



R S 786 Ltd
The Band Stand, Wall Way, Gorton, Manchester,

Redevelopment of the former Bandstand public house site for residential development

PLANNING STATEMENT

August 2026

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1. Introduction

- 1.1 This Statement is prepared by Peacock + Smith in support of a planning application for the redevelopment of a vacant site formerly occupied by a public house known as The Band Stand, and its associated car parking area, located at Wall Way, Gorton, Manchester. It is submitted on behalf of our client, R S 786 Ltd.
- 1.2 The application site currently consists of vacant, previously developed land and measures approximately 0.63 Ha (1.56 acres). The site contains a large amount of hardstanding (that used to be the car parking area for the pub) as well as some rough ground and self-seeded scrub vegetation. The proposal seeks to redevelop the site for residential purposes, with the proposed units being formed of both houses and apartments
- 1.3 The full application proposes the redevelopment of previously developed site for residential purposes, comprising the erection of 30 no. houses and ancillary development including associated landscaping and car parking. An existing access from Wall Way is to be modified to suit the access needs of the development.
- 1.4 Vehicular access into the site would continue to be taken from Wall Way as at present.
- 1.5 Various pre-application discussions have taken place with the Local Planning Authority, namely with Ian Jarvis, Planning Officer, at Manchester City Council, and written comments were received in November 2022, August 2023 and April and May 2024.
- 1.6 Subsequent pre-application discussions were throughout 2025 and 2026. The LPA pushed for the scheme to exclude the apartments within the scheme and sought a scheme which encompassed housing which could be used by families. The current scheme addresses these concerns and delivers a scheme for family housing.

Purpose and Structure of Report

- 1.7 This report seeks to address all relevant planning considerations prior to drawing conclusions as to the merits of the application. The remainder of this report is structured as follows:
 - **Section 2:** describes the site and considers any planning history;
 - **Section 3:** describes the proposed development;
 - **Section 4:** positions the proposals in the context of planning policy;
 - **Section 5:** considers the key planning issues in the context of the relevant planning policy and analyses the planning considerations relevant to the proposal;

- **Section 6:** outlines the benefits of the proposal; and
- **Section 7:** provides a summary and conclusions, taking account of the planning balance

1.8 This Planning Statement is the main overarching statement which considers the application as a whole. It should be read in conjunction with the other documents submitted in support of the application which include:

- Design and Access Statement, prepared by Atelier MB;
- Transport Statement, prepared by Axis PDL;
- Preliminary Tree Report prepared by Murray Tree Consultants;
- Phase 1 Preliminary Risk Assessment prepared by LK Group;
- Energy Statement prepared by Parker Wilson Consulting;
- Preliminary Ecological Assessment, prepared by Tyrer Ecological Consultants Ltd;
- Biodiversity Net Gain Assessment prepared by Tyrer Ecological Consultants Ltd; and
- Flood Risk Assessment prepared by AJP.

2. Site Description and Planning History

- 2.1 The purpose of this section is to describe the application site and its context and explain the planning history of the site.

Site Description and Local Context

- 2.2 The site is located on the northern side of Wall Way in Gorton. The site is shown in **Figure 1** below and measures approximately 0.63 hectares (1.56 acres).



Figure 1: Site Location

- 2.3 The site is previously developed land and currently consists of rough ground/scrubland and former car park hardstanding. The site used to be occupied, in part, by the buildings associated with The Band Stand public house. The car parking area still evident at the site was used in conjunction with the pub operation. There are limited trees within the main body of the site, although there is a tree line to the eastern boundary of the site.
- 2.4 The site is in close proximity to Gorton Lower Reservoir, the Debdale Outdoor Centre and Debdale Park that lie to the east of the site. To the north of the site is a soft landscaped area surrounding Gore Brook. To the south is Wall Way and to the west of the site is a Holiday Inn Express hotel and its associated car park.

- 2.5 Within the immediate area, there are other commercial properties, also accessed from Wall Way, including a McDonalds restaurant and a Pure Gym which are both open 24 hours. The nearest residential accommodation is approximately 100m away, to the south, on the opposite side of Hyde Road. Gorton district centre is located approximately 280m away to the west.
- 2.6 The site is not within a conservation area, but the Gore Brook Valley Conservation Area is located approximately 110m away to the west. The nearest listed buildings to the site are the Grade II listed Gorton House to the east of the site, approximately 160m away, and the Grade II listed 56-60 Tan Yard Brow to the north-west of the site, approximately 170m away. Due to the distance of the application site from these heritage assets, as well as intervening buildings and mature vegetation, the proposal would not be seen in the context of the conservation area and the nearest listed buildings.
- 2.7 The site is within Flood Zone 1 so is at low risk of flooding from rivers and the sea, however the site is at risk from reservoir flooding.
- 2.8 Frequent bus services run along Hyde Road, connecting the application site to various places including Manchester City Centre, Stockport and Ashton-under-Lyne. The nearest train station to the site is Ryder Brow which is approximately 800m away.
- 2.9 In summary, the application site comprises vacant previously developed land that used to accommodate a public house and its associated car park. The surrounding area is characterised by commercial uses, a hotel and outdoor activities involving Debdale Reservoir and Debdale Park. The site currently consists of rough ground/scrubland/hardstanding. The nearest conservation area is approximately 110m away and the nearest listed building is approximately 160m away. The site is within Flood Zone 1 but is at risk of reservoir flooding. The site is highly accessible via public transport.

Planning History

- 2.10 In order to fully understand the development context of the site in the preparation of this planning application, a full planning history search, using publicly available sources, has been undertaken. A review of Manchester's Public Access system has revealed a number of relevant planning applications at the site:
- **036109** -Erection of a hotel and associated facilities, 23 dwellings, business units (class B1) and open space with vehicular access from Hyde Road and from Tan Yard Brow. Refused 19 April 1990.

- **039868/OO/CENTL3/91** - Erection of 150 bedroom hotel, restaurant & bars, conference and leisure facilities, lockup retail units and erection of drive-in fast food restaurants. Approved 17 November 1994.
- **047823/MO/CENTL3/95** - RESERVED MATTERS Details of design, siting, external appearance, and landscaping for drive thru restaurant (approved under outline application 039868/OO/CENTL3/91). Approved 6 September 1995.
- **055097/FO/CENTL2/98** - Erection of a public house/ restaurant with playbarn, external play area and managers accommodation, and three storey 98 bed detached hotel with associated car parking & landscaping, with provision of footpaths. Approved 30 December 1998.
- **056819/AO/CENTL2/99** - Erection of 4.7 metre high gantry sign and various directional signs and various illuminated and non-illuminated brewery signage on building. Approved 6 July 1999.
- **082708/FO/2007/N2** - Erection of freestanding building within existing beer garden. Approved 14 June 2007.
- **085600/AO/2008/N2** - Installation of various illuminated and non-illuminated freestanding and fascia signs. Split decision 30 April 2008.
- **115091/FO/2017** - Change of use from public house/restaurant to banqueting hall and restaurant (Sui Generis) together with associated single storey extensions, elevational alterations, boundary treatment and landscaping following removal of outdoor play area, demolition of the pavilion and alteration to car parking layout. Refused 29 July 2017 and subsequent appeal dismissed.

Key Summary

- 2.11 The application site comprises vacant, previously developed land. The surrounding area has a mixture of uses, including outdoor sports and recreation and commercial uses (hotel, gym, fast food restaurant). The nearest residential accommodation is approximately 100m away. The nearest designated heritage asset is 110m away (Gore Brook Valley Conservation Area). The site is within Flood Zone 1 but is at risk of reservoir flooding. The site is accessible via public transport (train and bus). A number of planning applications have been granted previously at the site for a variety of development.

3. Proposed Development

- 3.1 This Section provides an overview of the proposed development. It should be read in conjunction with the Design and Access Statement prepared by Atelier MB Architects.

The Proposal

- 3.2 Full planning permission is sought for the redevelopment of the site for residential purposes. The revised scheme proposes 30 residential units comprising 11 no. terraced houses, 18 no. semi-detached properties and one detached house together with associated works, including car parking and landscaping. The proposed development seeks to make the most efficient use of the site whilst providing much needed residential accommodation in this part of Manchester. Figure 2 below shows an image of the proposed site plan:

Figure 2: Proposed Site Plan



- 3.3 The development would encompass three different styles of properties including:

- 20 no. Type A properties – 4 bed/ 6 persons;
- 8 no. Type B properties – 4 bed/ 8 persons; and
- 2 no. Type C properties – 3 bed properties.

- 3.4 The site would be accessed by vehicles from Wall Way, which itself is accessed off Hyde Road. Pedestrian access into the site would also be from Wall Way.
- 3.5 The south-east corner of the site is proposed to be gifted to the City Council to be used as a landscaped area. The landscaping of this area would be carried out as part of the landscaping works for the rest of the site, but then handed to the Local Authority on completion for its ongoing maintenance. This landscaped space is intended to merge and form an extension to the 'Yellow Brick Road' cycle improvement works that were recently approved adjacent to the site – planning application ref. 131555-VO-2021.
- 3.6 The scheme has been revised following a series of discussions with the LPA. The scheme was originally apartment led, but following discussions, the site is now entirely housing which would support families as requested by the LPA.

Key summary

- 3.7 The proposal relates to the redevelopment of previously developed land for residential purposes, to include the erection of 30 dwellinghouses. The proposed development seeks to make the most efficient use of the site whilst providing much needed residential accommodation within the Gorton area of Manchester.

4. Planning Policy Context

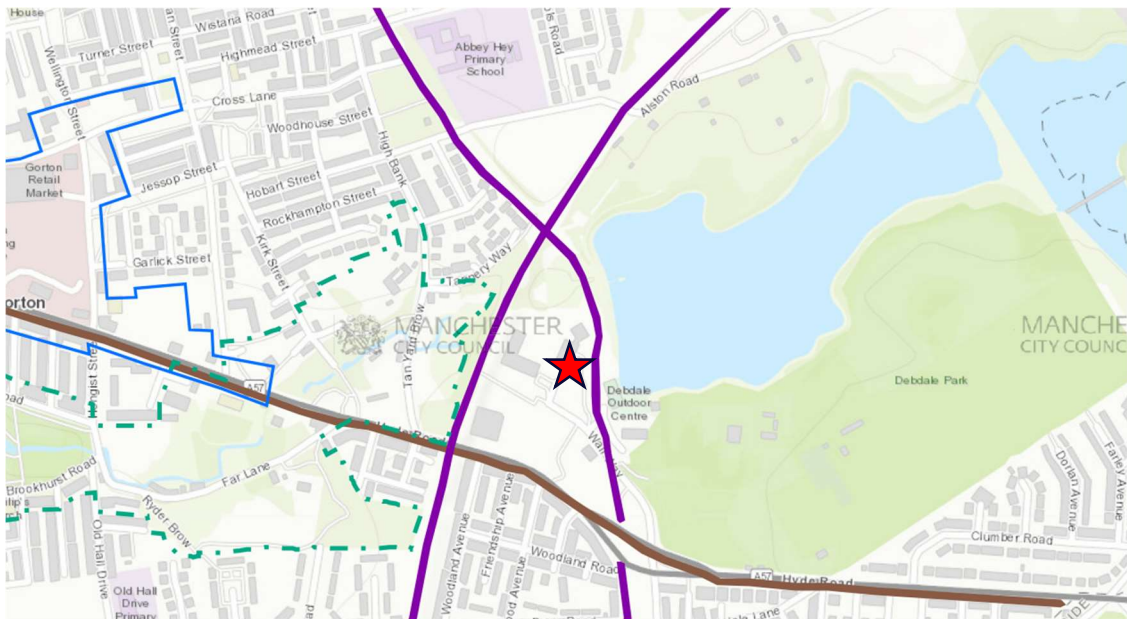
- 4.1 This section outlines the relevant national, strategic and local planning policies against which the proposals will fall to be considered.
- 4.2 Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act require that planning decisions should be taken in accordance with the development plan unless material considerations indicate otherwise.

The Statutory Development Plan

- 4.3 The Development Plan for Manchester consists of:
- the Core Strategy, adopted 11 July 2012;
 - saved policies from the Unitary Development Plan, adopted in 1995; and
 - Places for Everyone, adopted March 2024.
- 4.4 Material policy considerations include:
- Any emerging development plan;
 - National Planning Policy Framework (August 2026), which is supported by the Planning Practice Guidance (PPG) (as updated);
 - National Design Guide (October 2019, as updated); and
 - Any relevant Supplementary Planning Documents (SPDs).

Development Plan

- 4.5 In respect of the application site, an extract from the Interactive Proposals Map is provided below:



- 4.6 The application site is denoted by the red star ★. The purple lines to the east and west of the site represent Major Recreational Routes (covered by saved UDP Policies GO13 and GO14). The brown line to the south represents a Major Road Environmental Improvement Corridor (along Hyde Road). The green broken line to the west relates to the eastern boundary of the Gore Brook Valley Conservation Area. The blue solid line denotes the boundary of Gorton district centre.
- 4.7 The site is within the area known as 'East Manchester' for the purposes of the Core Strategy, but this is not reflected in the above image. The site is also covered by saved Policy GO12 of the Unitary Development Plan, but this again is not reflected on the Policies map.
- 4.8 Taking account of the Proposals Map and the Development Plan as a whole, it is considered that the following planning policies are relevant in determining the application.

Core Strategy (2012)

- 4.9 The Core Strategy sets the out the long-term strategic policies for Manchester's future development and forms the framework that planning applications will be assessed against up to 2027.
- 4.10 **Policy SP1 Spatial Principles** – Outlines the key spatial principles that will guide the strategic development of Manchester to 2027. It states that the Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living. Beyond this there will be an emphasis on the creation of neighbourhoods of

choice, providing high quality and diverse housing around district centres. Development should be well designed, minimise emissions, reuse previously developed land wherever possible and provide good access to sustainable transport provision.

- 4.11 **Policy EC5 East Manchester** – States that the Council will promote development which takes advantage of key transport infrastructure such as the arterial roads (including Hyde Road) and public transport networks, such as bus routes.
- 4.12 **Policy H1 Overall Housing Provision** – States that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year. New housing will be predominantly in the North, East, City Centre and Central Manchester. In East Manchester, densities are expected to be around 40 units per hectare, and the type, size and tenure of the housing mix will be assessed on a site by site basis, influenced by local housing need and economic viability. Outside the Inner Areas the emphasis will be on increasing the availability of family housing. The policy also states that 90% of residential development should be on previously developed land.
- 4.13 **Policy H4 East Manchester** – Over the lifetime of the Core Strategy, East Manchester will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. The section in the Core Strategy following Policy H4 states that (at the time of adoption in 2012) 51% of housing in this area consists of 2-bedroom houses or apartments and the Housing Need and Demand Assessment 2010 showed that there is a need for 3-4 bedroom family housing and detached housing within East Manchester.
- 4.14 **Policy H8 Affordable Housing** – Requirements for affordable housing or an equivalent financial contribution apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. The City-wide target is 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. Affordable housing units should be inclusively designed to reflect the character of development on the site.
- 4.15 **Policy T2 Accessible areas of opportunity and need** –The Council will ensure that new development is located to ensure good access to the City's main economic drivers, including the Regional Centre, and is easily accessible by walking, cycling and public transport so that residents are connected to jobs, centres, health, education, open space and leisure opportunities. Outside of the City Centre, new development should provide appropriate car parking facilities and the need for disabled and cycle parking, taking account of the guidance in

Appendix B, however the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.

- 4.16 **Policy EN1 Design Principles and Strategic Character Areas** - All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance.
- 4.17 **Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development** - All development must follow the principle of the Energy Hierarchy. The use of building materials with low embodied carbon in new development and refurbishment schemes is encouraged.
- 4.18 **Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies** - Applications for residential development of 10 or more units will be expected to meet minimum CO2 emissions reduction targets as specified in the policy, unless this can be shown not to be viable. This should be demonstrated through an energy statement.
- 4.19 **Policy EN8 Adaptation to Climate Change** - All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.
- 4.20 **Policy EN9 Green Infrastructure** - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function, and promote new planting, particularly where this can enhance green links in the urban area.
- 4.21 **Policy EN10 Safeguarding Open Space, Sport and Recreation Facilities** - Proposals will be supported that increase accessibility to green corridors and enhance biodiversity.
- 4.22 **Policy EN14 Flood Risk** - Development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. This should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure.
- 4.23 **Policy EN15 Biodiversity and Geological Conservation** - Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas.

- 4.24 **Policy EN16 Air Quality** – The Council seeks to improve air quality within Manchester. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development.
- 4.25 **Policy PA1 Developer Contributions** – Where needs arise as a result of development, the Council will seek to secure planning obligations on a site by site basis.
- 4.26 **Policy DM1 Development Management** – States that all development should have regard to the specific issues including siting, layout, scale, form, massing, materials and detail, impact on the surrounding areas in terms of the design, scale and appearance, the character of the surrounding area, effects on amenity, accessibility, adequacy of internal accommodation and external amenity space, refuse storage and collection and car parking.
- 4.27 **Appendix B** of the Core Strategy gives information regarding Parking Standards, including for disabled people, cycles and motorcycles. However, it is noted that Appendix B does not contain any standards for residential car parking or cycle parking.

Saved policies from the Unitary Development Plan (1995)

- 4.28 **Policy DC26 Development and Noise** – The Council will use the development control process to reduce the impact of noise on people living in the City and consider the implications of new development being exposed to existing noise sources. New housing will be permitted subject to it not being in locations that would expose it to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced.
- 4.29 **Policy G012 Leisure and Recreation** – The Council will permit proposals in line with the Gore Brook Valley Park Strategy to create an informal open space linking Sunny Brow Park and Debdale Park and will refuse planning permission for proposals which conflict with that objective. Further improvements will include leisure uses on land adjacent to Gorton Reservoir.
- 4.30 **Policy G013 Leisure and Recreation** – The Council will create a green link from Abbey Hey to Highfield Country Park in Levenshulme along the disused rail line.
- 4.31 **Policy G014 Leisure and Recreation** – The Council will protect the line of the former Stockport Branch Canal from development and provide a green link from Debdale Park to the wider community in East Manchester.

Places for Everyone (PfE) (2024)

- 4.32 Places for Everyone (PfE) is a strategic level Development Plan document for nine of the ten Greater Manchester Local Authorities. It was formally adopted on 21 March 2024. PfE provides a vision and strategic policies for development across the nine authorities, alongside the Local Plan for Stockport. It is one of a suite of documents that will support the Greater Manchester Combined Authority's growth and reform ambitions and devolution agreement. It establishes the quantity of development, including economic development and housing requirements for each district, and key locations for delivery. Relevant policies are considered to be:
- 4.33 **Policy JP-S1 Sustainable Development** - Preference will be given to using previously developed (brownfield) land and vacant buildings to meet development needs.
- 4.34 **Policy JP-S2 Carbon and Energy** - Developments should incorporate adequate electric vehicle charging points to future proof for the likely long-term demand.
- 4.35 **Policy JP-S5 Flood Risk and the Water Environment** - Development should be located and designed so as to minimise the impacts of current and future flood risk.
- 4.36 **Policy JP-H2 Affordability of New Housing** - This policy aims to deliver at least 50,000 additional affordable homes across Greater Manchester up to 2037, with at least 60% being for social rent or affordable rent. It also promotes the provision of affordable housing, either on or off-site, as part of new developments.
- 4.37 **Policy JP-H3 Type, Size and Design of New Housing** - Development should seek to incorporate a range of dwelling types and sizes. Housing provision should accommodate specific groups.
- 4.38 **Policy JP-H4 Density of New Housing** - New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport.
- 4.39 **Policy JP-G7 Trees and Woodland** - This policy aims to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them. It also aims to encourage habitat diversity through conserving and managing existing woodland and trees.
- 4.40 **Policy JP-P1 Sustainable Places** - Development should respect and acknowledge the character and identity of the locality in terms of design, siting, size, scale and materials used, be easy to move around for those of all mobility levels, and be well-connected to other places, particularly by public transport.

- 4.41 **Policy JP-P2 Heritage** – Developments should deliver positive benefits that sustain and enhance the historic environment.
- 4.42 **Policy JP-C2 Digital Connectivity** – There is a requirement for all new development to have full fibre to premises connections, unless technically infeasible, and to incorporate multiple-ducting compliant with telecoms standards, to facilitate future-proof gigabit-capable network connections.

Material Considerations

- 4.43 Material considerations are:

- The National Planning Policy Framework;
- The National Design Guide;
- Any emerging Development Plan;
- Relevant Supplementary Planning Documents (SPDs); and
- Manchester Residential Quality Guidance.

- 4.44 Each are considered in turn.

National Planning Policy Framework

- 4.45 The most recent version of the National Planning Policy Framework (NPPF) was published in August 2026.
- 4.46 **Section 4** of the NPPF entitled 'Achieving Sustainable Development' states that the objective of the policies in the Section is:

to meet development needs through sustainable patterns of development, including by maximising the potential for growth on suitable land within settlements, enabling development which will support the rural economy, rural communities and the provision of infrastructure, and limiting development away from settlements to help safeguard the intrinsic character and beauty of the countryside.

- 4.47 **Policy S3** sets out the presumption in favour of sustainable development. It sets out that decisions on development proposals should apply a presumption in favour of sustainable development. This means that Policy S4 should be applied when considering development proposals within settlements;

4.48 Policy S4 states that

1. Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.

4.49 Policy H7 relates to meeting the need for homes. It set out that

"substantial weight should be given to the benefits of providing homes which will contribute towards meeting the evidenced accommodation needs of the community, as identified through needs assessments prepared for the area of the local planning authority and other relevant evidence. This includes, but is not limited to, homes needed for different groups assessed under policy HO1."

4.50 Section 12 of the NPPF relates to making effective use of land. It sets out that:

The objective of the policies in this chapter is to promote the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

4.50 Policies L1 to L3 subsequently cover this in more detail ensuring that development is of sufficient density to optimise the development within settlement boundaries and limit the amount of land required for development outside settlement boundaries.

4.51 Section 14 of the NPPF seeks to deliver well designed schemes. The stated objective of this section is:

to promote high quality, healthy, inclusive and sustainable places, through setting clear expectations about design outcomes and the use of relevant tools and processes.

4.52 Policy DP4: The design process states that

1. Design quality should be considered throughout the evolution, assessment and delivery of development proposals, including through any pre-application engagement; as outlined in Part 2 of the Design and Placemaking planning practice guidance.

4.53 Section 15 covers promoting sustainable transport. It states that:

The objective of the policies in this chapter is to ensure that transport considerations are taken fully into account in the preparation of development plans and the evolution and

assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places.

National Design Guide (2019)

- 4.54 The National Design Guide (NDG) was published on 1st October 2019, and updated in January 2021. It sets out the characteristics of well-designed places and demonstrates what good design means in practice.
- 4.55 It forms part of the government's collection of planning practice guidance and should be read alongside the separate guidance on design process and tools.
- 4.56 The Design Guide gives guidance on Context, Identity, Built Form, Movement, Nature, Public Spaces, Uses, Homes and Buildings, Resources and Lifespan.
- 4.57 The Guide also sets out the components of good design in paragraph 20, stating that:

"Buildings are an important component of places and proposals for built development are a focus of the development management system. However good design involves careful attention to other important components of places. These include:

- *the context for places and buildings;*
- *hard and soft landscape;*
- *technical infrastructure – transport, utilities, services such as drainage; and*
- *social infrastructure – social, commercial, leisure uses and activities".*

Emerging Development Plan

- 4.58 A Local Plan Review is currently taking place. A revised Local Plan will replace the existing Core Strategy and extant Unitary Development Plan policies and will be set in the context of the recently adopted Places for Everyone (PfE) document. A consultation on issues took place from February to May 2020. A consultation on the draft Local Plan was due to take place in the summer of 2023, however there is no information available on the Council's website about this. The Council's Local Development Scheme (from June 2022) anticipated that the new Local Plan will be adopted in the winter of 2024.

Supplementary Planning Documents (SPDs)

4.59 Within Manchester there are two relevant SPDs:

- Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, adopted April 2007; and
- Providing for Housing Choice Supplementary Planning Document and Planning Guidance, adopted September 2008.

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

- 4.60 Chapter 2 relates to Design. It states that each new development should be designed having full regard to its context and the character of the area and the layout of a development should achieve a unified urban form which blends in with, and links to, adjacent areas. In order to reduce reliance on the car, residents should be within easy walking distance of facilities such as public transport, and developers should have regard to the impact a new development may have on the local traffic network. The chapter goes on to state that successful neighbourhoods offer a choice of housing to enable residents to continue to live in an area as their needs and aspirations change and the Council will expect developers to comply with the standards detailed in its "Design for Access 2" Manual.
- 4.61 Chapter 3 concerns Accessibility and states that quality design requires developments to be fully inclusive and accessible.
- 4.62 Chapter 4 relates to Environmental Standards and says that developers will be expected to submit a statement on how their proposal will achieve the environmental standards set out in the chapter. Issues to consider include Energy Efficiency, Renewable Energy, Environmental Design, Water Management and Biodiversity.
- 4.63 Chapter 6 relates to Parking Guidelines and states that car parking should be designed innovatively and imaginatively and be sensitively located so that it does not dominate the street scene. It should ideally be provided to the rear, side of, or beneath the building. Adequate car parking provision is required for disabled people.
- 4.64 Chapter 7 refers to Housing Density and Mix and states that new housing development must be designed having regard for the immediately adjoining buildings and the townscape of the wider area. Diversity in terms of the type and size of new housing is required to provide a quality range of housing.

- 4.65 Chapter 8 relates to Preventing Crime. Crime prevention measures should be considered in the design of the proposal, including the use of measures such as informal surveillance, door and window locks and gated car parking courtyards.
- 4.66 Chapter 9 relates to Design for Health and states that improving the design of dwellings is a way of also improving the health of the occupants.
- 4.67 Chapter 10 deals with Internal Design Principles and the Provision of Space within Housing. New housing should have a high standard of internal design, and all residents should enjoy useable private amenity space. All new developments should have on-site amenity space that is fit for purpose and relates to the character of the area.

Providing for Housing Choice Supplementary Planning Document and Planning Guidance (2008)

- 4.68 The SPD states that it is important that everyone living in Manchester has the opportunity of a decent, affordable and accessible home. It also states that the range of available housing should support the City's economic growth and develop and sustain neighbourhoods, attracting families and workers. A diverse range of housing provision should be provided.
- 4.69 The guidance proposes a City-wide target for 20% of new housing provision to be affordable, and the requirement for affordable housing shall apply to developments of 15 houses or more, or sites of 0.3 hectares and above. As with Core Strategy Policy H8 above, the guidance states that it is envisaged that 5% of new affordable housing provision will be social rented and a further 15% will be intermediate housing, thereby delivering affordable home ownership options. Good practice in respect of delivering affordable housing for rent is that it should be owned and managed by a Registered Social Landlord (RSL). This SPD states that this guarantees that the homes will be affordable in perpetuity and let in accordance with the national rent regime. The presumption is that affordable housing will be provided on the application site. The SPD also states:

"The types and size of housing provision suitable for each site will vary and should take account of the housing need of the immediate neighbourhood, the location of the site relative to services, facilities and public transport; and the type and form of development appropriate to the character of the area".

Manchester Residential Quality Guidance (2017)

- 4.70 This document sets out design standards that provide clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live, and also raise the

quality of life across Manchester. It outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester, without being overly prescriptive. The document is interim guidance within the context of the existing Core Strategy. As the Council is reviewing the Core Strategy, the intention is for the Residential Quality Guidance to be reflected within the new Local Plan. The document does state however that significant weight will be given to the current guidance in planning decisions.

- 4.71 The guidance is split into nine chapters that cover various aspects of design. The nine components, when combined, inform and help to create high quality residential development within Manchester. The guidance is based on a principle of 'Comply or Justify'. Where a proposal does not comply with the guidance, justification will need to be provided as to why this is the case. Developers must demonstrate that their scheme will deliver a finished project of the very highest quality that aligns with the thrust of what the guidance seeks to achieve.
- 4.72 The guidance recognises that the population of Manchester is constantly changing. Residential developments should therefore deliver a range of housing types and tenures that anticipate and fulfil the needs of different demographic groups. It also states that the sustainable development of Manchester depends on reducing dependence on the car. Therefore, residential proposals should consider the manner in which they encourage access to the wider public transport network.
- 4.73 With regard to car parking standards, the guidance states that outside the City Centre new apartment development will be expected to provide 100% parking provision as a starting point. Reduced on-site provision may be justified on the basis of certain factors, e.g. additional cycle parking (4 cycle spaces per car park space), demonstrating that provision of full parking provision will unacceptably compromise the development's active frontages and relationship with the street, and provision of robust evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.
- 4.74 The Guidance states that developers will be encouraged to deliver residential units that exceed Manchester's emerging space standards, which combine the Nationally Described Space Standards and the London Housing Design Guide space standards.
- 4.75 In terms of private amenity space, residential schemes should provide no less than 5 sq. m in the case of one bed units, 7 sq. m for two bedroom units and 9 sq. m for three bed units. For private amenity space to be successful and fulfil its function it should be located in the right place to ensure that it is usable.

Key Summary

4.76 From a review of the planning policy framework and pre-application discussions undertaken, it appears that the main issues in the determination of the application are:

- The principle of development and accordance with the Development Plan;
- Design, layout and impact on the character of the area;
- Residential amenity;
- Affordable housing;
- Highway matters including impact and accessibility;
- Flooding;
- Landscaping and Ecology;
- Sustainability; and
- Security.

5. Planning Assessment

5.1 The planning policy review at section 4 has established the local and national planning policy considerations which are key in the consideration of the aspects of this application. Pre-application discussions have also been held with Ian Jarvis, planning officer at Manchester City Council. Based on this background work, it appears that the main issues in the determination of the application are:

- The principle of development and accordance with the Development Plan;
- Design, layout and impact on the character of the area;
- Residential amenity;
- Affordable housing;
- Highway matters including impact and accessibility;
- Flooding;
- Landscaping and Ecology;
- Sustainability; and
- Security.

5.2 Each of these issues are considered in turn below.

Principle of Development

5.3 The NPPF and other approved planning policy sets out a presumption in favour of sustainable development. For proposals to be sustainable, they should secure net gains across social, economic and environmental objectives. It is considered that the proposal would represent sustainable development as it would provide much needed residential accommodation in an accessible location, close to frequent service bus routes that would connect the site to various large centres including Manchester, Stockport and Ashton-under-Lyne. The site is within walking distance of Gorton district centre where a large variety of shops, services and businesses can be found. The proposal would also involve the redevelopment of previously developed land, as encouraged in the NPPF. The site is previously developed, having formerly accommodated a public house and its associated car park.

5.4 The Manchester Housing Strategy 2022-2032 sets a target of delivering 36,000 new homes in the City by 2032 in response to significant increases in the city's population. The proposal would boost the supply of much needed new homes in this part of East Manchester, thereby helping to meet this new homes target, whilst at the same time contributing to the regeneration of the local area. The mix of housing proposed will consist of family dwelling houses in the form of 30 residential properties designed for habitation by families as requested by Manchester CC in

application discussions. This will therefore appeal to a wide range of households and be compliant with Places for Everyone (PfE) Policy JP-H3 that seeks to incorporate a range of dwelling types and sizes within new housing development. This proposed housing mix has been directly informed by pre-application discussions with Manchester City Council, where it was advised that apartments were not appropriate in this location and therefore, the scheme only consists of dwellinghouses in accordance with the advice received. The proposed houses are appropriate in size, meeting or exceeding the size standards within the Nationally Described Space Standards (NDSS). They would therefore represent well-sized, spacious accommodation for future residents. The proposed dwellings have been designed following this, and other principles, outlined in the Manchester Residential Quality Guidance and the extensive pre-application discussions.

- 5.5 The proposal will be compliant with Core Strategy Policy SP1 and PfE Policy JP-S1 which encourage the re-use of previously developed land wherever possible and Core Strategy Policy H1 which states that 90% of residential development should be on previously developed land.
- 5.6 The proposal will also be compatible with Core Strategy Policy EC5 East Manchester which promotes development that takes advantage of key transport infrastructure such as the arterial roads (including Hyde Road) and public transport networks, such as bus routes.
- 5.7 Policy H4 of the Core Strategy states that by 2027, East Manchester will accommodate around 30% of new residential development and priority will be given to family housing and other high value, high quality development. It also states that there is a need for 3-4 bedroom family housing within this area. The proposal is compliant with this Policy.
- 5.8 The proposal would be compliant with Core Strategy Policy T2 in that it would be located in an area that has good access to the regional centre, including by public transport. It would also have appropriate car parking facilities.
- 5.9 The proposal is a modern, sustainable, energy efficient development and will comply with relevant policies in the Core Strategy in this regard, including Policies EN4, EN6 and EN8. The application is supported by an Energy Statement prepared by Parker Wilson and also covered under the sustainability section of this Statement below.
- 5.10 The development will retain the existing green infrastructure in the south-east corner of the site, provide for new planting throughout the development, and provide access for future residents to the existing adjacent green corridors. The proposal will therefore be compliant with Core Strategy Policies EN9 and EN10.

- 5.11 The proposal has been designed to have an appropriate siting, layout, scale and massing, would be built in high quality materials, would have a positive impact on the surrounding areas in terms of its design, would not have adverse effects on amenity, would be fully accessible, would have satisfactory levels of private external amenity space, and would have an appropriate level of car parking given its location. The proposal would therefore be compliant with Core Strategy Policy DM1.
- 5.12 The application site falls within an area covered by saved Policy GO12 (Leisure and Recreation) of the Unitary Development Plan (UDP). This is a dated policy as it is from the UDP that was adopted in 1995. Policy GO12 states that the Council will permit proposals in line with the Gore Brook Valley Park Strategy to create an informal open space linking Sunny Brow Park and Debdale Park and will refuse planning permission for proposals which conflict with that objective. Further improvements will include leisure uses on land adjacent to Gorton Reservoir.
- 5.13 The Gore Brook Valley Strategy is no longer a saved planning policy, however. Furthermore, the emerging Development Plan does not seek to incorporate any policies in this regard. It was part of an outline planning strategy for Gorton approved in 1971 which put forward the idea of developing the Gore Brook Valley Park into an informal open space linking Sunny Brow Park in the west with Debdale Park in the east, along the line of the Gore Brook. The Gore Brook Valley Strategy therefore informed policy GO12, which incorporated the strategy aims of improving the local environment, providing a comprehensive network of linked open spaces and varied recreational uses and improving access to areas of open land from the surrounding residential areas. The LPA consider that the crucial elements of the Gore Brook Valley Strategy were therefore incorporated into policy GO12 which has become the key consideration for sites within the land identified on the attached plan rather than the Strategy.
- 5.14 Policy GO12 has been discussed extensively with officers during the pre-application discussions. Initial pre-application discussions with the planning officer at the LPA highlighted the presence of saved Policy GO12 and advised a lower density residential development would need to be proposed that contained less hardstanding and more greenery/gardens/amenity space. More family housing would be preferred with less apartments.
- 5.15 The application seeks to improve and enhance the leisure route network in the locality. In terms of links east to west, the site is bound to the west by the hotel network from which there is no potential for additional links. Furthermore, due to extreme level differences with the site being much higher than many boundaries, increased permeability is not possible.

- 5.16 Notwithstanding, the eastern boundary of the site lies adjacent to Gorton Reservoir. Although it would not be possible to create a DDA compliant route along the northern part of this boundary, the levels change in the southern part of the eastern boundary. In this location, the public footpaths between the Gorton Reservoir and where it connects with the wider public footpath network on Wall Way is narrow and passes across the Debdale Centre Car park. This leads to a potential conflict between pedestrians and leisure users and cars undertaking manoeuvres.
- 5.17 The application proposes an improved footpath in this location which will be a material benefits to the wider areas and will help to create informal open space along with improving links fully in accordance with Policy GO12.
- 5.18 In summary, the site is currently vacant and unattractive. The proposal will breathe new life into the site, upgrade its visual appearance with high quality, attractive buildings and provide a large amount of soft landscaping and greenery through the development. At the same time, it would provide much needed new residential accommodation in this part of East Manchester and gift a landscaped area in the south-eastern corner of the site to the City Council to help aid with a green link between the site and the adjacent recreational uses to the east.
- 5.19 It is considered that the proposal will therefore have regeneration benefits due to the upgrading in the appearance of the site and the provision of new housing, The site as existing does not have a through route from west to east, and one is not proposed. However, the application proposes improvements to the south eastern corner of the site which would resolve a current weakness in the north- south link where the public footpath crosses the Debdale Valley car park and where there is potential conflict between pedestrians and vehicles undertaking parking manoeuvres. This would create a community value and would comply with the provisions of Policy GO12.

Design

- 5.20 The submitted Design and Access Statement contains a summary of the amount and types of surface/land use within the site as it was when the public house/car park was in operation, and the proposed situation.
- 5.21 This shows that the amount of soft landscaping in the proposed development is in excess of the situation when the pub and car park were present at the site. The proposal therefore offers an improvement in terms of the amount of greenery at site compared to the former use.
- 5.22 An element of family housing is proposed, on the road frontage, so this would adhere to the advice obtained from the LPA prior to submission of the application which promoted family housing on the site. This terrace would provide an attractive view along Wall Way for people

travelling along this road to gain access to other sites in this area. The apartments proposed would complement the houses and provide for a range of dwelling types within the site, as is encouraged by adopted planning policy as above.

- 5.23 On the above basis, the principle of the development is acceptable, subject to compliance with other detailed policies of the NPPF and Statutory Development Plan. The redevelopment of the site for residential purposes should be allowed in this instance.

Design, appearance, layout and impact on the character of the area

- 5.24 The policies contained within the Core Strategy, Places for Everyone and NPPF, as well as the guidance contained within the Planning and Design Guide SPD as outlined above, collectively require developments to present a good standard of design, demonstrate an understanding of the wider context and also make a positive contribution to the local area.
- 5.25 The application is supported by a Design and Access Statement prepared by Atelier MB Architects. The proposal would provide for the residential redevelopment of this site to provide a mixture of apartments and houses, plus associated works. Following pre-application discussions with the LPA, the site layout has been redesigned to take account of the comments made with regard to the arrangement of the buildings on the site and to reduce the impact/dominance of the on-site car parking when viewed from the road.
- 5.26 Policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF. As described in the Design and Access Statement, the proposed residential properties have been designed to complement and enhance the existing environment.
- 5.27 The proposed development has been designed in partnership with planning officers during the course of the application. Plans have been submitted informally prior to this formal submission including reports. Therefore, it is concluded that the development accords with Policy EN1 of the Core Strategy
- 5.28 In line with the Manchester Residential Quality Guidance and the Guide to Development in Manchester, car parking for the proposal would be sensitively located so as to not dominate views of the site. The off-street, in-curtilage car parking to the front of the terrace of houses along Wall Way would be the most visible but would be broken up by soft landscaping. It is considered that the attractive design of the proposed housing terrace together with the frontage landscaping proposed would make a positive contribution to the street scene.

- 5.29 The materials palette for the development has been carefully selected to create a modern development that looks to sit carefully within its mixed-use setting. The colours of the materials have been chosen so that the development would complement its surroundings.
- 5.30 As above, each new residential unit would meet or exceed the Nationally Described Space Standards.
- 5.31 In light of the above, the design, appearance and layout of the proposal is considered to be consistent with approved policy on good design within the Core Strategy, Places for Everyone, Guide to Development SPD, the NPPF and the National Design Guide.

Residential amenity

- 5.32 The site has been vacant for some time, so its redevelopment would inevitably have some impacts in the local area with regard to the amenity of surrounding occupiers. However, there are no residential dwellings adjacent to the site. The nearest dwellings are approximately 100m away to the south, on the opposite side of Hyde Road. It is acknowledged that directly to the west of the site there is a Holiday Inn Express hotel. As the proposal is for residential development, it will not have any undue impacts that would adversely affect the residents of the hotel rooms. There would be vehicular movements to the proposed new dwellings throughout the day, and to a lesser extent during the night, but these will not be to such an extent so as to adversely affect the amenity of the hotel guests.
- 5.33 In regard to the future residents of the proposed development, the occupiers would have access to sufficient private amenity space in the form of either a private communal garden or balconies and/or private rear gardens and terraces.
- 5.34 Adequate separation distances are proposed between any of the buildings to ensure that sufficient privacy distances will be in place so that no future residents of the development or the existing hotel rooms would suffer from a lack of privacy/undue overlooking.
- 5.35 Each new dwelling proposed would benefit from large windows that would allow acceptable levels of natural light to illuminate the internal spaces and natural ventilation. Each window would have a pleasant outlook, with the easternmost dwellings overlooking Debdale Park and the Gorton Lower Reservoir.
- 5.36 Each dwelling would meet or exceed the internal space requirements set out in the Nationally Described Space Standards.

- 5.37 The City Council's Manchester Residential Quality Guidance is to be used as interim guidance in advance of the new Local Plan being adopted and is a material consideration in the determination of planning applications. It sets out the standards required to ensure quality in residential schemes coming forward. The Guidance is intended to provide a clear indication on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester. It is considered that the proposed development has been designed in accordance with the design guidance outlined within this document.
- 5.38 It is acknowledged that there are several existing 24 hour uses in close proximity to the proposed application site, including a hotel, McDonalds restaurant and Pure Gym operation. Planning permission was also recently granted for a 24-hour EV charging hub to the south of Wall Way (application ref. 134546/FO/2022). However, these uses are located a distance from the proposed development. The development has been designed in a manner to mitigate any impacts. It is considered that there would not be any potential detrimental impacts for the occupiers of the nearby hotel accommodation as a result of the proposal, and the future occupiers of the proposed will also have an acceptable level of amenity. The proposal will therefore be compliant with Core Strategy Policy DM1 and there is no reason why permission should be refused with regard to residential amenity.

Affordable Housing

- 5.39 Core Strategy Policy H8 Affordable Housing states that requirements for affordable housing or an equivalent financial contribution apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. The proposal is therefore liable to provide an element of affordable housing. The Policy states that the City-wide target is for 20% of new housing provision to be affordable, so there is an expectation that the proposed development will provide 20% affordable housing. Of this 20%, it is generally envisaged that 5% of the new affordable housing provision will be social or affordable rented and 15% will be intermediate housing. Affordable housing units should be inclusively designed to reflect the character of development on the site.
- 5.40 In relation to affordable housing, it is proposed that the application

Prior to commencement of development, a scheme for the provision of affordable housing on the site, in line with the definition contained in Annex 2 of the National Planning Policy Framework, shall be submitted to, and agreed in writing by the Council as Local Planning Authority. The affordable housing shall subsequently be provided in accordance with the approved scheme and retained as such thereafter. The scheme shall include the following:

- a) *The number, type, tenure, and location on the site of the affordable housing provision to be made which shall consist of 20% of the total number of dwellings applied for;*
- b) *The timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;*
- c) *The arrangements for the transfer of the affordable housing to an affordable housing provider or the management of the affordable housing;*
- d) *The arrangements for to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing; and*
- e) *The occupancy criteria to be used for determining the identity of prospective and successive occupiers of the affordable housing, and the means by which such occupancy shall be enforced.*

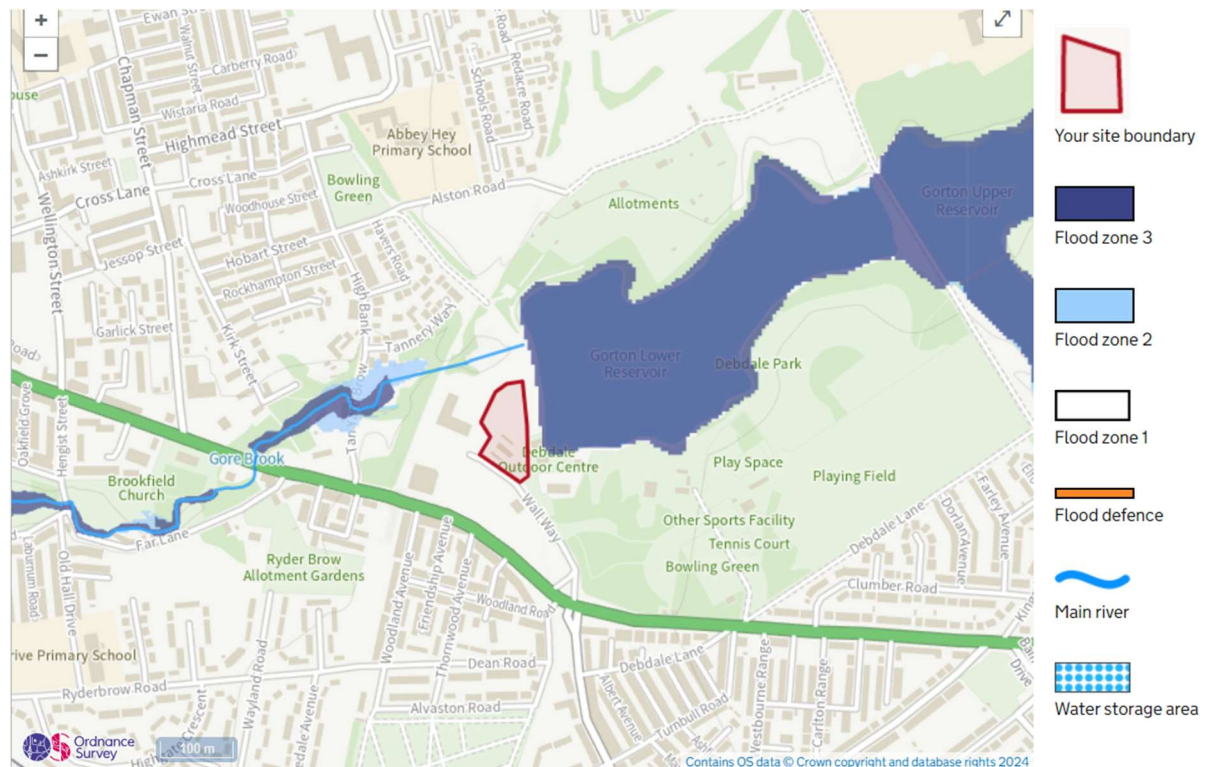
Highway considerations and car parking

- 5.41 Vehicular access into the site would be from Wall Way as existing. This road serves various other sites including the adjacent Holiday Inn Express, the McDonalds restaurant and the Pure Gym buildings.
- 5.42 A Transport Statement has been prepared by Axis which is submitted in support of the application. This report outlines that a high level accessibility review has been undertaken. This concludes that the site is well located with good links to local public transport facilities.
- 5.43 In terms of vehicular access, the existing access which had previously been acceptable for the public house would be suitable to accommodate the development. Furthermore, proposed parking levels including EV charging stations would be acceptable and comply with policy.
- 5.44 In conclusion, there are no reason why planning permission should not be granted in highway transport terms.
- 5.45 Furthermore, a Framework Travel Plan has also been submitted in support of the application. This highlights again that the site is accessible by sustainable modes of transport. The surrounding area exhibits good levels public transport opportunities within acceptable walking distance, particularly to various bus routes on Hyde Road.

Flooding

- 5.46 Figure 1 below outlines an extract of the EA Flood Risk Map. This highlights that the site is located within Flood Zone 1. Therefore, it is at the lowest level of risk.

Figure 1: Extract of EA Flood Map



5.47 The NPPF outlines that in such locations, a Flood Risk Assessment is only required where the site area is above 1 hectare. In this case, the site area is below 1Ha, so accordingly a flood risk assessment is not required. Notwithstanding this, during the initial part of the application process, an FRA was requested. A report was commissioned by AJP and submitted in support of the application.

5.48 This document has been updated to reflect the amended scheme. It outlines no concerns in regard to the development. Therefore, it is considered that there are no flood risk reasons why planning permission should not be granted.

Ecology and BNG

5.49 The application is accompanied by a Preliminary Ecology Assessment prepared by Tyrer Ecological Consultants. The PEA considered all relevant habitats, species, birds mammals and invasive species. It concludes that there are no reasons why planning permission should not be granted subject to suitable RAMs being implemented.

Trees

- 5.50 An Arboricultural Assessment has been undertaken by Mulberry Tree Consultancy. The report is submitted alongside the application. The report considers all trees on site at present, and considered the implications of the scheme on those trees. The report sets out a category of each tree where Category A are high quality trees which should be retained. Subsequently category B trees are those of moderate values with an expected life span of over 20 years, and Category C trees which are low value. Finally, Category U trees are typically, dying, diseased or damaged which are of consequently of no value to be retained and should be removed.
- 5.51 The report considers the value of each tree, its location and also the Root Protection Area which would need to be respected to ensure no damage to the tree occurs through damage to the roots. Notably, it concludes that there are no Category A trees on site. There are limited Category B trees and otherwise the majority of trees on site are Category C or Category U.
- 5.52 The proposed development seeks to retain as many trees as possible, and leads to the loss of a small number of Category B trees. However, the proposed planting scheme seeks to replace these trees as set out in the BNG work.
- 5.53 It is considered that there are no issues why planning permission should not be granted in arboricultural terms.

Sustainability

- 5.54 The application is supported by an Energy Statement prepared by Parker Wilson Consulting. This document considers how the development will seek to use modern construction methods, alongside traditional construction techniques and materials. The construction materials and methods will aim to reduce the energy/carbon demand and seek to provide energy efficiency, sustainability, heating, and lighting and ventilation systems in line with building regulations.
- 5.55 The report considers various aspects of the development. It outlines that the following issues will be considered during the design to ensure that any impact is limited:
- PV design will include glint and glare assessment to ensure that there is no adverse impact;
 - Townhouse heat pumps will be installed externally to minimise floorspace requirements with noise output considered to ensure no impact on residential amenity with low noise options being selected; and

- Heat pump water heaters are proposed within the apartments internally instead of conventional water heaters to ensure that there is no impact on land use.

Key summary

- 5.56 The site represents a highly sustainable and accessible site within the Gorton area of Manchester. The provision of new residential units would meet local needs and would deliver a positive benefit to the housing needs targets within Manchester. Accordingly, the principle of development is entirely suitable.
- 5.57 In terms of technical matters, a series of documents have been prepared and submitted in support of the planning application. These cover a range of technical matters. A Design and Access Statement is submitted which outlines the design philosophy and evolution of the proposal and addresses detailed comments made in pre-application discussions, whilst demonstrating that the proposal is a high-quality scheme that will have benefits for the application site and is sustainable.
- 5.58 A Transport Statement has been prepared which demonstrates that there would be no highway issues arising as a result of the proposed development. Furthermore, other technical reports have been prepared and are submitted in support of the application which demonstrate that there is no ecological, arboricultural, landscaping, flooding, acoustic or any other technical reason why planning permission should not be granted. Accordingly, on this basis, there is no reason why the proposal should not be supported, and planning permission should be granted.

6. Benefits of the Proposed Development

- 6.1 The purpose of this section is to consider the material benefits arising from the development, were the scheme to gain planning permission and be implemented.
- 6.2 The proposed development will deliver a range of benefits which are considered to be material to the determination of the planning application. The benefits include:
- The delivery of a sustainable residential development in a highly accessible location in the Gorton area of East Manchester;
 - The delivery of well-designed, high quality buildings;
 - Upgrading of the appearance of the overall site, therefore enhancing visual amenity within the area and views of the site;
 - The provision of full accessibility to all the apartments and the ground floor level of the proposed houses;
 - The delivery of employment opportunities during construction;
 - Removes a site which is a source of anti-social behaviour at present
- 6.3 It is considered that the proposed development would be of a high quality design and relate well to the existing built form of the mixed-use area. The proposal is located within a sustainable location and would be a welcome alteration at the vacant site.
- 6.4 It is considered that the proposed development accords with the Development Plan and National Planning Policy and represents a sustainable development.

7. Summary and Conclusion

7.1 This Statement is prepared by Peacock + Smith in support of a planning application for the redevelopment of the site of the former The Band Stand public house, Wall Way, Gorton, Manchester. It is submitted on behalf of our client, R S 786 Ltd for residential development on the site of the former Bandstand public house. The application seeks permission for the erection of 30 dwelling houses and the associated landscaping and car parking.

7.2 The report seeks to address all relevant planning considerations prior to drawing conclusions as to the merits of the application. Section 2 of the report describes the site and considers any planning history. It shows that the application site comprises vacant, previously developed land. The surrounding area has a mixture of uses, including outdoor sports and recreation and commercial uses (hotel, gym, fast food restaurant). The nearest residential accommodation is approximately 100m away. The nearest designated heritage asset is 110m away (Gore Brook Valley Conservation Area). The site is within Flood Zone 1 but is at risk of reservoir flooding. The site is accessible via public transport (train and bus). A number of planning applications have been granted previously at the site for a variety of development.

7.3 Section 3 provides an overview of the proposed development. Section 4 of this report outlines the relevant national, strategic and local planning policies against which the proposals will fall to be considered. It considers the Development Plan and other material considerations. From a review of the planning policy framework and pre-application discussions undertaken, the main issues in the determination of the application are:

- The principle of development and accordance with the Development Plan;
- Design, layout and impact on the character of the area;
- Residential amenity;
- Affordable housing;
- Highway matters including impact and accessibility;
- Flooding;
- Landscaping and Ecology;
- Sustainability; and
- Security.

7.4 Section 5 considers the planning policy framework and the issues set out above. It concludes that the principle of development is fully accepted. In terms of technical matters, a series of documents have been prepared and submitted in support of the planning application. These

cover a range of technical matters. A Design and Access Statement is submitted which outlines the design philosophy and evolution of the proposal and addresses detailed comments made in pre-application discussions, whilst demonstrating that the proposal is a high-quality scheme that will have benefits for the application site and is sustainable.

7.5 A Transport Statement has been prepared which demonstrates that there would be no highway issues arising as a result of the proposed development. Furthermore, other technical reports have been prepared and are submitted in support of the application which demonstrate that there is no ecological, arboricultural, landscaping, flooding, acoustic or any other technical reason why planning permission should not be granted. Accordingly, on this basis, there is no reason why the proposal should not be supported, and planning permission should be granted.

7.6 Set against this, planning decisions should consider the planning balance and the significant benefits of the proposal, as per Section 6 of this report. In this case, the benefits are considered to include:

- The delivery of a sustainable residential development in a highly accessible location in the Gorton area of East Manchester;
- The delivery of well-designed, high quality buildings;
- Upgrading of the appearance of the overall site, therefore enhancing visual amenity within the area and views of the site;
- The provision of full accessibility to all the apartments and the ground floor level of the proposed houses;
- The delivery of employment opportunities during construction.

7.7 Accordingly, it is considered that the principle of development fully complies with national and local planning policy. It would deliver a series of material planning benefits which should be given weight in considering the planning balance. A series of technical reports have been submitted in support of the application which collectively outline that there is no reason why planning permission should be refused. Accordingly, it is requested that planning permission be granted as soon as reasonably practicable.