to address this through the delivery of a high quality scheme that suitably responds to the surrounding environment and built context.
- 6.55. Furthermore, the Proposed Development will improve safety and security, with the final design proposals also having been informed by consultation with GMP. The redevelopment of the Site will strengthen local streetscape quality thereby enhancing local character and sense of place.
- 6.56. The Proposed Development is considered to be compliant with Core Strategy Policies DM1, CC9, EN1 through the delivery of a scheme which is of an appropriate scale and massing, whilst delivering a legible layout that enhances pedestrian and cycle connectivity across the Site,
- 6.57. Overall, taking into account the Proposed Developments' layout, scale and massing, the scheme is considered to be compliant with the relevant policies of the Development Plan and National Planning Policy, including Core Strategy Policy DM1 which notes that schemes should have regard for the surrounding area.

Appearance and Materiality

- 6.58. Chapter 3.9 of the Design and Access Statement prepared by Calderpeel Architects sets out details of the proposed materiality of Phase 1 of the Proposed Development.
- 6.59. A palette of high quality materials are used to articulate the volume surfaces and to emphasise orientation, scale, massing and context.
- 6.60. The variation in materials reflects the mixture of traditional, 1960s and contemporary residential designs of the surrounding area which has resulted in an eclectic character which offered a range of opportunity for the design team.
- 6.61. However, consistency among the dwellings is ensured by the powder coated aluminium finish which all door and window casements are coated in.
- 6.62. Furthermore, the Proposed Development will improve safety and security, with the final design proposals also having been informed by consultation with GMP. The redevelopment of the Site will strengthen local streetscape quality thereby enhancing local character and sense of place.
- 6.63. The Proposed Development is considered to be in accordance with Core Strategy Policies CC9 and DM1 in that the proposed appearance and materiality is of a high standard, whilst referencing the materiality of the surrounding area.

Accessible and Inclusive Design

- 6.64. The Proposed Development has been designed to apply inclusive design principles to the internal spaces, creating a safe and secure environment which respond to the needs of all users. The design has been developed in full consideration of national legislation.
- 6.65. Spaces within dwellings have been designed to enable minimum turning circles to be accommodated and minimum clearances beyond fixed furniture such as beds. Bathroom walls will be capable of taking adaptations such as handrails.
- 6.66. The Proposed Development is therefore compliant with Design for Access 2 as well as the relevant Building Regulations.

Summary

- 6.67. The Design & Access Statement prepared by Calderpeel Architects fully details the design considerations which have been incorporated into the Proposed Development to ensure that an attractive, high quality scheme is delivered.
- 6.68. The Proposed Development is considered compliant with Policies EN1, CC9, CC10 and DM1 of the Core Strategy as well as the National Planning Policy Framework and Manchester Residential Quality Guidance (2017).

Sustainable Design and Construction

- 6.69. Paragraph 153 of the NPPF (2021) states that plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures.
- 6.70. In respect of climate change, Paragraph 152 of the NPPF (2021) advises 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.
- 6.71. Paragraph 153 also states that policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts.

- 6.72. Further to this, Paragraph 154 states that new developments should be planned in ways that:
- Avoid increased vulnerability to the range of impacts arising from climate change;
 - Can help to reduce greenhouse gas emissions, such as through its location, orientation and design.
- 6.73. Paragraph 155 of the NPPF goes on to state that to help increase the use and supply of renewable and low carbon energy and heat, plans should:
- Provide a positive strategy for energy from these resources, that maximises the potential for sustainable development, while ensuring that adverse impacts are addressed satisfactorily;
 - Consider identifying suitable areas for renewable and low carbon energy resources, and supporting infrastructure;
 - Identify opportunities for development for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.
- 6.74. The NPPG sets out guidance on climate change and it states:
- “effective spatial planning is an important part of a successful response to climate change as it can influence the emission of greenhouse gases. In doing so, local planning authorities should ensure that protecting the local environment is properly considered alongside the broader issues of protecting the global environment. Planning can also help increase resilience to climate change impact through the location, mix and design of development.”*
- 6.75. Core Strategy Policy EN4 encourages the reduction on CO2 Emissions through following the Energy Hierarchy principles:
- To reduce the need for energy through design features that provide passive heating, natural lighting and cooling.
 - To reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero carbon energy generating technologies.
- 6.76. Core Strategy Policy EN6 seeks CO2 reductions from low or zero carbon energy supplies and includes the following targets:
- A CHP/district heating anchor or connection, or where not feasible.
 - A 15% increase on Part L 2010.
- 6.77. Policy EN8 *Adaptation to Climate Change* of the Core Strategy sets out that all new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.
- 6.78. The 2013 edition of *Approved Document L1A: Conservation of fuel and power in new dwellings* gives guidance for compliance with Building Regulations for building work carried out in England.
- 6.79. The supplementary planning document, *Guide to Development in Manchester (2007)* also details the environmental standards developments in Manchester are expected to achieve, including energy efficiency, renewable energy, and environmental design.
- 6.80. Draft Policy JP-S 2 *Carbon and Energy* of the *Places for Everyone JDP (Publication / Submission Plan)* reinforces the aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions which will also be support through a range of measures, including an expectation that new development that all new dwellings should seek a minimum 19% carbon reduction against Part L of the 2013 Building Regulations.

Applicant's Response

Sustainability Measures

- 6.81. An Energy Strategy and Environmental Standards Statement have been prepared by Award Energy and are submitted as part of this planning application.

Energy Strategy

- 6.82. The Energy Strategy considers issues related to sustainable construction and evaluates the measures incorporated into the design of the development to reduce the predicted energy usage and carbon emissions of the Site.
- 6.83. The Strategy details passive design principles which have been used in order to maximise energy efficiency as part of the Proposed Development. These include the following:
- A layout designed to maximise a north-south orientation to allow for passive design whereby dual aspect dwellings enable good levels of daylight and cross ventilation to mitigate risks of overheating.
 - Sufficient glazing to the principal living rooms of each dwelling to ensure sufficient natural lighting, thus reducing the energy consumed in artificially lighting the room.
 - Hard landscaping has been minimised in favour of soft landscaping which provides natural and localised infiltration.
 - Hot water heating systems will be accompanied by thermostatic controls, zoned heating and programmers where possible to ensure that heating is optimally controlled to use the least amount of energy.
 - Energy efficient lamps will be installed in all light fittings and each entrance will be illuminated with an energy efficient external light.
 - Each property will also have a designated space for refuse and recycling.
 - All dwellings will be constructed with insulating materials that have a Global Warming Potential of less than 5 and will be heated by highly efficient gas boilers.
 - All windows and doors will be a minimum of 30% more efficient than minimum standards within the Building Regulations.
- 6.84. In terms of fabric specification, high levels of air tightness are to be achieved within the construction of dwellings in order to reduce unnecessary heat loss. The Applicant is committed to the robust monitoring of the standard of construction on site as well as pre-completion air testing.
- 6.85. The construction specification of every home will also include high levels of insulation to the ground floor, external walls and roof spaces.
- 6.86. The Energy Strategy highlights that, in accordance with Manchester City Council's sustainability requirements, the enhanced fabric specification of the Proposed Development in combination with the application of 130.72 kWp of photovoltaic panels to the most suitable plots will result in reduced average carbon emissions on the Site by up to 10.57% against Part L1a 2013.
- 6.87. Policy EN6 requires a 15% reduction in carbon emissions over Part L1a 2010 (i.e 9% over Part L1a 2013) and so the approach can be considered fully compliant with this policy.
- 6.88. The sustainable measures included within the Proposed Development can be considered to be in line with Core Strategy (2012) Policies EN4, EN6 and EN8, as well as the Guide to Development in Manchester SPD and the National Planning Policy Framework (2021).

- 6.89. The Energy Strategy highlights that every dwelling on the Site will benefit from built-in energy reduction measures and that the Proposed Development will meet the needs of residents without compromising the ability of future generations to meet their needs.

Ventilation

- 6.90. A Ventilation Strategy Report has been prepared by Kellen Homes.
- 6.91. The Ventilation Strategy outlines the following:
- 6.92. All houses will be fitted with Vent-Axia Positive Input Ventilation (PIV).
- 6.93. PIV is a whole house ventilation system with no requirements for trickle vents into window frames and no external ventilation grill, therefore, the house can be ventilated without any open windows/doors.
- 6.94. The unit itself is a continuous fan located within the roof space. The unit generates little noise and it is mounted on anti-vibration feet to eliminate flanking.
- 6.95. All apartments will be fitted with Centralised Mechanical Extract Ventilation (MEV).
- 6.96. MEV is a whole dwelling ventilation system that extracts into a single exhausted grill per dwelling that can, depending upon location, be upgraded to an acoustic exhaust grill.
- 6.97. The unit itself is a continuous fan located within the roof space above the utility storage room. The unit holds an 'Ultra low noise' classification and it is mounted on anti-vibration matting to eliminate flanking.
- 6.98. The protected lobby at each floor level is to be provided with a means of ventilation which is activated upon detection of smoke within the relevant common corridor. The final arrangement will be designed by a specialist to confirm to the requirements outlined in the fire strategy report and current building regulations.
- 6.99. The design and specification of the community building is to be agreed during the planning process. At detailed design stage, the ventilation for the building will be agreed and will be in accordance with all appropriate building regulations.
- 6.100. The ventilation strategy summarised above suitably responds to Core Strategy policies, including Core Strategy Policy DM1 Development Management which sets out that all development should have regard to effects on amenity.
- 6.101. For further details on sustainability, climate change and energy please refer to the Energy Strategy and Environmental Standards Statement prepared by Award Energy. In addition please see **Appendix 1** for Climate Emergency Response, prepared by Deloitte.

Archaeology

- 6.102. Chapter 16 of the NPPF (2021) 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." (paragraph 194)

- 6.103. Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects relating to archaeological heritage.

Applicant's Response

- 6.104. An Archaeological Desktop Report was prepared by Nexus Heritage in support of the Proposed Development in order to determine the presence or absence of archaeological material on and in the vicinity of the Site.
- 6.105. The Report appraises the likely impact of development on below ground archaeological assets – please refer to the Desktop Report for further details.
- 6.106. The Desktop Report confirms that the Site does not contain any designated archaeological assets for which there may be a presumption in favour of preservation and against development.
- 6.107. The Greater Manchester Historic Environment Record identifies four archaeological monuments on the Site however concludes that there are no reasons arising from archaeological considerations to refuse a planning application of this scale on site.
- 6.108. The Desktop Report notes that any harm to archaeological monuments can be mitigated by recording any findings on site and therefore advancing understanding of such monuments. This may be agreed via use of a planning condition.
- 6.109. The Desktop Report concludes that the Proposed Development is not harmful in terms of archaeological interest and planning permission should not be withheld on this basis.

Ecology and Biodiversity

- 6.110. *Chapter 15 of the NPPF (2021)* relates to conserving and enhancing the natural environment. In particular it states that,
- “Minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures” (paragraph 174(d)).*
- 6.111. *Core Strategy Policy EN15 Biodiversity and Geological Conservation* outlines that the Council will seek to maintain and enhance Sites of ecological value throughout the City. Particular consideration should be given to Sites with international or national designations for their biodiversity value, and other Sites of biological value. Developers are required to demonstrate that they have assessed and taken account of the potential effect of the Proposed Development on biodiversity including European, national and locally priority species such as the great crested newt, pipistrelle bats and certain bird species.
- 6.112. *Core Strategy Policy EN9 Green Infrastructure* highlights that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. It continues by stating that the Council will seek to protect existing street trees and promote new planting, whilst also recognising the continued network of green spaces, water bodies, canals, paths and cycleways as a key feature of Manchester's green infrastructure.
- 6.113. Manchester's Green and Blue Infrastructure Strategy (2015) has the overall vision of:
- “By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city...”.*
- 6.114. The Green and Blue Infrastructure Strategy also sets out a number of objectives to enable the vision to be achieved:
1. Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers.

2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth.
 3. Improve connectivity and accessibility to green and blue infrastructure within the City and beyond.
 4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.
- 6.115. The *Places for Everyone JDP (Publication Plan)* is yet to be adopted, however it is at an advanced stage. Policies in the Submission Plan Draft (2021) that are considered relevant are set out below:
- *Draft Policy GM-G 2- Green Infrastructure Network*: the green infrastructure network will be designed, managed, protected, and enhanced to help deliver benefits which involve enhancing biodiversity, by expanding, improving, and connecting habitats.
 - *Draft Policy GM-G 7- Trees and Woodland*: in making planning decisions, Greater Manchester's authorities will work to deliver the aims and objective of the GM Tree and Woodland Strategy, by encouraging habitat diversity through conserving and managing existing woodland, as well as targeting tree-planting at the areas of greatest need where the GI benefits can be maximised, whilst avoiding the loss or harm to other priority habitats.
 - *Draft Policy GM-G 8 – Standards for a Greener Greater Manchester*: The GMSF indicates Standards for a Greener Greater Manchester including access to greenspace.
 - *Draft Policy GM-G 9 – A Net Enhancement of Biodiversity and Geodiversity*: The policy considers the requirement for Net Enhancement of Biodiversity and Geodiversity through following the mitigation hierarchy of avoiding harm, mitigating locally or otherwise compensating for loss.

Applicant's Response

- 6.116. An Ecology Assessment has been prepared by ECUS in support of the Proposed Development.
- 6.117. The Assessment examines the impacts of the Proposed Development on ecology receptors concludes the following:
- There are no records of amphibians from within 2km of the Site
 - No waterbodies or watercourses were identified within 500m of the Site.
 - While no evidence of badger activity was identified on Site, the grassland habitats within it may provide a suitable environment for badgers and so suitable mitigation measures should be applied.
 - Suitable reptile foraging, basking and sheltering habitats are present within the Site in the form of grassland, scrub and unvegetated, unsealed surface habitats.
 - Vegetation clearance is required to facilitate the proposed works, therefore it is recommended that works be undertaken outside of the reptile hibernation period (October to March, inclusive) so that any individual reptiles present within the Site are likely to be active and are able to disperse from the works area of their own volition
 - Some of the buildings on Site were assessed to have moderate suitability to support roosting bats. Surveys will therefore be taken prior to any works commencing on the buildings and if a bat roost is found to be present in any of the onsite buildings or structures, additional survey effort will be required to classify the type of roost present which will then inform mitigation measures to be implemented.
 - Foraging and commuting opportunities for bats on Site are limited to the areas of grassland and scrub habitat. Habitats within the wider area are deemed to be of higher value for commuting and foraging bats. Therefore, it is considered that no significant impacts to foraging and commuting bats will occur as a result of the removal of these habitats.
 - The Site provides suitable habitat for nesting and foraging birds in the form of onsite buildings and scrub habitat.

- If the required vegetation clearance involving scrub removal, removal of stored/disused materials (TN3) and demolition works are to be undertaken within the bird nesting season (typically recognised as March to August inclusive), then any areas to be impacted should be checked for active bird nests no more than 48 hours before the works begin. If an active nest were to be discovered, an exclusion zone of at least 5 m around the nest would need to be established and adhered to until the chicks have fledged and/or the nest is no longer in use. This is to be confirmed by an ecologist.
- 6.118. The Arboricultural Assessment prepared by Ascerta concludes that where trees are proposed for removal, replacement planting will be undertaken as part of a landscape strategy for the Site in order to integrate the development into the surrounding landscape.
- 6.119. Arrangements for the safeguarding and physical protection of retained trees will be agreed and implemented in a manner consistent with current best arboricultural management practices to minimise any potentially negative effects on long term tree cover.
- 6.120. The proposal includes the removal of eight trees, however an additional 187 trees will be planted as part of the scheme as well as 3,400 sqm of shrub planting and 1,800 sqm of wildflower meadow, significantly increasing the amount of green space on Site.
- 6.121. The proposed increase in tree planting and greenery will enhance the condition of the Site from both a visual and environmental perspective, whilst ensuring future residents have a pleasant environment to reside.
- 6.122. It should be noted that the Site has had a history of residential applications however no redevelopment has been delivered on Site with all previous applications disbanded. As such, the Applicant's commitment to remediate and redevelop the Site represents a key move in delivering environmental and social benefits including:
- The remediation of a heavily contaminated site which detracts from the amenity of adjacent neighbourhoods to the east and south.
 - Making the Site secure and safer, including addressing the current threat to human health that the Site currently presents, given its highly contaminated nature.
 - Prevent problems with anti-social behaviour, fly-tipping and theft which the Site has previously attracted.
 - Provides the significant financial contribution required to remediate the Site, reflecting the Applicant's commitment to redeveloping the Site.
 - The provision of significant elements of landscaped space and public realm on a remediated Site, which will enhance connectivity, permeability across the Site and improve the aesthetic value of the Site.
 - In doing this the Proposed Development will also generate activity and natural surveillance which will address anti-social behaviour and illegal activities which have taken place on the Site, due to the Site's large size and unsupervised nature.
- 6.123. Overall, the Proposed Development will generate a positive impact on the amenity value of the surrounding area, whilst delivering biodiversity and ecological enhancements, in compliance with both Core Strategy Policy EN9 and EN15.

Air Quality

- 6.124. The NPPG states that action to manage and improve air quality is largely driven by EU legislation, in particular the 2008 Ambient Air Quality Directive that sets legally binding limits for concentration in outdoor air of major air pollutants that impact public health.

- 6.125. The NPPG continues by highlighting that whether or not air quality is relevant to a planning decision depends on the Proposed Development and its location. When deciding whether air quality is relevant considerations could include whether the development would:
- Significantly affect traffic in the immediate vicinity of the Proposed Development Site or further afield;
 - Introduce a new point sources of air pollution;
 - Expose people to existing sources of air pollutants;
 - Give rise to potentially unacceptable impact during construction for nearby sensitive locations; and
 - Affect biodiversity.
- 6.126. *Core Strategy Policy EN16 Air Quality* states that “the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester’s principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.”
- 6.127. Paragraph 12.81 continues, “other policies within the Core Strategy will guide the location of development in order to reduce the need for private transport and encourage the use of decentralised and renewable energy and green infrastructure to reduce both emissions and their impact still further.”
- 6.128. Developers will be expected to take measures to minimise and mitigate the local impact of emission from traffic generated by the development, as well as emissions created by the use of the development itself, including Combined Heat and Power and biomass plant.
- 6.129. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

Applicant’s Response

- 6.130. An Air Quality Assessment has been carried out by Redmore in order to determine baseline conditions, consider site suitability for the Proposed Development and assess potential effects as a result of the scheme.
- 6.131. Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of demolition, earthworks, construction and trackout activities. It is considered 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.
- 6.132. Potential impacts during the operation phase of the proposals may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the Site. Dispersion modelling was therefore undertaken in order 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. Results were subsequently verified using local monitoring data.
- 6.133. Review of the dispersion modelling results indicated 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.
- 6.134. Based on the Assessment results, air quality factors are not considered a constraint to the development.

- 6.135. On this basis the Proposed Development is considered to comply with the NPPG and Core Strategy Policy EN16, with measures being taken to minimise and mitigate the local impact of emissions from traffic generated by the scheme and by the scheme itself.

Ground Conditions

- 6.136. *Core Strategy Policy EN18 Contaminated Land and Ground Stability* sets out that the Council will give priority for the remediation of contaminated land to strategic locations.
- 6.137. Paragraph 183 of the NPPF (2021) requires that planning policies and decisions should ensure that Sites are suitable for any proposed use by taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses.

Applicant's Response

- 6.138. E3P have carried out a Phase I and II Geoenvironmental Site Assessment which provides an assessment of the significance of potential effects upon key receptors including human health and controlled waters.
- 6.139. Contamination is present at the Site principally associated with the Site's historic industrial uses as an iron foundry and transport depot, however a full Remediation and Enabling Works Strategy will be carried out prior to works commencing on site in order to mitigate this.
- 6.140. Made ground, infilled ponds and the former industrial uses are likely sources of heavy metals and PAHs found at the Site. Tanks and localised spillages are considered present which are potential sources for TPH, BTEX, coal tar and SVOC contamination. Asbestos is also likely present in the Made Ground due to the amount of historical development which has taken place at the Site as well as within the building fabric of existing buildings.
- 6.141. E3P has completed an intrusive ground investigation comprising window sample boreholes, rotary open holes, cable percussive boreholes, groundwater sampling and deep environmental monitoring wells.
- 6.142. Made Ground deposits were identified within each exploratory hole location advanced on the site to a maximum proven depth of 5.45m below ground level. However in general, Made Ground in the south of the site extends to circa 2.00m below ground and in the north to circa 3.00 m.
- 6.143. Beneath the main building in the south-east, Made Ground was proven to a depth of 1.30m below ground and comprised concrete over yellowish brown, slightly clayey gravel over reworked gravelly clay.
- 6.144. Obstructions were present in the east of the Site, cobbles within Made Ground or dense Made Ground.
- 6.145. In general, the majority of locations identified asphalt or concrete surface cover overlaying reworked gravelly clays, containing gravel of mixed lithology including brick clinker, ash, ceramic, sandstone and coal.
- 6.146. Drift deposits were identified within the majority of exploratory hole locations to a maximum proven depth of 5.45 metres below ground.
- 6.147. Groundwater was encountered between 0.50m below ground to 1.80m below ground during the investigation.
- 6.148. A Tier I Human Health Risk Assessment was undertaken as part of the investigation using the chemical analysis results of the soils and comparing them to the relevant criteria.
- 6.149. The results indicate that the data exceeds the screening criteria for a residential use for the following contaminants:
- Asbestos

- Heavy metals
 - PAHs
 - Hydrocarbon fractions
- 6.150. In summary, the Site in its state prior to remediation works being carried out presents a hazard to humans, due to levels of ground contamination relating to its previous industrial uses.
- 6.151. The Applicant is therefore committed to a Remediation and Enabling Works Strategy also prepared by E3P and submitted with this application.
- 6.152. The Strategy will be delivered in a manner that will seek to ensure that the Site is prepared to deliver the optimum foundation solution for the Proposed Development.
- 6.153. The salient features of the Strategy are as follows:
- Supplementary investigation into previously inaccessible areas.
 - Implementing all works in strict accordance with UK Environmental Permitting and LPA requirements.
 - Monitoring of the water quality within the culverts.
 - Controlled removal of all trees and vegetation and compliant removal of all waste stockpiles.
 - Removal and treatment of all invasive plant species (as required) in accordance with a specialist contractor method statement, validation and independent certification.
 - Decommission of all interceptors, tanks and active drainage infrastructure in accordance with the contractor method statement and ensuring no environmental impact.
 - Management of all anthropogenic material impacted by trace asbestos fibre in a controlled and legislatively compliant manner.
 - Identification, delineation and removal of organic materials within infilled ponds.
 - Removal of all structures, foundations and buried features in their entirety.
 - Removal of all materials considered geotechnically deleterious.
 - Excavation and processing of Made Ground in a controlled manner with the sorting, processing and segregation of identified deleterious materials to geotechnical specification.
 - Validation sampling and leachate testing to confirm material retained on-site poses no unacceptable risk to the residential end-users, controlled waters or the wider environment.
- 6.154. As such, the proposed remediation works seek to rectify the identified contamination issues in advance of the Proposed Development commencing. The completion of the remediation works will result in an improved Site condition which is no longer a threat to human health and will the Site to be suitable for residential use in the future.
- 6.155. The Proposed Development, when accounting for the outlined remediation strategy, can therefore be considered wholly compliant with Core Strategy Policy EN18 and Paragraph 183 of the NPPF (2021).

Flooding and Drainage

- 6.156. *Chapter 14 of the NPPF (2021)* provides policy guidance on climate change, flooding, and coastal change. Paragraph 159 explains the basic principle that inappropriate development in the areas at risk of flooding should be avoided. This is achieved through applying a Sequential and Exception Test as governed by Paragraphs 161-165. This provides the tests that must be met to allow development on land at risk of flooding and is explained in detail further within this section.

- 6.157. *Core Strategy Policy EN14 Flood Risk* outlines that 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).
- 6.158. 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.
- 6.159. 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.
- 6.160. *Core Strategy Policy EN17 Water Quality* sets out that following elements a development must consider in relation to water quality:
- Avoid any adverse impact on water quality, including during the construction phase.
 - Minimise surface water run-off, maximise the use of appropriate sustainable drainage systems, and minimise groundwater contamination.
 - If close to a watercourse the development should ensure waste and litter cannot enter the watercourse
- 6.161. *Draft Policy JP-S 5 Flood Risk and the Water Environment of the Places for Everyone JDP (Publication/ Submission Plan)* outlines that an integrated catchment based approach will be taken to managing flood risk in a number of ways, including:
- Locating and designing development so as to minimise the impacts of current and future flood risk;
 - Expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible;
 - Conserving water and maximising water efficiency in new development;
 - Ensuring that sustainable drainage systems:
 - Are designed to provide multifunctional benefits wherever possible,
 - Are delivered in a holistic and integrated manner, including on larger sites split into different phases;
 - Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development.

Applicant's Response

- 6.162. A Flood Risk Assessment has been prepared by Townsend Water Engineering Limited in support of this Application. The FRA has reviewed all sources of flood risk to both the Proposed Development and to existing adjacent properties.
- 6.163. The appropriate agencies have been consulted in producing the assessment, including United Utilities, the Environment Agency, the Canal & River Trust, the Lead Local Flood Authority (LLFA) and the Client.

- 6.164. The Assessment has considered the potential risk of flooding to the Site from all current and future sources of flooding, including fluvial, surface water, sewer, groundwater, tidal and artificial sources. The proposed site is within Flood Zone 2 (area at medium risk of flooding). Flood Zone 2 has a return period of between a 1 in 100 year event and a 1 in 1000 year event. This has been confirmed by the Environment Agency. The Site is also considered to be at low risk of flooding from surface water flows and all other sources.
- 6.165. An investigation has previously been completed and has led to the conclusion that infiltration is not feasible across the Site.

Surface Water Discharge / Drainage

- 6.166. The site is not at risk of surface water flooding up to and including the 1 in 100 year event. With the inclusion of a new and working drainage system with attenuation up to and including the 1 in 100 year event plus climate change (75% for rainfall) the site is believed to be at low risk of surface flooding.
- 6.167. It is assumed the existing drainage arrangements is that all the surface water from the existing buildings and hardstanding drain to the culverts on site.
- 6.168. There are no canals or artificial sources within the vicinity of the site.
- 6.169. Swales and rain gardens have been placed in the public open spaces. The storage will be held in attenuation tanks and oversized pipes up to and including the 1 in 100 year event plus 75% climate change.
- 6.170. As a result of the significant areas of available public open space, it is envisaged that a combination of swales and rain gardens will be used to store the surcharged runoff. However, this is to be confirmed during the detailed drainage design.

Foul Water Drainage

- 6.171. Existing public foul water drainage arrangements are in place on Bennett Street and it is understood the site can drain to the foul sewer unrestricted. From the pre-planning enquiry with United Utilities Water, it was advised that 'foul flow from this site will be allowed to drain into the public foul water/combined sewer system at an unrestricted rate'.
- 6.172. According to the SFRA Level 1 for Manchester there is no history of sewer flooding in this area
- 6.173. The surface and foul water drainage strategies are subject to detailed drainage design and LLFA and United Utilities approvals. They are also subject to change, dependent upon the finalised layout and levels. The surface and foul water drainage proposals and discharge rates will be confirmed via detailed discussions with the Lead Local Flood Authority, United Utilities and Canal & River Trust prior to the commencement of any works.

Summary

- 6.174. The site is at Medium risk of fluvial flooding and surface water flooding.
- 6.175. Mitigation includes and the creation of SuDS measures to mitigate risk and storage excess water in the event of any flood. .
- 6.176. Allowances for climate change have been design in, which provides extra capacity and so provides a level of future proofing in the drainage system for the potential changes to the climate over the design life of the development.
- 6.177. On this basis the Proposed Development is considered to comply with local and national planning policy and guidance in that it will not increase the risk of flooding at the Site or elsewhere.

6.178. For further details please refer to the submitted Flood Risk Assessment.

Transport

- 6.179. Core Strategy Policy T1 Sustainable Transport sets out to deliver a sustainable, high quality, integrated transport system in order 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.
- 6.180. Core Strategy Policy T2 accessible areas of opportunity and needs sets out that developments should provide a level of car parking which reflects the realistic requirements of the users of the development. Regard should also be given to the need for disabled and cycle parking provision.
- 6.181. Core Strategy Policy CC5 Transport outlines that developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.
- 6.182. *Chapter 9 of the NPPF* focuses on promoting sustainable transport. *Paragraph 105 of the NPPF (2021)* states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and health.
- 6.183. One of the key elements of national and local planning policy is to ensure that safe and suitable access to a development can be achieved by all users. *Paragraph 112 of the NPPF (2021)* states that applications for development should:
- Give priority first to pedestrian and cycle movements;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - Be designed to enable charging plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Applicant's Response

- 6.184. A Transport Statement has been prepared by Eddisons in support of the Proposed Development.
- 6.185. The Proposed Development will provide the following car parking and cycling provision:
- Each dwelling has at least 1 dedicated external parking space and some have an additional visitor parking space.
 - Each apartment unit also has an allocated space within the shared car park.
 - 100% cycle storage is to be included within each private rear garden or garage.
- 6.186. A 20mph zone will be introduced across the development which is considered to promote walking and cycling as well as create a pedestrian friendly environment.
- 6.187. Vehicular access to the Site is proposed via a new priority controlled junction off Bennett Street. This arrangement will provide a suitable 5.5m access road and 2m wide footways, which will continue into and throughout the Site and tie into existing provision on Bennett Street each side of the access junction.
- 6.188. The Transport Statement concludes:

- The existing and proposed pedestrian infrastructure located in the vicinity of the Site will enable safe pedestrian movement between the Site and the local area.
 - The Site is located close to numerous day-to-day amenities and facilities within the area to reduce reliance on the private car.
 - The area surrounding the Site is relatively flat and is therefore highly conducive to cycling as an alternative mode of travel.
 - The Site benefits from being located within close proximity of bus stops which provide regular services to various local destinations including Manchester City Centre, Hyde and Godley.
 - The proposed development can be adequately accessed and serviced in a safe and efficient manner.
 - There is no evidence to suggest that the proposals would have an adverse effect on road safety or the number of accidents in the vicinity.
- 6.189. Taking the above into the account, the Transport Statement concludes that there are no material reasons why the Proposed Development should not be granted planning consent on highways or transportation grounds.
- 6.190. A Framework Travel Plan has also been prepared by Eddisons in support of the Proposed Development. The Travel Plan has the aim of increasing travel choices, reducing dependency on car use and promoting sustainable travel. The Travel Plan includes a site accessibility audit which comprises a review sustainable transport infrastructure including accessibility on foot, by cycle and by public transport.
- 6.191. Other measures incorporated into the Travel Plan include the appointment of a travel co-ordinator to be responsible for overseeing the plan being implemented, residents being given a travel plan to encourage them to make sustainable transport choices such as using public transport or working from home as well as the promotion of a lift sharing scheme to reduce car journeys.
- 6.192. The Proposed Development is well aligned with the local planning policies, being located in close proximity to a range of different facilities and sustainable transport links. The design and location selection of the development is such that encourages sustainable travel and links to existing networks.
- 6.193. In summary, the Proposed Development will be highly accessible by sustainable and active travel modes, including by walking, cycling, bus, rail and tram, providing good linkage to jobs, shops, leisure and services by these non-car modes. Access into Manchester City Centre is excellent with very regular and convenient bus and train services along Bennett Street, Hyde Road, Ashton Old Road and from Ardwick or Ashbury's Stations.
- 6.194. The scheme will deliver significant public realm and landscaped areas which will enhance the pedestrian and cycle infrastructure. It will increase safety and security through natural surveillance and active frontages, while also providing secure cycle storage for residents.
- 6.195. The Proposed Development does not adversely affect the operation of the highway or transport network and is considered compliant with Local Authority policies with regards to Transport while also meeting the criteria set out in national and local policy for sustainable development.

Noise and Vibration

- 6.196. *Chapter 15 of the NPPF* states that planning policies and decisions should prevent both new and existing developments from contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution.
- 6.197. *UDP Policy DC26 Development and Noise* outlines 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:

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

6.198. In addition, *Core Strategy Policy DM1 Development Management* sets out that all development should have regard to effects on amenity, including noise.

Applicant's Response

- 6.199. A Noise and Vibration Impact Assessment has been prepared by e3p in support of the Proposed Development.
- 6.200. The Assessment determines the key existing noise and vibration sources and assessed their impact upon proposed receptors in order to specify mitigation measures where required.
- 6.201. Unattended monitoring has also been conducted in order to quantify levels of rail traffic sound across the Site as well as a dedicated rail traffic vibration survey.
- 6.202. Further to this, attended road traffic sound monitoring has also been conducted in order to quantify levels of vehicular traffic from the surrounding road network.
- 6.203. The Assessment has determined that acoustic noise barriers are required at heights of 2.1m in order to control rail and road traffic sounds in order to achieve the lowest practicable noise levels, below 75 dB, in the gardens most affected by noise.
- 6.204. Rail vibration was found to be sufficient low to be considered of low probability for adverse impacts.
- 6.205. The Assessment concludes that with mitigation measures in place, no adverse impacts are predicted at the receptors on site and that the Proposed Development is acceptable in terms of noise in regard of determining the forthcoming planning application. These mitigation measures may be agreed via use of a planning condition.
- 6.206. The Proposed Development can therefore be considered compliant with Chapter 15 of the NPPF as well as Saved UDP Policy DC26.

Safety and Security

- 6.207. *Core Strategy Policy DM1 Development Management* outlines that all development should have regard to the specific issues including community safety and crime prevention.

Applicant's Response

- 6.208. The Proposed Development will generate vitality and animation on a previously under-utilised Site, which has been subject to anti-social behaviour and illegal activities. In its current condition the Site provides a negative contribution to visual amenity and so the Proposed Development will seek to address this through the delivery of a high quality scheme that suitably responds to the surrounding environment and built context.
- 6.209. All dwellings will have rear gardens with 1.8m boundary fences or 1.8m walls where adjoining a public footpath/space.
- 6.210. Furthermore, the public open spaces will be overlooked on all sides and so this increases natural surveillance within the development.
- 6.211. A Crime Impact Statement ('CIS') prepared by Greater Manchester Police (GMP) Design for Security in support of this application.

- 6.212. The CIS includes a number of measures that should be incorporated into the Proposed Development to achieve Secure by Design accreditation. These recommendations have been incorporated into the Proposed Development where appropriate and further consideration will be given to these at the detailed design stage to meet the policy requirements, and to achieve Secure by Design accreditation.
- 6.213. Overall, the Proposed Development will generate activity and natural surveillance which will address anti-social behaviour and illegal activities which have taken place on the Site, due to the Site's large size and historic unused, overgrown nature. Overall the Proposed Development will generate a positive impact on the amenity value of the surrounding area. On the basis of the above the Proposed Development is considered to comply with Core Strategy Policy DM1 with the scheme having regarded specific issues including community safety and crime prevention.
- 6.214. For further information please refer to the Crime Impact Statement prepared by GMP Design for Security and submitted in support of this Application.

Site Waste Management Strategy

Policy and Guidance

- 6.215. *Core Strategy Policy EN19 Waste* requires 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.
- 6.216. MCC has prepared a Waste Storage and Collection Guidance Note (GD04) which contains minimum standards to be considered for the storage and collection of waste. This guidance follows the recommendations set on the Waste Management Plan for England, strongly encouraging and promoting high levels of quality recycling.
- 6.217. The note states that all planning applications for new developments and conversions must include a Waste Management Strategy that includes:
- An estimated storage area for the waste produced by the development, including residential, F&B and retail uses;
 - Details of internal and external stores for both waste and recycling; and
 - Location of the proposed collection point and details of the route the collection will take.

Applicant's Response

- 6.218. The Site Waste Management Strategy (contained within the DAS) has been prepared by Calderpeel Architects in support of the Proposed Development.
- 6.219. Bins will be safely stored in the rear gardens of all proposed dwellings.
- 6.220. Bins for general, garden and recyclable waste will be provided for every property, in accordance with Manchester standards.
- 6.221. The internal access road has been designed to accommodate waste and delivery vehicles so that they can enter the Site, turn around and exit in a forward gear.
- 6.222. This will ensure there is no detrimental impact to the public highway and confirm that the Site can be serviced without giving rise to any road safety issues.
- 6.223. To demonstrate this, a swept path analysis has been undertaken for a typical 4-axle, 11.37 metre refuse vehicle.

- 6.224. The proposed Site Waste Management Strategy highlights that the provision complies with waste standards, in terms of storage, recycling and management.

Construction Management

Policy and Guidance

- 6.225. *Core Strategy Policy DM1* states that development should have regard to effects on amenity, including noise, air quality, road safety and traffic generation. *Policy SP1 Spatial Principles*, states that developments should minimise emissions.

Applicant's Response

- 6.226. The Construction Management Plan has been prepared by Kellen Homes and is submitted in support of this application.
- 6.227. The document sets out best practice for the construction process to minimise the impact on residential amenity and the surrounding area and has informed the construction methodology to be followed on site.
- 6.228. It is therefore considered that the Proposed Development complies with Core Strategy Policy DM1 with regards to effects on amenity and Policy SP1 on minimising emissions.

Summary of Planning Policy Assessment

- 6.229. This section of the Planning Statement provides a summary of how the Proposed Development has been comprehensively assessed in relation to the Development Plan and other material considerations. This has taken place during an extensive process of pre-application consultation and technical due diligence including the preparation of an Environmental Impact Assessment and other technical reports. The conclusion of that process is that the proposals are in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that they merit the support of the Local Planning Authority.

7. Summary and Conclusions

- 7.1. This Planning Statement accompanies a Full Planning Application for the proposed redevelopment of land at Bennett Street, West Gorton.
- 7.2. The Applicant, Kellen Homes Ltd, are an experienced housebuilder in the North West with a proven track record of delivering high quality homes to suit a range of lifestyles and budgets.
- 7.3. The scale of opportunity for this site is evidenced through the Site's significant history of planning applications for residential development, with all previous redevelopment proposals having been disbanded. Kellen Homes are committed in bringing the proposed scheme to fruition.

Summary

- 7.4. The Proposed Development will comprise of up to 272 residential homes, a Community Hub, car and cycle parking and open space, public realm and landscaping. The scheme's design seeks to respond to the Site's opportunities and constraints and careful consideration has been given during design evolution to ensure the scheme enhances the surrounding areas.
- 7.5. As part of the design development, the design team has explored a series of options in order to create a scheme of a high quality design. A wide range of specialist consultants and other stakeholders have provided valuable input into the evolving scheme, which has served to inform the design process and arrive at an appropriate solution.
- 7.6. The Site's surrounding residential context has provided an important guide, which underpins the final design of the Proposed Development.
- 7.7. The design development process has also been informed by discussions, including comments and concerns raised by MCC officers and local Ward Councillors, raised as part of the pre-application engagement process.
- 7.8. The Proposed Development is summarised below:
- 272 residential units as a mix of 2, 3 and 4 bedroom apartments and houses.
 - 383 car parking spaces for residents and visitors including at least 1 space per dwelling. Each apartment space also has an allocated space within the shared car park.
 - 100% provision of secure cycle storage.
 - 2,882 sqm of green open space, including a new park with play area.
 - A Community Hub building comprising 862 sq ft commercial floorspace (Use Class F2(b)).
 - Servicing and access arrangements.
- 7.9. The Design and Access Statement prepared by Calderpeel Architects submitted in support of this application contains more information on the design of the Proposed Development.
- 7.10. The Proposed Development will deliver a number of economic, social and environmental benefits, including:

Economic Benefits

- Economic Stimulation: The proposals for 272 new homes and new public realm demonstrate an investment in the area which is likely to generate economic stimulation.
- Construction jobs: The construction of the Proposed Development will provide construction job opportunities whilst supporting local labour skills development and training. The completion of construction of the Proposed Development is expected to support a total of 1,049 construction job, 105 FTEs over ten years, generating a total GVA of £81.3m.
- Construction spend and economic uplift: The construction period will last 4 years and will support temporary economic uplift with an estimated £50,928,273 construction cost and local lunchtime expenditure of £184,057 per year.
- Household expenditure: the Proposed Development is anticipated to generate additional household expenditure of £8.3m per annum as well as an additional £220,899 towards education spending, which could provide up to 104 classroom spaces.
- Utilising a disused site: As a disused site within an existing urban area, the existing Site makes no contribution to the local economy. The Proposed Development offers an opportunity to deliver much needed family homes and will introduce a new economically active population to West Gorton that will represent inward investment and provide a significant boost to the local economy through increased patronage and additional household expenditure, helping support existing local jobs, services and facilities.

Social Benefits

- Regeneration: The Proposed Development will deliver a high quality, residential-led scheme that will meet MCC's regeneration ambitions for this area of Manchester. Core Strategy (2012) Policy H5 highlights that priority will be given to family housing and high quality developments within Central Manchester, which is where the Site is located as defined by Policy EC8.
- A new Community Hub facility: The Proposed Development will deliver a new Community Hub facility within the Site boundary. This will provide a facility for both existing and new local residents to come together.
- Homes for local people: The Proposed Development will deliver up to 272 new homes across a range of tenures. The Proposed Development will help to increase Manchester's Housing Stock and make an important contribution to Manchester's housing targets.
- Vitality: The redevelopment of the Site will animate the area and make it a more welcoming environment for pedestrians. The redevelopment of the Site will also create 24hr natural surveillance and discourage anti-social behaviour in the area.
- Demand: The proposed residential development will help to meet the recognised demand for high quality housing that meets the needs of the local community, including families.
- Improved pedestrian connections and promotion of sustainable transport: The Proposed Development will improve key pedestrian routes across the Site, which will serve future residents and the existing community by improving permeability through area.
- Open space, recreation, and amenity: The Proposed Development, will deliver a variety of accessible green spaces including private, semi-private and public green spaces with a central community park.

- Construction / local labour opportunities (skills and training): There is the opportunity to encourage and develop skills, internships and apprenticeships among the varied and specialised trade contractors during the construction phase.

Environmental Benefits

- Remediation of a large (over 5ha) underutilised, contaminated site: The existing Site is contaminated due to its former industrial uses. A full enabling works and remediation strategy will be delivered prior to works commencing on site. The necessary remediation works are a major and costly undertaking. This will greatly improve the safety of the area and assist in the management of the anti-social behaviour experienced on the Site.
- New public realm and landscaping: The Proposed Development will deliver a variety of public realm / landscaped areas across the Site. The new public realm will serve future residents as well as adjacent neighbourhoods. The park in the centre of the development provides an informal green space and play space, which will enhance the visual appearance and character of the Proposed Development and generate vibrancy and vitality.
- Trees: While eight trees will be removed, an additional 187 trees will be provided which significantly increases the amount of trees on Site.

Conclusion

- 7.11. The Proposed Development has been developed in consultation with Manchester City Council Planning Officers and a range of technical stakeholders, as well as Local Ward councillors, surrounding residents and local businesses.
- 7.12. This Planning Statement has assessed all applicable planning policies, guidance and other material considerations and provides full and robust justification for the Proposed Development, alongside supporting technical assessments that are submitted with the application.
- 7.13. It has been demonstrated that the Proposed Development complies with the Development Plan as a whole and properly addresses the relevant Material Considerations and we therefore consider that the planning application merits the full support of the Local Planning Authority.

Appendix 1: Climate Emergency Response

In March 2020, MCC published its Climate Change Framework 2025-2025 (“the Framework”). This Framework is a high-level strategy for meeting the Council’s commitment to ‘play their full part’ on climate change. It will need to develop over the next five years, in line with changes in policy, climate science, the Council’s rate of progress on this issue, and other factors.

The Framework sets four overarching objectives as described below:

- Objective 1 – Staying within our carbon budgets
- Objective 2 – Climate adaptation and resilience
- Objective 3 – Health and wellbeing
- Objective 4 – Inclusive, zero carbon and climate resilient economy.

In addition, there are a six Priority Actions that will focus efforts to achieve these overarching objectives. These are described below alongside consideration of how the Proposed Development supports their aspirations.

Priority actions

Priority Action 1 – Buildings

New buildings

We need to ensure that new developments in the city don’t eat into our limited carbon budgets and add to the already significant retrofit challenge. This means that we need them to be built and operated to zero carbon standards as soon as possible.

The ideal way to do this is through UK Government establishing a national zero carbon definition and methodology for its implementation, and for Manchester City Council to implement this standard as quickly as possible through the local planning system.

This should include applying zero carbon standards to all developments where the Council has additional influence, for example as a client / end-user, landowner or development partner, with a view to all new development needing to be zero carbon from 2023 at the latest, when the new Manchester Local Plan is expected to become operational

MCC highlights that the “ideal way” to achieve zero carbon standards is through the UK government to establish a national zero carbon definition and methodology for its implementation. MCC would then be able to implement this through their local planning system, creating certainty for developers on what is expected to achieve “zero carbon standard”. In absence of this certainty, the most appropriate way forward for development is to be cognisant of the aspiration to reduce the city’s impact on Climate Change and design proposals to support this as far as practical.

Full details on the measures that have been considered and incorporated are set out the Energy Strategy and Environmental Standards Statement prepared by Award Energy submitted as part of this application and summarised below.

The Proposed Development has been with passive design principles which have been used in order to maximise energy efficiency. These include:

- A layout designed to maximise a north-south orientation to allow for passive design whereby dual aspect dwellings enable good levels of daylight and cross ventilation to mitigate risks of overheating.
- Sufficient glazing to the principal living rooms of each dwelling to ensure sufficient natural lighting, thus reducing the energy consumed in artificially lighting the room.
- Hard landscaping has been minimised in favour of soft landscaping which provides natural and localised infiltration.
- Hot water heating systems will be accompanied by thermostatic controls, zoned heating and programmers where possible to ensure that heating is optimally controlled to use the least amount of energy.
- Energy efficient lamps will be installed in all light fittings and each entrance will be illuminated with an energy efficient external light.
- Each property will also have a designated space for refuse and recycling.
- All dwellings will be constructed with insulating materials that have a Global Warming Potential of less than 5 and will be heated by highly efficient gas boilers.
- All windows and doors will be a minimum of 30% more efficient than minimum standards within the Building Regulations.

In terms of fabric specification, high levels of air tightness are to be achieved within the construction of dwellings in order to reduce unnecessary heat loss. The Applicant is committed to the robust monitoring of the standard of construction on site as well as pre-completion air testing.

The construction specification of every home will also include high levels of insulation to the ground floor, external walls and roof spaces.

The Energy Strategy highlights that, in accordance with Manchester City Council's sustainability requirements, the enhanced fabric specification of the Proposed Development in combination with the application of 130.72 kWp of photovoltaic panels to the most suitable plots will result in reduced average carbon emissions on the Site by up to 10.57% which exceeds the 9% carbon reduction requirement contained in Policy EN6.

Construction environmental impacts will be monitored and minimised through contractor compliance with a Construction Environmental Management Plan, including through responsible construction management practices; implementation of pollution prevention policies; monitoring construction site energy and water consumption; and implementation of a sustainable procurement plan to ensure key materials are as responsibly sourced as possible.

Priority Action 2 – Renewable Energy

We need a combination of two, possibly three, sources of renewable electricity:

Our own renewable energy generated inside the city: this includes significant increases in the amount generated from solar photovoltaic (PV) panels. In 2019, only 1% of Manchester's electricity demand was met by local renewable generation.

Decarbonised National Grid: driven by UK Government, the National Grid has been decarbonising in recent years; we need this to continue but at an accelerated rate, with a view to being fully decarbonised as soon as possible.

Our own renewable energy generated outside the city: this could include through 'power purchase agreements' with renewable energy generators, and/or investing in our own renewable energy generation through, for example, wind farms, solar farms, and others. This option is particularly important if the National Grid doesn't decarbonise at the rate we need it to.

We will also become more compatible with intermittent generation by developing smart grids and dynamic demand within Manchester.

Throughout the design process a range of renewable and low carbon technologies have been considered for the Proposed Development. It is proposed that rooftop photovoltaics (PV) will be used on the most suitable plots.

The proposed energy strategy will provide a number of benefits in terms of energy efficiency and deliverability.

The UK government is committed to reducing the country's emissions and has legislated to do so within the Climate Change Act. As the UK's grid becomes less carbon intense over time the carbon emissions associated with full electric heating will become less. Further details on this above can be found within the Energy Strategy and Environmental Standards Statement prepared by Award Energy and submitted as part of this application.

Priority Action 3 – Transport and Flying

The five headline actions the Framework promotes taking are:

- *Increase walking and cycling*
- *Increase public transport use*
- *Private vehicles – where travel by private vehicle is necessary, we need these to be electric vehicles, supported by easily accessible charging points, and with the right incentives to accelerate their uptake.*
- *Rail connections to other cities*
- *Flying*

The Site is in a sustainable and accessible location to the southeast of Manchester City Centre. The Site is well connected to various destinations with fast transport links to the city centre. It is highly accessible via the road network and pedestrian routes, at both a local and regional scale.

The Site is located 80 metres north of the A57 Hyde Road – a major route into the city centre which provides access to the inner ring road (the A635) via the A6. This offers a connection to the Oxford Road Corridor as well as the city's university area situated to the southwest of the site.

Ardwick train station is located c. 1.5km to the southeast of Manchester Piccadilly and is a c. 12-minute walk or 2-minute car journey from the Site. Ardwick train station offers daily rail services to Manchester city centre while Ashbury's station, located a c. 14-minute walk or 5-minute drive north east from the Site, offers half-hourly trains between Manchester Piccadilly and Hadfield.

The Site is also served by a number of bus routes, with services to Piccadilly Gardens, Stockport, Hyde and Denton. The nearest bus stop is located immediately outside of the Site on the corner of Bennett Street and Ercall Avenue. There are also multiple bus stops located along Hyde Road and Ashton Old Road, the two main roads to the north and south of the Site, offering regular services into the city centre and across Greater Manchester.

The Site's nearest tram stops are New Islington and Piccadilly which are located c. 1.2km and 1.25km to the north and northwest of the Site. New Islington is on the Eccles-Ashton-under-Lyne line which offers services to MediaCityUK and the Etihad Campus while Piccadilly offers changeover services across multiple lines which allow access to the entire tram network including stops at Deansgate-Castlefield, Exchange Square, Victoria and Manchester Airport.

The nearest main train station is Manchester Piccadilly which is located a c. 8-minute drive from the Site. Manchester Piccadilly is the rail hub for the North West with frequent and rapid services between Manchester and to a wide range of locations in the UK. Destinations include London with an average journey time of only 2 hours 10 minutes. High Speed Rail 2 (HS2) is due to open at Piccadilly Station 2035-2040 and will further increase Manchester's connectivity to other major population areas and reduce journey times. The Transpennine Express line at Manchester Piccadilly links all major cities in the North of England (and Scotland) including Newcastle, Liverpool, and Hull. For instance, there are 46 services to Liverpool and 62 services to Leeds every day. Trains to Birmingham run every half hour and Manchester Airport benefits from up to 8-9 services an hour, with services operating 24 hours a day.

The Proposed Development will include:

- Car parking provision for residents and visitors (at least 1 car parking spaces per dwelling).
- 100% provision of cycle storage within private rear gardens or garages.

Whilst the proposals include car parking spaces for both residents and visitors, this is considered to still be in keeping with climate emergency objectives, namely:

- The Proposed Development will be highly accessible by sustainable and active travel modes, including by walking, cycling, bus, rail and tram, providing good linkage to jobs, shops, leisure and services by these non-car modes. Access into Manchester City Centre is excellent with very regular and convenient bus and tram services.
- The masterplan layout of the Proposed Development has been designed to encourage walking/cycling by providing attractive open space and public realm which enhances connectivity and permeability across the Site.

The Framework Travel Plan sets out a package of measures to reduce the transport and traffic impact of the Proposed Development, including:

- Providing travel information packs for residents;
- Implementing initiatives to raise awareness of sustainable travel;
- Promoting public transport and active travel;

A full Travel Plan will be required through the inclusion of a planning condition on any decision notice. This would encourage individuals to choose alternative modes over single occupancy car use.

Priority Action 4 – Food

The capacity exists for the food system to transform from a carbon source into a sink; capturing carbon as a means to increase fertility, soil health, water availability and ultimately, food security. Changes to agricultural production, food preparation, consumption and waste are needed at a global level, combined with positive action at an individual, family, community and city-level. We need to grow, buy/sell, cook and eat in a way that supports our local economy, in a healthy and environmentally sustainable way.

The Proposed Development is located in a highly sustainable location is within walking distance of local amenities and is in close proximity to existing sustainable transport provision. As a highly connected site, it is considered that residents will be able to shop for food sustainably without the need for car travel.

In addition, the Site is within a 0.5km (walk) of a Nisa Local, a 1.2km (walk) of ASDA Longsight and a 2km (walk) of a Tesco Extra on Hyde Road. All of these facilities are easily accessible by foot or cycling.

Priority Action 5 – The things we buy and throw away

Whilst this priority action is aimed more at influencing individual choices rather than development activities but is felt that the Proposed Development still contributes to the following headline action:

“Recycle: when a product or material finally reaches the end of its current life we need to ensure it is recycled”.

The Proposed Development includes appropriate waste recycling facilities. The proposed Site Waste Management Strategy highlights that the provision complies with waste standards, in terms of storage, recycling and management. This will support recycling within the Proposed Development.

Priority Action 6 – Green infrastructure and nature-based solutions

Our parks, gardens, woodlands, street trees and other elements of the city’s green infrastructure have an essential role to play in helping Manchester to meet its climate change objectives. This is in terms of both adapting Manchester to the changing climate (by helping to manage flood risk and heat stress) and helping to reduce our CO2 emissions (to stay within our carbon budget we need our land to become a net remover of carbon). And at the

same time also delivering myriad other benefits such as improved health, increased biodiversity, supporting jobs, creating attractive neighbourhoods, and many others.

The Framework is clear that the headline action for this priority action is to *“ensure that the city’s climate change objectives are fully embedded into the development and implementation of a refreshed Green & Blue Infrastructure Strategy”*. The Framework also cites an aspiration from the GM IGNITION project to *“increase urban green infrastructure by 10% by 2038, from 2018 levels”*.

Ecosystems play an important role in regulating climate. They currently absorb roughly half of manmade carbon emissions. Biodiversity and ecosystem services help to adapt to and mitigate climate change. They are therefore a crucial part of the effort to combat climate change. Healthy ecosystems are more resilient to climate change and so more able to maintain the supply of ecosystem services on which our prosperity and wellbeing depend. The underlying principle of green infrastructure is that the same area of land can frequently offer multiple benefits if its ecosystems are healthy.

As described earlier in this Statement, the provision of green infrastructure is integral to the Proposed Development and the wider City. A number of landscaping and public realm measures incorporated into the proposals will enhance the ecological value of the Site, including:

- A new public park which will improve the quality of the green and blue infrastructure, and the streetscape; therefore, improving the routes and connectivity to the existing green and blue infrastructure offer, including green space to the south of Hyde Road and Pin Mill Brow park and lake which is located c. 500m to the northwest of the Site.
- Public open green space and private gardens to be enjoyed by residents and visitors.
- Tree planting, including street trees and open landscaping will allow light and natural surveillance through the development and surrounding spaces.
- Planting provision designed to enhance the ecological value of the Site.

These measures are designed into the scheme and would be committed to through the Planning Application.

Conclusion

Further details on how the Proposed Development will incorporate the measures to mitigate the impact associated with Climate Change are described in Chapters 4 and 6 of this Statement.

In summary, it is considered that the Proposed Development supports Manchester City Council’s aspirations on Climate Change and, specifically, the Council’s Climate Change Framework 2020-2025.

Appendix 2: Green and Blue Infrastructure Statement

<i>Vision:</i> By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City’s communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.	<i>Response:</i> • The development incorporates a large amount of high quality public realm, including a new community park that will serve future residents as well as residents within the local area and visitors. • The public realm being delivered will generate activity and vitality around the Site. Residential dwellings fronting the park will also generate natural surveillance which will further enhance safety in the area. Overall, the Proposed Development will promote accessibility and legibility with clear walkways around the Site. • The new park provides an informal green spaces and play area whilst also creating strong connections through the Site. The Proposed Development incorporates the delivery of 187 trees as well as areas of shrubbery and wildflower meadows. • The proposed trees will form an essential element in the street scene and townscape, along with ornamental planting and the public realm environment. Planting provision designed to enhance the ecological and aesthetic value of the Site.
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Objectives established to enable the vision to be achieved: 1. Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers. 2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth. 3. Improve connectivity and accessibility to green and blue infrastructure within the City and beyond.	Response: • The development includes a new park, play area and rain gardens which will improve the quality of the green and blue infrastructure and the streetscape; therefore, improving the routes and connectivity to the wider green and blue infrastructure offer within the Regional Centre. • A number of landscaping and public realm measures incorporated into the proposals will enhance the ecological value of the Site, including: ○ Planting provision designed to enhance the ecological and aesthetic value of the Site; and ○ Tree planting, including street trees and open landscaping will allow light and natural surveillance through the development and surrounding spaces. • The Proposed Development incorporates a large amount of public realm enhancements, including a new community park with play spaces. The addition of a park and other public realm and landscaped areas creates public spaces for people to relax, play in and enjoy. The Proposed Development delivers public spaces and areas of landscape that enhance Manchester's wider green and blue infrastructure network. • The large amount of public realm, namely the new public community park, enhances Manchester's wider green and blue infrastructure network. In particular, the new park will provide space to be enjoyed by local residents and will allow the Proposed Development to generate activity and vitality in the area. Residential dwellings fronting the park will also generate natural surveillance which will further enhance safety in the area.
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4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.	• The redevelopment of the currently underutilised Site will support the creation of a new residential led neighbourhood. The addition of the new public park and other landscaped and public realm areas will be accessible to future and existing residents within the area, nearby residential neighbourhoods, and the wider Regional Centre. The addition of a new park and public realm will provide additional green open space for local communities to come together, interact and play, thus improving community cohesion. • By enhancing the green and blue infrastructure and improving the amenity of the area, local residents will benefit from activated streets, thereby enhancing the vitality of the local area. The inclusion of public realm may increase passive surveillance, making a positive contribution to reducing localised crime and increasing safety. • Furthermore, by improving and enhancing the visual amenity of the Site and the safety and provision of the public realm, members of the community will be more attracted to these spaces and to undertaking sustainable modes of travel, such as walking and cycling. This has the potential to reduce reliance on private car journeys and generate health benefits associated with walking and cycling.
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