



Oldham Road, Manchester
Planning and Tall Building Statement

December 2019

Contents

1	Introduction	2
2	Site and Surroundings	6
3	Strategic and Regeneration Context	14
4	Proposed Development	23
5	Planning Policy Framework	31
6	Tall Building Evaluation	36
7	Other Key Planning Considerations	57
8	Conclusion	62
	Appendix A	63

1 Introduction

- 1.1 This Planning and Tall Building Statement ('the Statement') has been prepared by Deloitte LLP in support of a Full Planning Application for the redevelopment of land bounded by Oldham Road to the south east, Marshall Street to the north east, Chadderton Street to the north west, and Addington Street to the south west, within Manchester City Centre ('the Site').
- 1.2 The purpose of this Statement is twofold; to present the Proposed Development in its local urban context and assess the extent to which they are considered to be appropriate in relation to relevant Guidance and Policy criteria, namely; Historic England's *Guidance on Tall Buildings* and Manchester City Council's Core Strategy Policy EN2; which set out the criteria for assessing tall building proposals. Secondly, this Statement provides details regarding the wider surrounding context and how the Proposed Development relate to both national and local planning policy, as well as identifying the Site specific issues which have been considered in the assessment of the Proposed Development.

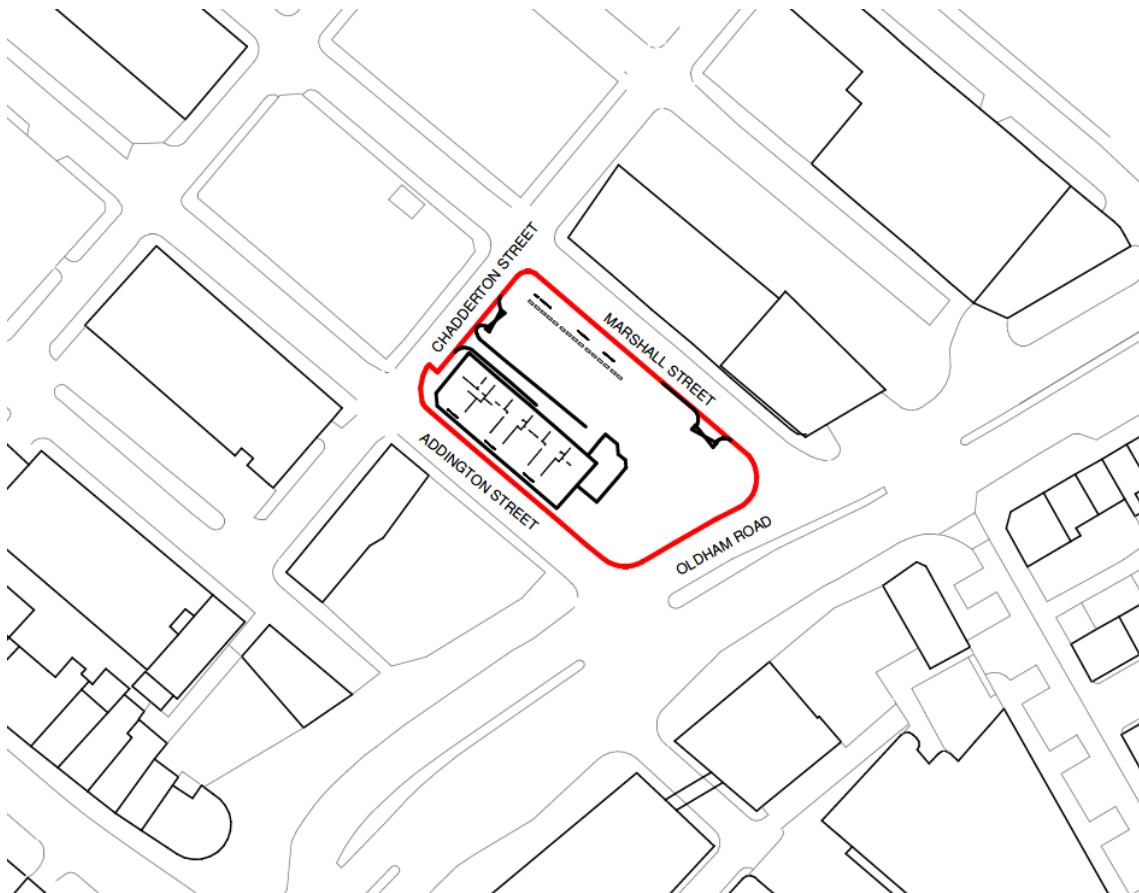


Figure 1-1: Existing Site Plan (Tim Groom Architects)

- 1.3 Full Planning Permission is sought for the erection of a 12 storey residential building. The Proposed Development includes:
- a mix of 1, 2 and 3 bedroomed apartments, making up 144 residential units and landscaping.
 - commercial space is provided on the ground floor fronting Oldham Road.

1.4 The Proposed Development is described as follows:

"Erection of a 12-storey residential building (Use Class C3) comprising residential units, with ground floor commercial use (Use Class A1, A2, A3, B1, and / or D1 (excluding Places of Worship)), car parking for disabled people, with highways, landscaping and other associated works following demolition of existing buildings."

1.5 The Applicant is Mulbury Homes (Oldham Road) Limited. Mulbury is currently delivering a number of schemes across Manchester, including; Blossom Street, Port Street, and Excelsior Works.

1.6 The Site is 0.13 ha and is located at the north of Manchester City Centre within the New Cross Neighbourhood Development Area (2015), a Strategic Regeneration Framework document approved by Manchester City Council in July 2015. The Proposed Development will play an important role in delivering the residential led objectives of the area and accord with the most recent version of this document (2016).

Wider Applications

1.7 This application relates to a site known as Oldham Road, (Plot 2) and is one of three applications being submitted concurrently by the applicant. The three application sites are illustrated below on Figure 1.1:

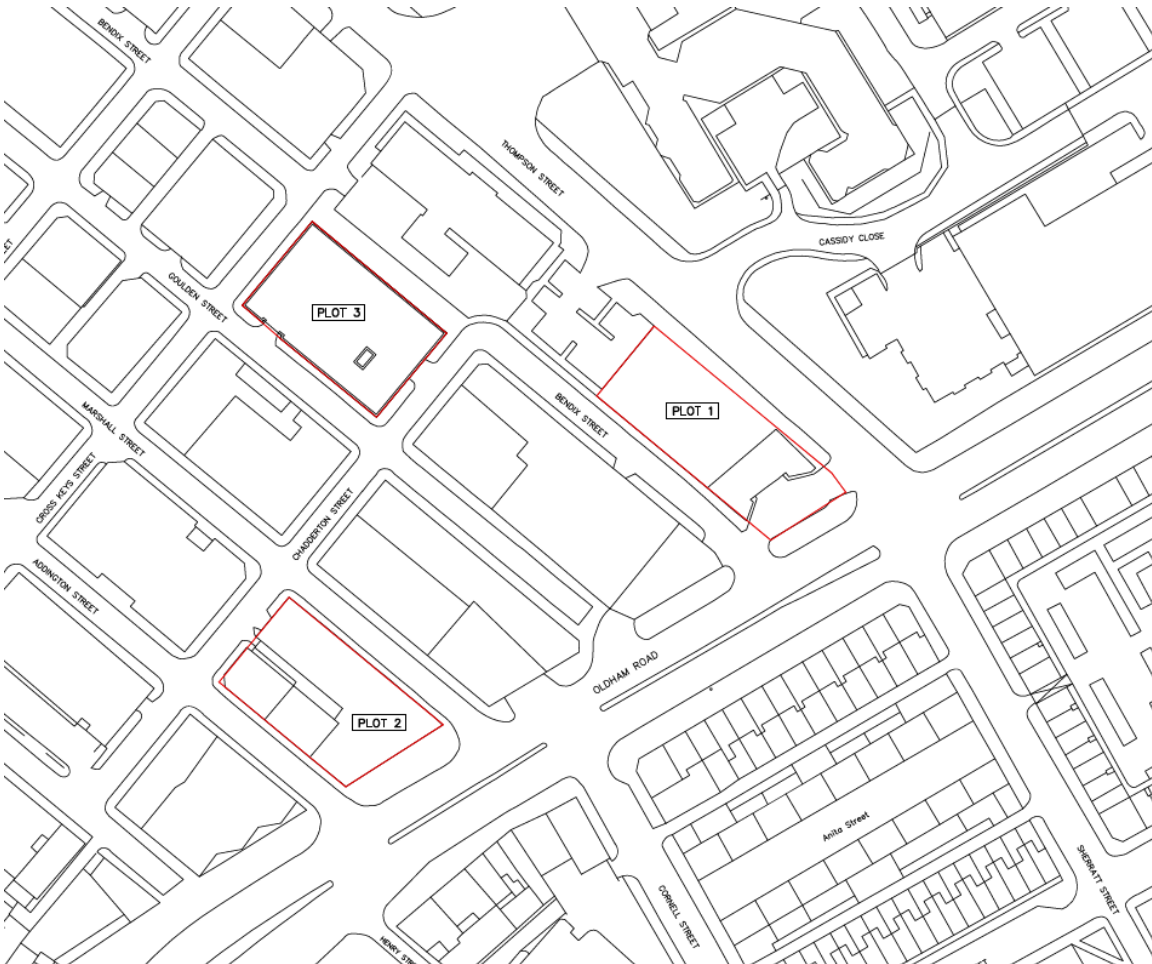


Figure 1-2 Site Location Plan - Including Bendix Street and Goulden Street Sites

1.8 Plot 1 (Bendix Street) is also proposed to contain a residential development of slightly larger mass (12 storeys), located to the north of the Site.

- 1.9 Plot 3 (Goulden Street) is the third residential plot upon which a residential building (8 storeys) is proposed as part of a separate planning application, located to the west of the Site. It holds the remains of a Grade II Listed Asset, the Police and Fire Station, which consist of a perimeter wall and a chimney to the south of the Site.
- 1.10 Each application is to be considered on its own merits in terms of the planning considerations, however, as they are being brought forward together, a cumulative assessment has been carried out where necessary. In addition, the schemes are linked in terms of delivery and viability. This is discussed further in Section 4.

The Applicant

- 1.11 Mulbury Homes (Oldham Road) Limited is a subsidiary of Mulbury City. Mulbury City is the niche Mulbury division that focuses on city centre and PRS schemes, working with private and institutional investors in the UK and overseas. The Mulbury City division includes experience in urban regeneration, mixed-use and luxury apartment schemes.
- 1.12 The proposals represent Mulbury City's fourth residential development in Manchester City Centre. Their previous projects, Port Street, Blossom Street and Excelsior Mill are all under construction, with Port Street due to be completed imminently.
- 1.13 Mulbury City's track record demonstrates their commitment to delivering high quality residential development in a city centre context. Mulbury City will continue this commitment with the three sites at New Cross, to deliver inspiring, high quality development that will facilitate the ongoing regeneration of the New Cross area.

Pre-application Stakeholder Engagement

- 1.14 A Statement of Consultation has been prepared in support of the application. This document explains the programme of consultation that the Proposed Development underwent in order to ensure that issues could be considered and addressed as the design and content of the scheme developed.
- 1.15 A pre-application public exhibition took place on 23 August 2018 between 3pm and 7pm. Invites were sent to approximately 600 local residents and businesses.
- 1.16 At the time of submitting this application, a letter drop was performed to inform local residents and businesses of the minor adjustments to the scheme since this exhibition. This is detailed in full in the Statement of Consultation.
- 1.17 The Proposed Development has also been developed in consultation with MCC as the Local Planning Authority, Local Members, Historic England and Greater Manchester Police, Secure by Design. In addition, the Proposed Development was presented at Places Matter! Design Review Panel on 16 August 2018.
- 1.18 A full description of the pre-application stakeholder engagement process including responses to the key issues are set out within the Statement of Consultation.

EIA Screening

- 1.19 An EIA Screening Letter was submitted to the Local Planning Authority on 13 August 2018 and a response was received on 24 September 2018 confirming that the proposed development does not constitute EIA development and therefore an EIA is not required to be submitted.

Application Documentation

- 1.20 This Planning Statement should be read in conjunction with the following supporting documents submitted as part of this application:
- Planning application form, fees and ownership certificates;

- Planning application red-line boundary plan prepared by Tim Groom Architects;
- Existing plans, sections and elevations prepared by Tim Groom Architects;
- Proposed elevations, plans and sections prepared by Tim Groom Architects;
- Design and Access Statement prepared by Tim Groom Architects;
- Planning and Tall Building Statement prepared by Deloitte Real Estate;
- Statement of Consultation prepared by Deloitte Real Estate
- Heritage Statement prepared by Heritage Architecture;
- Ventilation Strategy prepared by Future Serv;
- Landscaping / Public Realm Strategy prepared by Layer-ing;
- Archaeological Desktop Report prepared by Salford Archaeology;
- Environmental Standards Statement prepared by Watergrove;
- Energy Statement prepared by Future Serv;
- Ecological Assessment prepared by Penny Anderson Associates;
- Crime Impact Statement prepared Greater Manchester Police;
- Ground Conditions Report prepared by E3P;
- Transport Statement prepared by SKTP;
- Travel Plan Framework prepared by SKTP;
- Site Waste Management Strategy prepared Tim Groom Architects;
- TV Reception Survey prepared by pager Power;
- Noise Assessment prepared by DBX Acoustics;
- Sunlight, Daylight and Overshadowing prepared by Gray Scanlan Hill;
- Drainage Strategy prepared by Scott Hughes Design;
- Desk Based Wind Assessment prepared by Graeme Flynn;
- Air Quality Assessment prepared by Wardell Armstrong;
- Residential Management Strategy prepared by Mulbury; and
- Construction Management Plan prepared by Mulbury.

Document Structure

1.21 The remainder of this document is set out as follows;

- 2 – Site and Surroundings
- 3 – Strategic and Regeneration Context
- 4 – Proposed Development
- 5 – Planning Policy Framework
- 6 – Tall Building Evaluation
- 7 – Other Key Planning Considerations
- 8 - Conclusions

2 Site and Surroundings

- 2.1 This Chapter includes a description of the Site, its context to the surrounding area and the Site's suitability for the Proposed Development.

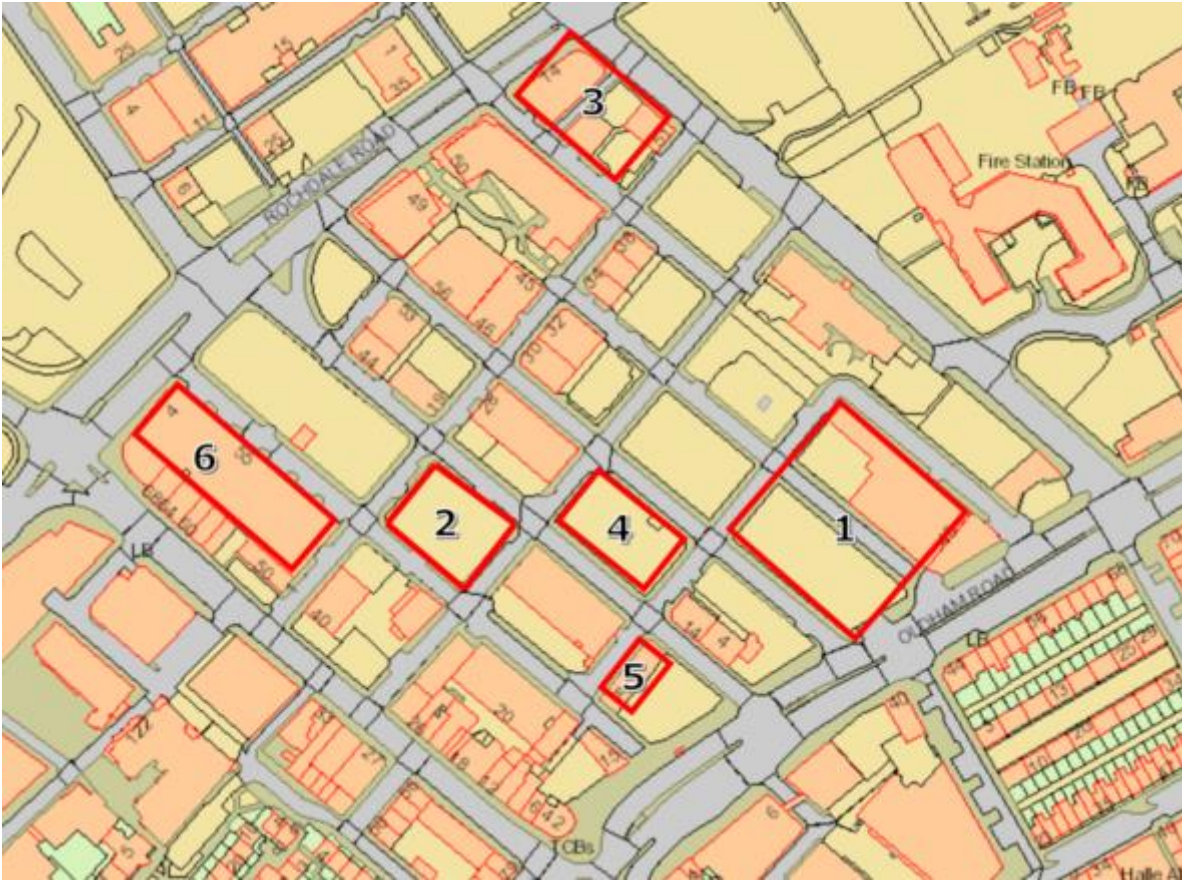
Site Description

- 2.2 The Site currently holds low level buildings associated with the manufacture and sale of clothing, and small scale car park, accessed from Marshall Street. There are no trees or shrubbery on the Site.
- 2.3 The Site lies within the Piccadilly Ward, west of Oldham Road (A62), which forms a key arterial route into Manchester City Centre. The Site is within the New Cross Development Framework area and is located approximately 20m from the Ancoats Conservation Area, which lies on the opposite side of Oldham Road.
- 2.4 To the north east is the under construction 'Lancastrian' residential scheme and the large Wing Yip Superstore, an oriental grocery store, and Manchester Central Community Fire Station.
- 2.5 To the east and south, on the opposite side of Oldham Road, there are ground floor shops with residences above.
- 2.6 Finally, to the west, there are low level light industrial buildings and surface car parks.

New Cross Area

- 2.7 There is significant variation in the scale and style of buildings in the New Cross area; with one storey warehousing manufacturing units situated across the area, three to four storey buildings situated within the Northern Quarter comprising ground floor commercial space with residential above; and five to seven-storey residential apartment buildings fronting onto Oldham Road and beyond within the Ancoats Conservation Area. The tallest building in the immediate vicinity is the development known as Nuovo, which was completed in 2014 and is fourteen storeys in height.
- 2.8 Despite recent investment into nearby residential developments within Ancoats on the opposite side of Oldham Road, the New Cross area generally suffers from limited activity, a poor quality of the built environment and public realm and disjointed land uses due to surface car parking.
- 2.9 New Cross remains an area in transition and, despite progress in terms of regeneration within the adjacent Ancoats, a number of vacant or underutilised Sites remain on the New Cross side of Oldham Road. However, several planning applications have been submitted and approved throughout New Cross, for a variety of residential and commercial uses.
- 2.10 The planning applications within the immediate vicinity in the last two years consist of;
1. Lancastrian (Ref:112015): 6 - 10 storey residential building providing 274 residential apartments (under construction)
 2. Stay City (Ref: 118057): 9 storey 224 bed aparthotel (under construction)
 3. Thompson Street (Ref:118120): 7-15 storey residential building to provide 155 apartments (under construction)
 4. Addington Street (Ref:124888): 6 – 9 storey residential building providing 9 townhouses and 71 apartments (awaiting determination)
 5. 8 Cable Street (Ref:123781): Refurbishment of Listed Building for the creation of 14 residential apartments (awaiting determination)

6. Swan House (Ref:121380): 5 – 31 storey residential building to provide 373 apartments (approved)



New Cross Development Framework

- 2.11 The Site sits within the New Cross Neighbourhood Development Framework, a key gateway into Manchester City Centre from the north. The wider New Cross Neighbourhood Development Framework covers an area of c. 30 ha, however this is broken up into three zones, A, B and C. The Site sits within Zone A.



Figure 2-1 - New Cross Neighbourhood Development Framework

2.12 Existing uses within Zone A of the Framework area include primarily commuter surface car parking, with some residential developments that are under construction, and with extant planning permission, and small scale commercial properties. There is also a 224 bed hotel under construction off Cable Street. The framework promotes Zone A as a primarily residential led opportunity, but also that it should incorporate a mix of uses to create a distinctive neighbourhood with life on weekdays and evenings.

Surrounding Context

2.13 Ancoats generally comprises medium and high density residential schemes; including both new build developments and mill conversions for residential use and occasional ground floor commercial floorspace situated along Oldham Road. The closest residential dwellings to the application Site are as follows:

- Terraced properties, Anita St / George Leigh St: comprises four rows of terraced properties dating to 1897 with shared entrances and occasionally split between ground and first floor tenants.
- Flats above shops, Oldham Road: directly to the west of the terraced properties on Anita Street and George Leigh Street lies a row of shops with flats above.
- 8 – 30 Great Ancoats Street: comprises two new build blocks located and accessed from Henry Street off Oldham Road. The complex is composed of 56 no. 1 and 2 bedroom apartments and benefits from underground car parking for residents. The buildings are approximately 7 storeys tall including the duplex set-backs on the top floors.
- Victoria Square: conversion of a Grade II Listed building by Urban Splash which includes 21 residential units and loft apartments combined with a number of commercial shells for office space.

- 2.14 The Ancoats and New Islington area, situated in to the east beyond Oldham Road, also has a Strategic Regeneration Framework that was endorsed by Manchester City Council in 2014 to help establish the principle of development within two distinctive neighbourhoods. The aim of the SRF is to provide for a range and mix of residential accommodation in a high quality and well managed environment that will ensure the emergence of vibrant new neighbourhoods of choice in Ancoats and New Islington.
- 2.15 There are several sites that are under construction, such as The Lancastrian which sits between the Site and the Oldham Road proposal to the south, and also MODA Angel Gardens to the west.
- 2.16 To the south of the Site beyond Swan Street, lies the Northern Quarter; an area recognised as one of Manchester's prime retail and leisure destinations and comprises small independent retailers, cafes, bars and restaurants, including Mackie Mayor which lies close to the New Cross Zone A's Swan Street boundary. A recent planning permission was also approved at Swan House, on Swan Street, to allow 373 residential apartments and 12 serviced apartments in a development of between 5 and 31 storeys.
- 2.17 To the west, Planning Permission has been granted on the corner of Thompson Street and Rochdale (like the application site a key gateway into the New Cross Area) for a residential scheme comprising 155 apartments and rising to 15 storeys.

Conservation and Heritage

- 2.18 The Site is not located within a Conservation Area, and there are no Listed Buildings on Site. However, the Ancoats Conservation area boundary runs along Oldham Road, to the eastern boundary of the Site.
- 2.19 There are fifteen Listed Buildings located within a 250m radius from the Site, outlined below and shown in Figure 2-2.
- Nos. 69-77 Lever Street and No10 Bradley Street (Grade II – Ref: 1291495)
 - The City Public House (Grade II – Ref: 1271456)
 - Crown and Kettle Public House (Grade II – Ref: 1246276)
 - Former Midland Bank (Grade II – Ref: 1270668)
 - Numbers 4, 6 and 8 and attached screen walls (Grade II – Ref: 1197808)
 - 29 Swan Street (Grade II – Ref: 1270667)
 - Smithfield Market Hall (Grade II – Ref: 1254687)
 - 105 Oldham Street (Grade II – Ref: 1246432)
 - 49-53 Tib Street (Grade II – Ref: 1254717)
 - Castle Hotel (Grade II – Ref: 1246280_)
 - Victoria Square (Grade II – Ref: 1246277)
 - Derros Building (Grade II – Ref: 1119732)
 - Daily Express Building (Grade II* - Ref: 1218285)
 - Former Police and Ambulance Station (Grade II – Ref: 1292052)
 - 8 Cable Street (Grade II – Ref: 1208255)

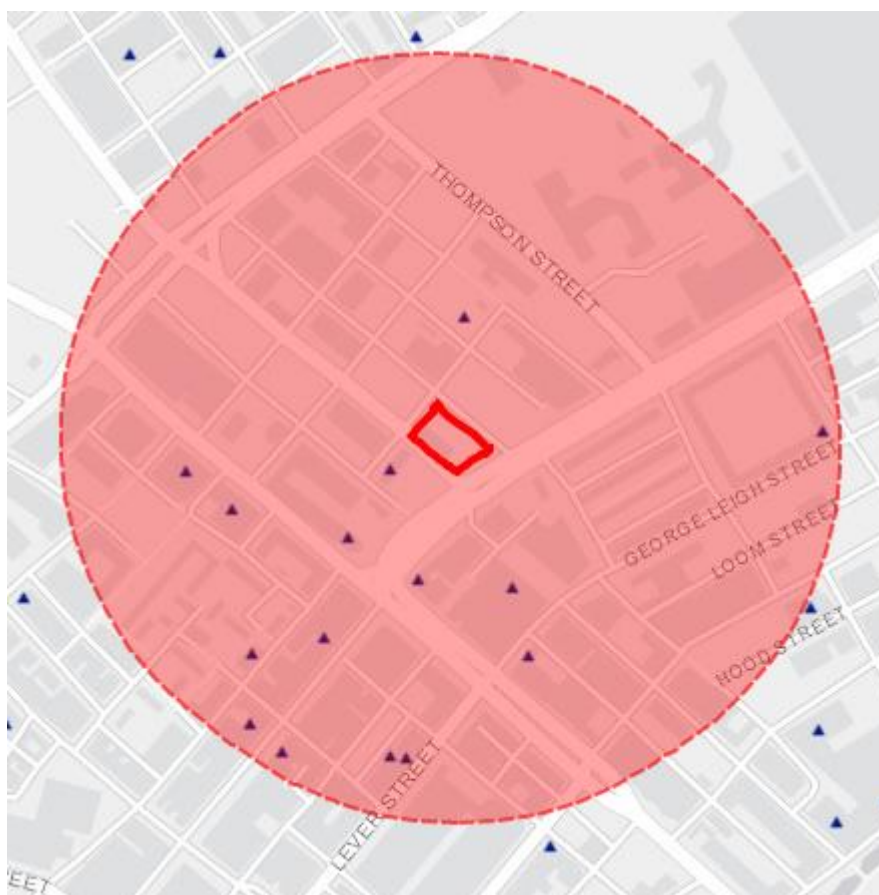


Figure 2-2 - Listed Assets within 250m, Site shown in red. (Historic England, August 2019)

Transport and Accessibility

2.20 The site is in a highly accessible and sustainable site, with a large amount of sustainable transport within walking distance.

Walking

2.21 The Site is within walking distance of a number of key services and facilities by virtue of being within Manchester City Centre. A 1km walk from the Sites covers much of the City Centre, which includes many food outlets, bars, restaurants, and leisure and retail facilities.

2.22 There are several points of interest less than a 20 minute walk from the site, including;

- Angel Meadows Public Park, 6 minutes
- Shudehill Bus and Metrolink Station, 9 minutes
- Arndale Shopping Centre, 8 minutes
- Victoria Rail Station, 14 minutes
- Piccadilly Rail Station, 17 minutes

Cycling

- 2.23 The Proposed Development relates well to existing formal and informal cycle routes on the Greater Manchester Cycle Network. Marked cycle routes are provided along the Oldham Road corridor linking to a toucan crossing at the junction with Swan Street. The local streets through New Cross are lightly trafficked and provide a suitable environment for cycle trips.
- 2.24 Cycling England recommends 8km as a maximum cycling distance in the document 'Integrating Cycling into Development Proposals' and the CIHT document 'Planning for Cycling' states that cycling has the potential to substitute for car trips under five miles (8km). The entire city centre and further afield is therefore accessible by bicycle.

Metrolink

- 2.25 The Site is situated 500 metres from Shudehill Metrolink, providing direct services to Ashton-under-Lyne, East Didsbury, Rochdale, Oldham, Eccles, Altrincham, Bury, MediaCity:UK and Piccadilly Railway Station.
- 2.26 In addition, there is major committed investment in Metrolink infrastructure currently being delivered to allow direct Metrolink access between the City Centre and Manchester Airport and Wythenshawe. The Metrolink expansion to Trafford Park is currently under construction and will provide 5.5 km new track and six new tram stops, to reach the Trafford Centre.

Rail

- 2.27 The Site is accessible from a number of railway stations with the closest being Victoria Station approximately 750m from the Site. Other stations include Piccadilly within 1km from the Site and Oxford Road within 1.5km.
- 2.28 These stations provide local commuter services, as well as transport coverage across the North West and the United Kingdom including direct services to London. Direct services to Manchester Airport can also be taken from Piccadilly and Oxford Road.
- 2.29 There are significant plans to improve infrastructure across the North through schemes including HS2 and The Northern Hub.
- 2.30 The HS2 is a high-speed rail network which will allow enhanced connections to London and Birmingham, halving the current travel time, and Europe via the successful HS1. The delivery of a HS2 Station alongside the existing Manchester Piccadilly station will have a substantial positive impact on driving forward a wider commercial and regeneration plan for the Oxford Road Corridor.
- 2.31 The Northern Hub is a Network Rail plan to stimulate economic growth in the north of England through better connections between key towns and cities. The Northern Programme is a series of targeted upgrades to the railway in the north of England. It will allow hundreds more trains to run each day and provide space for millions more passengers a year. The Hub will bring service improvements and economic benefits across the whole of the north of England which could be hugely beneficial for New Cross. These include:
- Over £4bn worth of wider economic benefits to the region and potentially 20,000 to 30,000 jobs;
 - The ability to double into the Trafford Park freight terminals;
 - Two new fast trains per hour between Manchester Victoria and Liverpool;
 - More frequent services between Manchester and Leeds (six per hour);
 - Faster passenger services across the TransPennine route – improving journey times of up to 15 minutes between Manchester Victoria to York via Leeds;
 - Journey times between Liverpool and Manchester could be reduced by 10-15 minutes;

- New direct services from across the north to Manchester Airport; and
- Faster journey times to Sheffield and the East Midlands, Bradford, Halifax, Hull, Newcastle and the North-east.

Bus and Metroshuttle

- 2.32 The closest bus stop is on Oldham Road, serving locations across the North West including Bolton, Accrington, Blackburn, Burnley and Preston.
- 2.33 In addition, the free, fully accessible Metroshuttle service operates from Victoria Station allowing access to Piccadilly, Oxford Road and Deansgate Railway stations as well as locations across the City Centre. There are three separate services, which stop within relative proximity to Shudehill, running on a 6 to 10 minute frequency.

Coach

- 2.34 The Site is located within walking distance of the Shudehill Bus Interchange, which provides National Express and Megabus coach services to destinations nationwide. Coach services run to other cities in the UK and abroad at hourly intervals, therefore providing another means of transport to future residents of the Proposed Development.

Car

- 2.35 For car users, there is immediate access to the Inner Ring Road (IRR) and the strategic road network beyond. The IRR connects all the major road routes into the City Centre (including Rochdale Road) and as a result carries a high volume of traffic at all times of the day.
- 2.36 The IRR connects Manchester to the national highway network beyond including the M62, which connects cities across the north of England and the M6, which journeys south before terminating at Birmingham.

Summary

- 2.37 The Site is in a strategically important position. It is extremely well connected through public transport links, sustainable modes of transport and private vehicles. The Site is in close proximity to a number of city centre facilities including places of work, retail, cultural and leisure uses. Manchester Airport is also easily accessible from the Site. These features make the Site well placed for the proposed residential use.

Flood Risk

- 2.38 According to the Environment Agency's Flood Mapping, the Site does not fall within Flood Zones 2 or 3; it is therefore considered to fall within Flood Zone 1 – land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding(see Figure 2.3 – extract from the Environment Agency Flood Map).
- 2.39 In accordance with the National Planning Policy Framework, new development should be steered towards areas with the lowest risk of flooding. Land within Zone 1 is considered to be suitable for a range of development, including residential. A Flood Risk Assessment is not therefore required.
- 2.40 The site is located entirely within the Manchester, Salford and Trafford Conurbation Core Critical Drainage Area and therefore a Drainage Strategy has been prepared and submitted as part of this planning application.

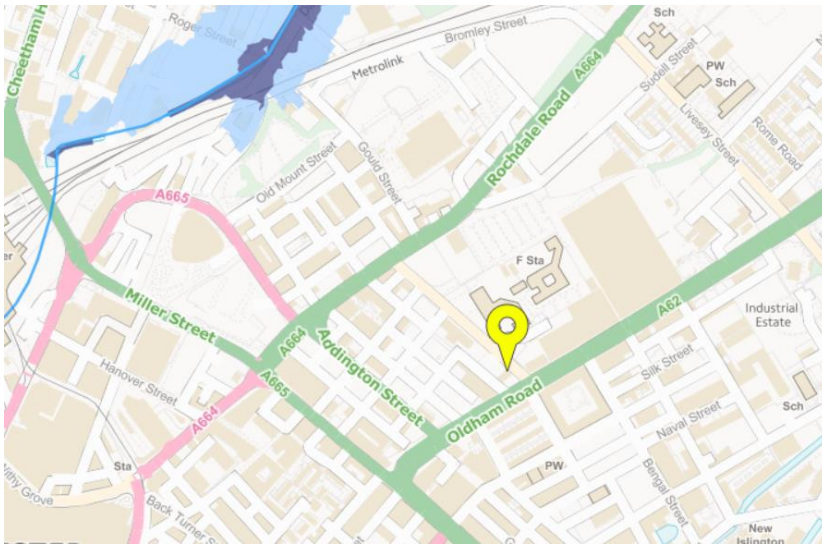


Figure 2-3 - Flood Risk Map (Environment Agency, August 2018)

Planning History

2.41 There have been no recent applications of interest on the Site.

3 Strategic and Regeneration Context

- 3.1 This Chapter details the socio-economic context of Manchester City Centre as a whole, and sets out the key drivers of change and development within the city centre.

Economic Context

Manchester - A Growing City

- 3.2 With a diverse population of close to 600,000 people, the City of Manchester is economic and cultural hub of Greater Manchester, the largest conurbation outside of London with a total population of 2.9 million.
- 3.3 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.
- 3.4 Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a more knowledge intensive service-based high-growth economy. Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Business, Financial and Professional Services, Science and Innovation, and Creative and Digital, as well as Sports and Culture, Leisure and Tourism sectors¹.
- 3.5 Over the last twenty years, Manchester City Council has driven the physical and economic renewal of the City Centre through the development and implementation of strategic frameworks for sustained regeneration, investment and service improvement to ensure that Manchester maintains its position as the nation's leading City Centre location. The success of this approach sees Manchester successfully compete as an international investment location and visitor destination today.
- 3.6 There is a finite supply of land within the City Centre to support this successful growth.

Manchester - A Mobile and Skilled Workforce

- 3.7 The City Region offers a high quality and growing workforce of some 7.2 million people within a one hour commute of the City². There is access to a pool of skilled people across a wide range of industries, and over 99,000 students in four universities across Greater Manchester³.
- 3.8 A feature of the City's economy and its employment growth has been the ability to attract an international workforce from Europe and beyond. International migration has contributed to economic growth in both the high skilled occupations, such as health and digital, and also in the leisure and care economies.

Manchester – Encouraging the Growth of a Dynamic Private Sector

- 3.9 With a thriving private sector, the City has attracted more foreign direct investment in the past decade than any other city outside of London⁴. In 2019, Manchester saw the highest first half take-up figures on

¹ Manchester City Council, *State of the City Report 2018*, https://www.manchester.gov.uk/downloads/download/6964/state_of_the_city_report_2018_whole_document.

² Invest in Manchester, *Workforce*, <https://www.investinmanchester.com/why-manchester/workforce>.

³ Invest in Manchester, *Universities in Manchester*, <https://www.investinmanchester.com/why-manchester/education/universities>.

⁴ Savills, Manchester Office Market (September 2019), <https://pdf.euro.savills.co.uk/uk/office-reports/mim-manchester-offices---summer-2019.pdf>.

record, indicating the demand for businesses to locate in the City whilst supply of available office space available is at its lowest on record⁵.

- 3.10 Increasingly businesses are looking for benefits from agglomeration. Business sectors that are influenced by agglomeration (where entrepreneurs, companies, new start-ups and talented workers from disparate economic growth sectors are keen to cluster in locations which can provide business and networking opportunities) are attracted to locations where there are deep labour markets offering an exceptional range of highly qualified and skilled staff.
- 3.11 Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from clustering. This is particularly prevalent in the digital and creative industries, as well as life sciences and advanced manufacturing.
- 3.12 The award of Enterprise Zone status for Manchester Airport City and the Corridor Manchester has significantly assisted in creating such clusters and has further acted to provide significant new incentives for businesses to locate in Manchester.

Manchester – National, Regional and City Region Connectivity

- 3.13 Manchester has continued to invest significantly in its transport infrastructure, delivering major improvements in terms of accessibility to and within the Regional Centre. This increases the City's capacity of its travel to work area (and therefore its pool of labour), and enhances connectivity between businesses. It also makes the City Centre easier to get around and a better place to live.
- 3.14 Significant investment has been made in the Metrolink network, including the Manchester Airport link, which opened in 2015 and the Second City Crossing, which opened in 2017. Metrolink services run through Manchester Victoria Station and Shudehill. There is also good access to Manchester Piccadilly Station, Oxford Road Station and Deansgate Station. In the future, this will be significantly extended through the development of a new integrated station to accommodate High Speed 2 (HS2) and Northern Powerhouse Rail (NPR). The Metrolink expansion to Trafford Park is also currently under construction and will provide 5.5 km new track and six new tram stops, to reach the Trafford Centre.
- 3.15 In addition, accessibility improvements in terms of enhanced infrastructure to promote walking and cycling, continue to be delivered as part of major regeneration programmes. This enhances connectivity to jobs, education and recreational opportunities for the local workforce and residents.

Manchester - International Connectivity

- 3.16 Manchester International Airport is the third largest airport in the UK and is the primary gateway for the north of England. It serves 29 million passengers a year and connects to over 200 destinations worldwide. Direct flights serve all of Europe's major cities and the airport provides multiple long haul routes to North America, the Middle East, Asia and Australasia. The Airport is currently embarking on a £1 billion transformation programme of investment and improvement, including the new Terminal 2 Extension which is set to open in 2020. Work at the Airport will also be carried out to maximise the potential of Manchester's existing two runways, which have the capacity to handle 55m passengers a year⁶.

Emerging Residential Trends

- 3.17 Developing socio-economic trends, as described above, are driving changes in how people chose to live and work.

⁵ Ibid.

⁶ Manchester Airport Group (MAG), *Manchester Airport is the UK's global gateway in the North* (2019), <https://www.mantp.co.uk/about/>.

Residential Supply and Demand

- 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. This includes both the continued formalisation of the city centre residential rental market, as well as family homes and other forms of accommodation.
- 3.19 The number of new units under construction grew significantly in 2018 following many years of zero activity, with 14,480 units on Site, before falling slightly during 2019 to 12,163 units under construction. Whilst reduced, there is sufficient development in this short term to address significant residential demand.
- 3.20 The Manchester Growth Strategy target has been increased from 25,000 in the ten-year period between 2016 – 2025, to 35,000. More residential supply is therefore needed to deliver future targets.
- 3.21 As outlined above, the growing strength of the residential market is underpinned by the city's resilient economic growth, investment in infrastructure and employment sector diversification. Retail, leisure and world class cultural institutions based in the city centre support the lifestyle aspirations and focused growth on city centre living.
- 3.22 Demand is a mixture of professionals moving into the city, key workers and people relocating or downsizing.
- 3.23 Demand for rented accommodation has soared in recent years, especially in the city centre, given the availability for lifestyle and employment opportunities. The edge of the city centre is an area of expansion in the residential sector.
- 3.24 Build to rent will continue to be important, reflecting the trend towards this type of tenure both in Manchester and nationally. It is a form of development that, if delivered well, can assist in both dealing with supply issues as well as raising the bar around quality management, maintenance and flexibility.
- 3.25 Given New Cross' strategic location, it is geographically well-placed to play a significant role in satisfying this demand for new dwellings to support population and economic growth.
- 3.26 The neighbourhood setting offers many of the ingredients sought in terms of location, scale, accessibility to public transport and employment.

Regeneration Context

New Cross Neighbourhood Development Framework (NDF) 2015

- 3.27 The New Cross Neighbourhood Development Framework ("NDF") was originally adopted by Manchester City Council's Executive in July 2015 and is a material consideration for planning applications in the area. The NDF framework has been prepared on the basis of three distinct but interconnected zones: A, B and C. The proposed development site is located in Zone A.
- 3.28 Zone A is a natural extension of the Northern Quarter and Ancoats. It has a complicated and fragmented ownership pattern which the NDF seeks to address by establishing urban design principles for the area to ensure co-ordinated and complementary development. The NDF envisions a predominantly residential area attractive to young professionals and young families which supports the City's growth ambitions. Zone A will be a predominantly residential area with a range of typologies that can sensibly respond to the form of development plots, the grid pattern, the character and density of surrounding neighborhoods and the target market for the neighbourhood. New buildings should be designed with active frontages to promote street life and enhanced animation to the street scene. Whilst regeneration will be residential led, opportunities for a mix of uses should be sought that combine to create a distinctive sense of place and neighbourhood, ensuring life and vitality on weekdays and evenings.

- 3.29 The NDF aspires for new development to be architecturally diverse in order to create a neighbourhood that is varied in character and which makes the most of the remaining assets with heritage and/or built environment value to contribute toward the creation of a neighbourhood with a high quality urban environment and a strong sense of place.
- 3.30 The provision of additional public space within Zone A should be considered on sites that will add value to the wider public realm and street hierarchy, and provide amenity for new residential and mixed use developments. This should include well-designed public realm and tree planting which will help to establish and enhance connections, encourage sense of place and encourage movement through Zone A.
- 3.31 The NDF sets out the ambition of an improved connection to the City Centre through multiple pedestrian and cycle friendly routes which correspond to the principle north-east and south-west alignments of streets in this part of the City Centre to establish a safe and attractive alternative route to Rochdale Road.
- 3.32 The overarching objective on height will be to develop a well-considered height profile that includes well-composed and human scale spaces, complements the natural topography whilst responding to the height and massing of adjacent places.
- 3.33 New development will be required to sensitively integrate car and cycle parking requirements. This should be justified on a site by site basis in line with the guidance and recommendation of the City Council's adopted Manchester Residential Quality Guidance (2017).
- 3.34 The NDF does not consider Skyline Central as a landmark building, as it is not located on a gateway site, but rather at the mid-point of the streetscape between key nodes or gateways.
- 3.35 Due to Zone A's relationship to wide streets, heritage assets, arterial routes into the city centre and existing buildings of scale, it is the part of the Masterplan that is most likely to be able to accommodate higher density development, and potentially any further feature buildings.
- 3.36 Building heights within Zone A should express a 'tilted bowl,' through the tallest buildings being located along the Rochdale Road frontage, in line with the 35 storey Angel Gardens scheme, and then taper off towards Ancoats and the Oldham Road frontage being slightly taller than buildings which line Cross Keys Street. In line with this, the NDF identifies the perimeter of Zone A is suitable for high density development along Rochdale Road and Thompson Street.

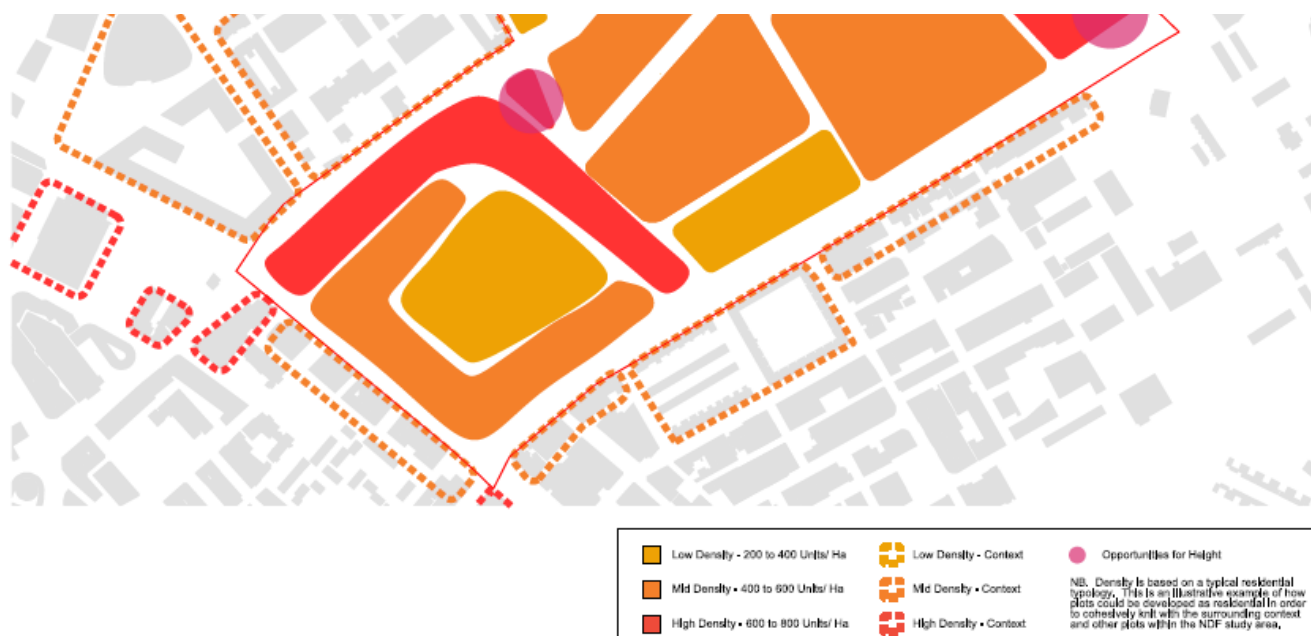


Figure 3-1 – Proposed Densities (source: NDF 2015)

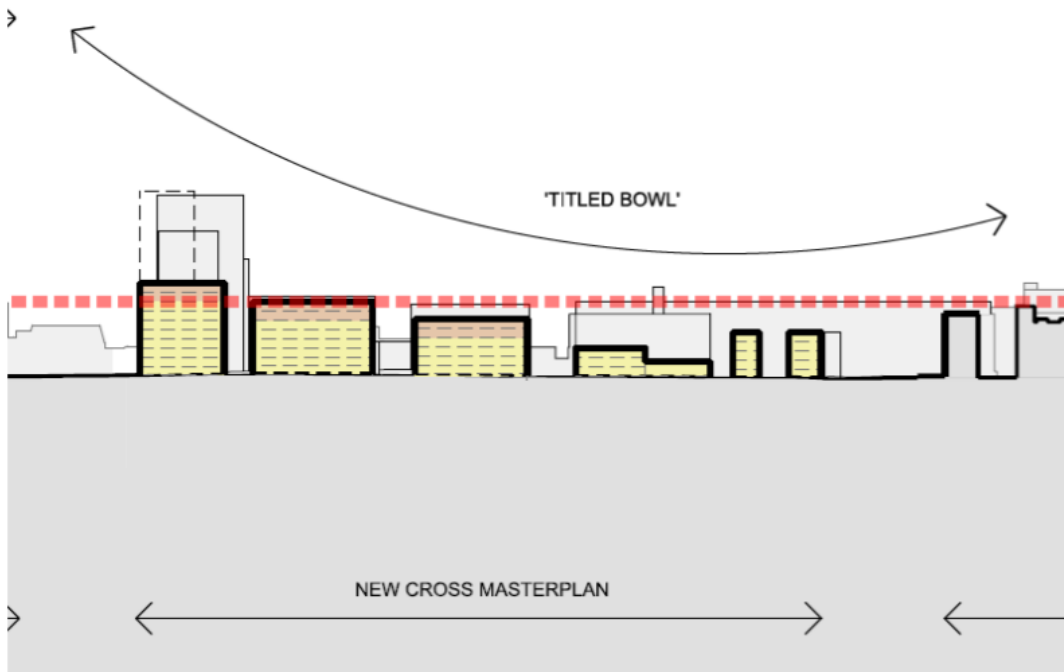


Figure 3-2: 'Tilted Bowl' NDF 2015

New Cross Neighbourhood Development Framework Update (2017)

- 3.37 An updated NDF version was endorsed in March 2017. The original NDF focused on Zone A due to its proximity to other key regeneration areas including the Northern Quarter, NOMA and Ancoats. As such Zone A was the immediate focus for development activity. The 2017 update focuses on Zones B and C, taking into account the forthcoming developments within New Cross and the surrounding area.
- 3.38 The vision for the New Cross area remains the same as the original NDF; to make the area a distinctive and welcoming neighbourhood where people want to live. Given the focus of the updated NDF on Zones B and C it is of limited relevance to this application site.

New Cross Public Realm Strategy 2017

- 3.39 The New Cross Public Realm Strategy has been prepared on behalf of Manchester City Council, in order to articulate a vision for the public realm within the New Cross study area which will enable the creation of a vibrant residential led neighbourhood. The strategy is intended to be read alongside the 2015 NDF.
- 3.40 The site is shown below (red star) as an opportunity to utilise active frontage along the busy Oldham Road, and potentially, Thompson Street.

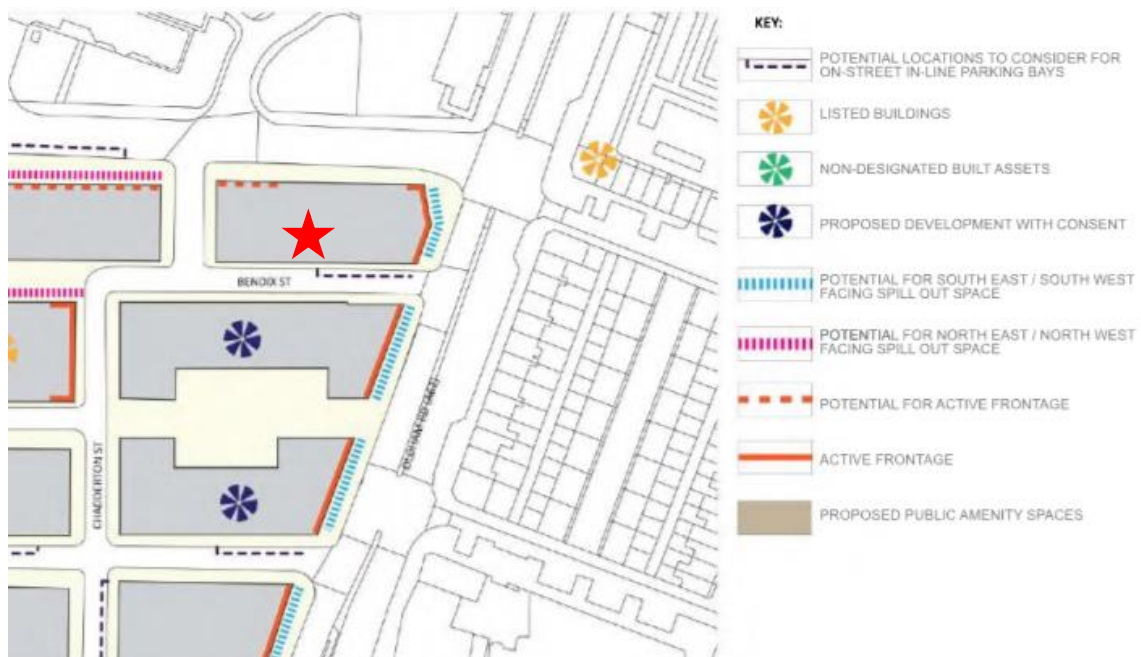


Figure 3-3 - Active Frontages and Public Realm Interface (Taken from Public Realm Strategy page 50)

3.41 The strategy also identifies the opportunity for tree planting and upgrades to gateways into New Cross.



Figure 3-4 - Public Realm Improvements (taken from Public Realm Strategy page 54)

Northern Gateway Framework Strategic Regeneration Framework (SRF)

- 3.42 The Northern Gateway development is a joint venture between Manchester City Council and the Northern Gateway project office of the Far Eastern Consortium (FEC).
- 3.43 The Northern Gateway will extend the residential opportunities north from the city centre creating the cluster of well-designed and distinct sustainable neighbourhoods, opening up a range of new retail and family-friendly leisure destinations in the north of the city.
- 3.44 With much improved connectivity – focusing on green transport, including walking, cycling and public transport – the Northern Gateway has the potential to attract a range of visitors from the city centre and beyond, taking advantage of the green space and leisure amenities, while improving the lifestyle residents.
- 3.45 At its heart, the Northern Gateway is a residential-led development and aims to build a mix of 15,000 new homes over the next 15 years with at least 3,000 affordable homes across a range of tenures. The Northern Gateway SRF was approved by Manchester City Council's Executive on 13 February 2019. The delivery of the Northern Gateway and NOMA is key to supporting wider regeneration across the City.

NOMA

- 3.46 Once completed it is intended that the redevelopment of NOMA will result in a commercially-led, mixed-use destination at the northern gateway to the city centre.
- 3.47 The NOMA Masterplan is a result of a partnership between the Coop and Hermes Investment Management. Most of the NOMA Masterplan area is currently undeveloped, and consists of surface level car parks. However, a number of consented schemes have been coming forward over recent years, including the new Coop Headquarters at 1 Angel Square completed in 2013, the new 36-storey residential tower at Angel Gardens which will provide around 460 Build for Rent units, as well as office developments opening within the former industrial buildings known as Dantzic and Federation.
- 3.48 Further substantial phases of work have been completed and substantial investment made to commence the next phases. This includes Phases 2 and 3 of the public realm works, including the creation of Sadler's Yard in the heart of the Listed Estate, and enhancement works to Angel Meadow. The creation of the new public square is an essential part of the strategy to revitalise the Listed Estate and create conditions that will allow the high quality re-use and reinvention of the late 19th and 20th Century Listed Buildings.
- 3.49 Hanover Building, a refurbishment of Grade II Listed Buildings to create 11,000 sq.m. of office space and 3,000 sq.m. of retail, was completed in 2019 for occupation by Amazon.

Ancoats and New Islington

- 3.50 Ancoats and New Islington on the eastern edge of the City Centre are two neighbourhoods that have been the subject of two long term regeneration programmes since the late 1990s/ early 2000s. The economic recession of 2008 / 2009 had a significant impact on the delivery of these programmes with commercial and residential development stalling for a number of years due to the lack of availability of finance from lending institutions.
- 3.51 In 2014, Abu Dhabi United Group (ADUG) expanded their interests in Manchester through the establishment of a new commercial joint venture with Manchester City Council with the purpose of playing a part in the Council's wider residential strategy for these neighbourhoods. Manchester Life Development Company Ltd (Manchester Life) was established to deliver predominantly new homes in an eastward expansion of the City Centre, with the focus of investment initially being in the Ancoats and New Islington neighbourhoods, and with the ability in the medium to longer term to expand further eastwards towards the Etihad Campus.
- 3.52 New planning frameworks for Ancoats and New Islington were developed and new residential development have been delivered at pace, transforming the entire neighbourhood. At the same time

place-creation championed, along with new place management arrangements which are now being instigated. Manchester Life has worked closely with the City Council and other local developers to foster a collaborative approach to placemaking. An important part of the placemaking strategy has been to target local and independent operators for the portfolio of ground floor units. This has been a successful strategy, resulting in a range of independent bars, cafes and restaurants now in operation and attracting people to the area. These activities have all been coordinated and choreographed to underpin the expansion of the City Centre eastwards with the clear objective of creating successful mixed use residential led neighbourhoods.

Strategic Context

Our Manchester Strategy 2016-25

3.53 The Our Manchester Strategy 2016-25 was adopted by Manchester City Council in January 2016 and sets the ambitions for the City for the next decade. The Strategy sets out a vision for Manchester to be in the top flight of world-class cities by 2025, when the City will:

- have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
- possess highly skilled, enterprising and industrious people;
- be connected, internationally and within the UK;
- play its full part in limiting the impacts of climate change;
- be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
- be clean, attractive, culturally rich, outward-looking and welcoming.

3.54 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.

3.55 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

3.56 Manchester City Council recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. 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.

3.57 The vision for green and blue infrastructure in Manchester over the next ten years is that 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 green spaces 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.

3.58 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 and enhancing the City's global image as a place in which to live, work and invest.

Playing Our Part on Climate Change

- 3.59 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.
- 3.60 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.
- 3.61 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.
- 3.62 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. Whilst not formally translated into changes to planning policy yet, it further strengthens the emerging Manchester Zero Carbon Framework.

4 Proposed Development

- 4.1 This Section should be read in conjunction with the submitted application drawings and Design and Access Statement (DAS) prepared by Tim Groom Architects. It provides a summary description of the key elements of the Proposed Development.

Proposed Development

- 4.2 Full Planning Permission is sought for the demolition of existing buildings and erection of a residential building with ground floor commercial use.
- 4.3 The Design and Access Statement, prepared by Tim Groom Architects, has been submitted in support of this application for Full Planning Permission, and it contains more information on the design of the Proposed Development.

Design Principles

- 4.4 The following principles have guided the design of the proposed development, against the backdrop of the approved New Cross NDF:
- To create a strong 'corner' block within the NDF area. The view from the corner of Oldham Road and Marshall Street is a key view for the site being the first impression of the Site upon a key gateway into Manchester. The streetscape of Oldham Road is key to the success of the New Cross Development. Creating an interesting and contextual streetscape will help identify the modern development of the area.
 - To create a building that follows its own language within an area of loose urban grain and broken frontages.
 - Addressing context and introducing a 'human scale' at the base of the project is important when responding to the NDF. Introducing active street frontages will help anchor the site into the corner of the wider Development. Analysing the soft and hard edges of the site to inform the accommodation on the ground floor, helping to frame the building at street level.
 - Translating the Site's historic context into the proposed design through drawing on the principles used in the Victoria and Tenement dwellings on Anita Street, anchoring the Proposed Development at the corner of the New Cross NDF area and making it a gateway project for the city.
 - The volume on the corner of Oldham Road and Angel Street is increased to 12 storeys to strengthen the position as a gateway to the area and act as a strong cornerstone to the New Cross developments along Oldham Road, and to reflect the book-end provided by the Bendix Street development. By equalising the heights a more domestic scale and rhythm is established. Refer to the Design Analysis section (4.1) of the Design and Access Statement.
 - To reinforce the tilted bowl and anchoring the site by mirroring the 15 storey developments recently submitted by Beech developments. The general massing of eight storeys is in keeping with the NDF whilst a taller landmark/nodal point is proposed to establish the gateway along Oldham Road.
 - Additional height towards Oldham Road is offset by a subtle change in height levelling off towards the rear. Massing appears more dynamic and added visual interest when approaching New Cross.
 - The subtle cascade creates a natural focal point towards Oldham Road. Private amenity spaces to be incorporated to make use of the change in levels in the roofscape.

Use and Quantum

4.5 The quantum of the Proposed Development is detailed in Figure 4-1 below.

Use	Proposed Development – Oldham Road
Site Area	0.13 hectares
Commercial Space	144 sq. m NIA
Residential Units	144 apartments as a mix of: • 1 bed – 49 (34%) • 2 bed – 93 (65%) • 3 bed – 2 (2%)
Height (AOD)	12 storeys / 88750 AOD
Cycle Parking	144 cycle spaces (1:1)
Car Parking	No car parking spaces are provided within the Proposed Development, however, 1 no. parking space for disabled people will be provided on street. Blue badge holders are also able to park in any other standard parking bay with no time restrictions, including the on street bays located near the site on Bendix Street (to be relocated to the northern side of the carriageway) and Thompson Street.

Figure 4-1 - Proposed Development Quantums

4.6 The development is in accordance with the Manchester Residential Quality Guidance, in terms of the proportion of units with 1, 2 and 3 beds, size of units, waste and transport.

Layout of Proposed Development

- **Level 1 (Ground):** The ground floor of the building holds a commercial unit fronting Oldham Road, the residential reception on the corner of Oldham Road and Angel Street, plant and bin stores, cycle stores, and six apartments.
- **Level 2 - 9:** The majority of the floor plates are set around a central atrium. Each floor has circa 13 apartments.
- **Level 10:** There are seven apartments on Floor 10, and to the south, a private communal external terrace.
- **Level 11:** The eleventh floor holds seven apartments, and the void over the communal terrace on the floor below.

Appearance

4.7 The Proposed Development includes high quality materials throughout its design.

4.8 The analysis of the site and its surrounding context informed the design concept of the building. Early exploration of the design and overall massing of the building generated a range of different massing options such as linear, atrium and full perimeter blocks. These options were reviewed from both a commercial point of view and also in close discussions with Manchester City Council in terms of urban design and planning policy. The result of this detailed process is the building illustrated within this document and the proposals.

- 4.9 The design allows for a clearly defined base with a colonnade and stepped back façade from Oldham Road, allowing pedestrians to read the proposal at ground level. Arched windows in a red brick, reflect the site's history, taking influence from the warehouse arches in the surrounding context and Ancoats area.
- 4.10 The building is designed around a central internal courtyard which will contain planting and lighting.
- 4.11 A private roof garden on the tenth floor provides amenity space for the residents.
- 4.12 The design is further explored in the Design and Access Statement prepared by Tim Groom Architects.

Height and Compliance with the New Cross NDF

- 4.13 Within Zone A of the New Cross SRF there are three distinct character areas: a) the edges to Rochdale Road and Thompson Street; b) the heart of the site; and c) the edges to Oldham Road and Swan Street sweeping into Mason Street. The site sits within character area a).
- 4.14 The Proposed Development is located within the mid density zone of the NDF – defined as offering the potential for 400 to 600 dwellings per hectare.
- 4.15 The concept behind the design of the building was to create a robust and contextual design, but also drawing on the rich past of Manchester's fabric industry and how it helped shape the surrounding area. The proposed design therefore represents a modern interpretation of a mill building on the site which was once a bustling area for printing businesses.
- 4.16 The proposed massing and scale in the context of the NDF and existing and proposed developments was discussed in length with Manchester City Council. In context with the proposed Lancastrian site and the listed warehouse at 5 storeys, it was suggested that the massing could be stepped higher to create a varied roof scape along Oldham Road. The massing was therefore increased to 12 storeys which responds to the adjacent Lancastrian development under construction (10 storeys) and rises in scale to reinforce the corner of Oldham Road and the A665 Addington Street – creating a strong frontage and sense of arrival into New Cross from these major vehicular routes.
- 4.17 Overall, it is considered that the height of the proposals fit within the street scene and the wider NDF area. The density of residential units will contribute to the neighbourhood and residential community being created in the area.
- 4.18 Though this application is submitted as a standalone planning application, it is also inherently linked to the Goulden Street and Bendix Street schemes being submitted at the same time, with the proposals likely to come forward concurrently.
- 4.19 The proposed redevelopment of the Goulden Street site includes the refurbishment and reuse of the existing Listed structures on the site, including walls and chimney, and requires a sensitive response in relation to scale and massing – and at eight storeys, the proposed development on the Goulden Street site is appropriately scaled in relation to the urban grain of this area. Goulden Street in isolation therefore is more challenging site to bring forward from a viability point of view, but lies at the heart of the NDF area and has a significant role to play in terms of delivering comprehensive regeneration and adding to character and sense of place. It is the case that the scale of development on the Bendix Street and Oldham Street sites are inherently linked and support the viability of the more constrained Goulden Street site.
- 4.20 During pre-application discussions, the potential for linking the applications through the use of a Grampian Planning Condition has been suggested and the applicant is willing to explore this further during the formal application process if required.

Landscaping

- 4.21 The wider New Cross Area benefits from the New Cross Public Realm Strategy approved by the Manchester Executive in 2017. This proposes several open spaces, regulation of wayfinding and signage, and improvements to the highways hierarchy in the area.
- 4.22 A full Landscape Strategy has been prepared by Layer-ing which takes this into account and sets the strategy for each Site. The design seeks to create a hierarchy of spaces that caters for all resident's needs.
- 4.23 The kerb details, tactile paving and footway trim have been designed to be in keeping with the wider New Cross Development Framework, with an emphasis on keeping clutter to a minimum to create an open clean lined environment.
- 4.24 The Proposed Development contains an improved public realm, with the introduction of grass planting and sett paving to improve the pedestrian experience.
- 4.25 The private roof garden will also provide further ornamental and grass planting.
- 4.26 The proposals will not require the re-alignment of any highways.

Servicing and Waste

- 4.27 Storage within each apartment would include separate containers or caddies for each category of waste. The building will house a recycling and refuse area in a dedicated bin store on the ground floor, which is accessible from Chadderton Street.
- 4.28 Residents will take their waste to the ground floor to place refuse in the bins, combined with the provision of separate containers within the apartments will actively encourage waste segregation. The building management will be able to monitor waste segregation and act accordingly. They will also be responsible for rotation of bins within the refuse store to ensure access to empty bins.
- 4.29 The loading bay will be located on Chadderton Street which runs alongside the site and the refuse from the proposed building will be taken out from the access door on Chadderton Street and wheeled along to the designated loading area. In accordance with MCC requirements all appropriate containers will be presented at the designated location on collection day by the management company for easy collection.
- 4.30 Smooth, level access will be provided between the bin store and the public highway with drop kerbs provided adjacent to the loading bay. Appropriate access will be provided within the bin store for people with disabilities.
- 4.31 The total provision for the residential development would therefore be 28 (1100 Litres) x Euro-bins and 9 (240 Litres) x Wheeled Bins.

Access

- 4.32 The main residential entrances are located on the principal streets surrounding the development and would be easily located by visitors. The residential entrance is accessed off Oldham Road, with a prominent double height entrance. The commercial unit is also accessed from Oldham Road, again with a visible sign and double height glazed entrance space.
- 4.33 Upon entering each building the user would pass through a common reception area with post boxes and a shared concierge. The lifts and primary stairs are each located off this reception giving access to all residential floors. The refuse and cycle store is also located close to the cores to allow for easy access.
- 4.34 The location of the site on the edge of the city centre means a wide range of amenities and destinations are within easy walking reach of the proposed development. The Transport Statement prepared by SKTP

and accompanying this application explores this in more detail and identifies that the majority of the city centre as far as Deansgate lies within an acceptable 25 minute or 2km walking radius of the site.

- 4.35 The design and layout of the building has been developed with an inclusive approach to allow easy and safe and secure access throughout the building.
- 4.36 As the development site is located on the inner ring road and on the edge of the city centre there are a wide range of opportunities for public transport within easy reach. Numerous bus routes and two Metrolink stops are within a five minute walk from the site giving access to destinations across Greater Manchester. Piccadilly train station and the proposed HS2 station are also within a few minutes' walk giving access further afield.
- 4.37 Cycle parking is provided at a ratio of one space per apartment. The cycle stores would be secure with access by fob or similar with allocated spaces to manage usage.

Ventilation

- 4.38 The ventilation strategy improves on the fundamental principles of the Building Regulations and will make a contribution to reducing the annual CO₂ emissions of the proposed development.
- 4.39 The proposed development will incorporate energy reduction measures in the ventilation systems to reduce the carbon footprint of the site using heat recovery devices and energy efficient fan selections.
- 4.40 Waste heat from the apartments will be recovered by the mechanical ventilation heat recovery (MVHR) systems. This type of ventilation will help to reduce heat demand and provide filtered air to the apartments thus promoting healthy living conditions for the occupants. All fans and motors shall be specified to incorporate ECA accredited technology and appropriate controls. Due to exceedance of the annual mean objective for nitrogen dioxide predicted at the ground floor level of the building, the ground floor apartments' intake and exhaust louvres/ air bricks will be elevated. An intake supply filter inside the unit will be provided to remove incoming particulate and pollen matter. The ventilation unit will remove air from the bathrooms and kitchens and provide air to the habitable rooms via a rigid flat ductwork system with supply and extract air grilles in the ceilings. Windows will be openable to provide the apartments with purge ventilation.
- 4.41 Common landlord areas will be naturally ventilated where possible with supplementary ventilation provided via local mechanical fans as required. Any ventilation unit connections to intake and exhaust louvres will be in the façade or at roof level and arranged to avoid re-circulation. Bin stores will be provided with mechanical extract ventilation connected to an appropriate section of the high-level louvre within the façade. Fresh air shall be provided via louvred doors.
- 4.42 In terms of the commercial space, provision shall be made within the building for the tenants to install a general supply and extract ventilation system with a designated area with appropriate high-level louvres within the façade. A service riser to the roof level shall be also be included for any future tenant cooking extract ventilation.

Climate Change, Energy and Sustainable Construction

- 4.1 The application is supported by an Energy Strategy by Future Serv. This document set out how the Proposed Development will incorporate sustainability measures, including energy efficiency and environmental design.
- 4.2 In respect of climate change, Paragraph 150 of the NPPF states new development should be planned for in ways that:
 - a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and

- b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards

4.3 Further to this, Paragraph 154 states that local planning authorities should expect new development to:

- a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the Applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
- b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

4.4 The 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.

4.5 Policy EN6 of the Core Strategy 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.

4.6 Policy DM1 notes that for new residential developments built after 2013 Code for Sustainable Homes (CfSH) Level 4 must be achieved. Although the code no longer applies this is still used as a point of reference.

4.7 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.

4.8 The supplementary planning document, Guide to Development in Manchester (2007) also details the Environmental Standards development in Manchester is expected to achieve, including energy efficiency, renewable energy and environmental design.

4.9 The Energy Statement has been prepared by FutureServ and summarises the energy hierarchy requirements for the Proposed Development to respond to emission reduction targets set out within the Manchester Core Strategy policies EN4 and EN6.

4.10 Reduction of carbon emissions will be sought through a combination of: improved fabric performance; energy efficient mechanical and electrical servicing; and LZC technologies including Combined Heat & Power.

4.11 **Passive Energy Measures:** The energy used for heating the building will be reduced through the design of a thermally efficient fabric, in excess of the thermal properties set out within the Building Regulations, intended to avoid cooling requirements.

4.12 **Energy Efficiency Measures:** Highly efficient plant, heat recovery systems, and energy efficient and highly controllable lighting will be specified. The central heating plant will be designed around a high efficiency heat generator, providing Domestic Water Heating. Pre-heat to the systems will utilise low carbon energy taken from a 50kWth Combined Heat & Power system acting as lead heat source in conjunction with thermal storage.

- 4.13 Highly efficient electric heat emitters will be provided complete with time and thermostatic control provisions, to minimise wasted energy when areas are unoccupied.
- 4.14 The Proposed Development will incorporate energy reduction measures in the ventilation systems to reduce the carbon footprint of the site using heat recovery devices and energy efficient fan selections. Waste heat from the apartments will be recovered by the mechanical ventilation heat recovery (MVHR) systems. This type of ventilation will help to reduce heat demand and provide filtered air to the apartments thus promoting healthy living conditions for the occupants.
- 4.15 **Low or Zero Carbon (LZC) Measures:** The proposed 20kW_e Combined Heat and Power system (CHP) will provide a source of low carbon electricity to the development and where possible, redundant generation will be exported back to grid.
- 4.16 All plant and equipment would be equipped with energy control measures incorporating variable speed drives, with low energy motors provided on ventilation fans and hydraulic pumps.
- 4.17 A+ energy rated white goods will be used where possible to limit unregulated energy demand, and energy reducing features such as daylighting sensors will also be used.
- 4.18 Surface water run-off rates will be reduced, beyond good practice, to flows of less than 50% of pre-development discharge rates. A maximum surface water discharge rate of 12.6 L/s will be achieved through below ground attenuation storage in the form of geocellular storage crates with restricted outflow.
- 4.19 The development Site is located within Flood Risk Zone 1 and as such is not considered to be at risk of flooding. The Site drainage strategy will be designed to manage the surface water runoff to ensure that the peak rate and volume of surface water run-off will be no greater post-development than pre-development and accord with the local planning policies.
- 4.20 A water efficient strategy will be established to manage daily water consumption by occupants. Water efficiency measures to reduce water heating energy loads and to cut the process energy required to supply clean drinking water will be included. The development would be provided with a boosted cold water supply system located within the main plant rooms and all sanitary appliances are to be equipped with low water flow devices. A water efficient strategy will be established to manage daily water consumption by occupants including:
- Low flow/flush taps, showers and toilets
 - A-rated, low water consuming appliances (where provided)
 - Water meters and sub-meters to enable tenants to monitor water use
 - Water leak prevention and leak detection systems, subject to feasibility
- 4.21 The construction site will be managed in an environmentally considerate manner. The Code of Considerate Practice to be adopted by the contractor will involve adhering to best practice policies to prevent ground and surface water pollution. Construction impacts will be minimised through the Construction Management Plan, notably through: operation of an Environmental Management System; adoption of responsible construction management practices, implementation of pollution prevention policies; monitoring of construction site energy and water consumption; recording of CO₂ emissions associated with construction site vehicles (deliveries and waste removal); and, implementation of a Sustainable Procurement Plan to ensure key materials are responsibly sourced.
- 4.22 As a reflection of the highly accessible nature of the Site by modes of transport which are low impact in terms of CO₂ emissions, it is proposed that no on-site car parking will be provided. 144 cycle parking spaces would be provided within the building with secure spaces and extensive changing facilities. A further 10 spaces will be located in the public realm in the vicinity of the building.

- 4.23 The Travel Plan sets out a package of measures to reduce the transport and traffic impact of the Proposed Development, including the provision of public transport, walking and cycling information. The Plan would encourage individuals to choose alternative modes over single occupancy car use.
- 4.24 Opportunities to reduce waste at source, promote resource efficiency, and re-use or recycle materials will be identified in order to divert waste from landfill during the demolition and construction phases of the development. Waste storage areas will include accessible, dedicated recyclable storage bins to ensure that occupants can take responsibility for the management of the waste produced, encouraging the separation of recyclable materials at source.
- 4.25 Ecology surveys have been undertaken to ensure no adverse impact on biodiversity will be caused. The Site in its current form has limited ecological value. Proposed enhancements to site ecology include incorporating areas of soft landscaping within the new development with native and/or wildlife friendly planting schemes, planting of additional native trees and, the provision of artificial wildlife shelters or boxes to provide safe areas for bats, birds and insects.
- 4.26 The Development will be on previously developed land; avoiding the use of virgin land, whilst bringing an underutilised site back in to circulation for sustained future use.
- 4.27 The absence of on-site car parking, provision of cycle storage, and funding of a car club bay will strongly encourage sustainable travel, along with high levels of accessibility to city centre amenities and public transport.
- 4.28 Sunlight, daylight, noise and air quality impacts have been assessed to inform the design and support the comfort and wellbeing of building end users and neighbours.
- 4.29 Overall the Proposed Development will incorporate energy efficiency measures in its building services including highly efficient heat generation plant, heat recovery systems and energy efficient and controllable lighting. The carbon emissions from the Proposed Bendix Street development shows potential for a total reduction in emissions from the baseline set by current Building Regulations Part L 2010, by 15%.

5 Planning Policy Framework

5.1 This chapter details the planning policy context against which this application will be assessed.

5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise"

5.3 This Section details the relevant documents that make up the Development Plan and are material considerations in the determination of the application.

National Planning Policy and Guidance

National Planning Policy Framework (NPPF) – February 2019

5.4 The NPPF articulates the priorities of the Plan for Growth within planning policy. The NPPF introduces a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up to date Development Plan.

5.5 The NPPF outlines that the purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 7). There is a clear presumption in favour of sustainable development (paragraph 11). The NPPF constitutes the Government's view of what sustainable development means in practice for the planning system.

5.6 There are three dimensions to sustainable development; economic, social and environmental.

5.7 These dimensions give rise to the need for the planning system to perform a number of roles all of which should be undertaken together.

5.8 In achieving sustainable development Paragraph 8 of the NPPF notes that development can create a 'responsive' and 'competitive' economy through ensuring that development is located within the right places. It should support strong, vibrant and healthy communities, and protect and enhance our natural, built and historic environment.

5.9 Chapter 9 of the NPPF deals with the promotion of sustainable transport. Paragraph 103 states 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.

5.10 Chapter 6 of the NPPF advises that the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meet the twin challenges of global competition and of a low carbon future.

5.11 It goes on to state that investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing.

5.12 Chapter 11 of the NPPF highlights within Paragraph 117 that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

5.13 Furthermore, in Paragraph 118 Part A it notes that planning policies and decisions should encourage multiple benefits from both urban and rural land, including through mixed use schemes. Part C gives

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. Finally, Part D of the same paragraph it promotes and supports the development of under-utilised land and buildings.

- 5.14 The NPPF (Chapter 12) advises that good design is a key aspect of sustainable development and that it is indivisible from good planning.
- 5.15 At Paragraph 124 it is advised “the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.

National Planning Practice Guidance (NPPG)

- 5.16 The National Planning Practice Guidance (NPPG) was finalised in March 2014 and sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource. The principle behind the NPPG fits in the wider objectives of the current government’s attempt to make the planning system simpler, clearer and easier for people to use. This guidance was developed following a detailed review of planning policy guidance through the Taylor Review between October and December 2012.
- 5.17 The NPPG stresses the importance of good design and that planning should drive up standards across all forms of development. As a core planning principle plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or space that work well for everyone, look good, last well and will adapt to the need of future generations.
- 5.18 With particular reference to housing design issues, the NPPG sets out that well-design housing should be functional, attractive and sustainable. Consideration should be given to the servicing of dwellings including the storage of bins and cycles and provision of space for drying clothes or places for deliveries. Additionally parking should be given consideration with there being several different approaches that can
- 5.19 The NPPG references pre-application discussions, Design and Access Statements and Design Reviews as some of the methods that can be used to achieve good design.
- 5.20 The NPPG also sets out processes and expectations on pre-application discussions. The NPPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success.
- 5.21 This is achieved through providing:
- An understanding of the relevant planning policies;
 - Working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a Proposed Development;
 - Discussion of possible mitigation methods against impacts of Proposed Development; and
 - Identifying the information required to accompany a formal planning application.

Adopted Manchester Local Development Plan

- 5.22 The Local Development Framework (LDF) is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. To date only the Core Strategy DPD has been adopted by Manchester City Council. Within this context, the Development Plan comprises:

- Manchester Core Strategy 2012 ("the Core Strategy");
- Manchester Proposals Map (2012);
- Saved Policies of the Manchester Unitary Development Plan 2005 ("the UDP");
- Greater Manchester Joint Waste Development Plan Document (2012); and
- Greater Manchester Joint Minerals Plan (2013).

5.23 The Core Strategy was adopted in July 2012 and is the key overarching DPD within the LDF. The Core Strategy has replaced significant elements of the Manchester UDP as the document that sets out the long term strategic policies for Manchester's future development and forms the primary framework that planning applications will be assessed against. Despite being largely superseded by the Core Strategy, a number of UDP Policies have been "saved" and comprise part of the Development Plan also.

Core Strategy (2012)

5.24 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.

Unitary Development Plan (1995)

5.25 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.

Supplementary Planning Documents and Guidance

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

5.26 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.

5.27 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.

5.28 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.

Providing for Housing Choice SPD (2008)

5.29 This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision.

5.30 The SPD highlights that a core driver of success will be the creation of "Neighbourhoods of Choice" with truly sustainable communities where people choose to live because of the quality of life on offer:

"It is through the creation of neighbourhoods of choice that (we) will succeed in delivering the household growth needed to underpin the City Region's economic growth potential. The creation of neighbourhoods of choice will demand an integrated and planned approach that can ensure that there are quality public services in the right location, along with quality local amenities, a choice of housing, a quality local environment and low levels of crime and disorder."

- 5.31 One of the central themes in the 'Neighbourhoods of Choice' vision is that there should be wide choice of housing, across tenures, with higher levels of home ownership than currently exist and higher overall property values. The needs of existing residents should also be met. The residential building provides 1, 2 and 3 bed apartments with amenity facilities.

Manchester Residential Quality Guidance

- 5.32 As above, the Manchester Residential Quality Guide is considered a material consideration in all planning applications. Proposals for residential development will have to demonstrate the highest quality of design which aligns with the Guide. If a Proposed Development does not comply with the design principles the developer must provide sufficient justification, evidence and options analysis or else it will lead to the application being refused.

New Cross Development Framework

- 5.33 The New Cross Development Framework includes guidance for development that is brought forward on the Site. The NDF states that the purpose of the document is not to prescribe a definitive form of development, as inevitably there will be varying options and combinations of development that could deliver the vision and objectives for the Site. However, it does establish urban design principles that will inform future development. The NDF emphasises that it will be a material consideration in decision making to ensure that proposals are brought forward in a fully integrated and coordinated manner.
- 5.34 The Site falls within Zone A, which has a number of existing conditions that are relevant to how the wider area is developed. These are summarised as;
- Close proximity to established and emerging neighbourhoods
 - A large number of vacant and underutilised;
 - A strong grid street pattern; and
 - A complicated and fragmented ownership pattern.
- 5.35 The NDF identifies Zone A as a predominantly residential area, with a range of typologies that can respond to the existing grid pattern, character and density of surrounding neighbourhoods. The illustrative masterplan for Zone A provides the more specific guidance for future development of the application Site. This is detailed further at Section 3 of this Planning and Tall Building Statement.

Summary of Accordance with Planning Policy

- 5.36 A full appraisal of how the Proposed Development addresses the specific planning policy considerations is set out in Chapters 6 and 7 as follows:
- Tall Building Evaluation
 - Assessment of context and heritage assessment;
 - Architectural quality;
 - Sustainable design and construction of the proposal;
 - Credibility of the design;
 - Contribution to public space and facilities;
 - Effect on the local environment;
 - The provision of a well-designed, inclusive environment.

- Other planning considerations
 - Socio Economic
 - Affordable Housing
 - Noise
 - Ground Conditions
 - Ecology
 - Archaeology
 - Energy
 - Crime and Security
 - Construction Management
 - Waste Management and Servicing
 - Drainage
 - Ventilation

5.37 The Proposed Development is fully in accordance with the Development Plan. Appendix A provides a response to each specific Local Development Plan Policy that relates to the Site.

6 Tall Building Evaluation

6.1 This section presents a detailed evaluation of the proposed tall building. In addition, Section 5 provides justification for height in terms of viability. This section assesses the Proposed Development against relevant policy and guidance on tall buildings.

Introduction

6.2 The Manchester Guide to Development SPD states that “it will always be important for the City to be able to accommodate new interest and activity in its different forms, including tall buildings” (p.46).

6.3 Manchester’s Guide to Development SPD states that the Council “would require any such proposals to be presented in context of the joint guidance produced by CABI and English Heritage for assessing tall buildings” (p.50). However, on 10 December 2015, Historic England published Advice Note 4, Tall Buildings which represents an update to the CABI and English Heritage Guidance published in 2007, responding to the requirements of the National Planning Policy Framework and the marked increase in proposals for new tall buildings. Therefore, the evaluation of this element of the Proposed Development as set out below is based on the 2015 guidance. The Proposed Development is also assessed against the Core Strategy Policy EN2 (2012) on Tall Buildings.

6.4 Advice Note 4 identifies a series of steps that should be undertaken pre-application for proposals involving tall buildings. These are as follows:

- Identify the zones of visual influence of a proposal, which help to understand the character of the areas that may be affected and any individual heritage assets.
- Guide and improve design: Design Review is an established tool for the assessment of impact.
- Understand what illustrative material is likely to be needed in terms of the quality, accuracy, clarity and detail, so that the impact can be properly and objectively assessed.

6.5 The Proposed Development has been developed through a comprehensive engagement process. The heritage assets potentially affected and the resulting key viewpoints have been assessed by Stephen Levrant Heritage Architecture.

6.6 The Proposed Development has also been the subject of a Places Matter! Design Review; overall, the feedback received was positive and is explained in further detail in the Statement of Consultation submitted in support of the application.

6.7 The Proposed Development has been carefully designed after being considered as part of a comprehensive assessment process. An example of this assessment process includes an analysis of the visual impact on identified heritage assets through a series of key views.

6.8 The remainder of this section will consider the proposal against the Historic England guidance in the following order:

- Assessment of Context and Heritage Assessment;
- Architectural Quality;
- Sustainable design and construction of the proposal;
- Credibility of the design;
- Contribution to public space and facilities;

- Effect on the local environment;
- The provision of a well-designed, inclusive environment.

Assessment of Context and Heritage Assessment

Heritage

- 6.9 The Planning (Listed Building and Conservation Areas) Act 1990 sets out the general duty on decision makers in exercising their planning functions with respect to heritage assets.
- 6.10 Section 66 requires:
- "In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses..."**
- 6.11 Section 72 sets out the corresponding duty in relation to conservation areas, it requires:
- "In the exercise, with respect to any building or other land in a conservation area, of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area..."**
- 6.12 Paragraph 8 of the NPPF, as published in July 2018, notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment.
- 6.13 The NPPF advises (paragraphs 195-196) that decisions on applications should be made on the basis of the significance of the asset and the harm or impact that a proposal would cause to that significance. In this context harm is referred to as either 'substantial' or 'less than substantial'.
- 6.14 Paragraph 192 requires that "when determining applications, local planning authorities should take account of;
- a) The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - c) the desirability of new development making a positive contribution to local character and distinctiveness.
- 6.15 Paragraph 196 states that where a development proposal will lead to substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.
- 6.16 Core Strategy Policy EN3 'Heritage' highlights that throughout the City, MCC will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed so as to support MCC in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance. Proposals which enable the re-use of heritage assets are encouraged where they are considered consistent with the significance of the heritage asset.
- 6.17 Policy CC9 relates to design and heritage where development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.

- 6.18 There are no Listed Buildings, World Heritage Sites or Scheduled Ancient Monuments within the immediate vicinity or on the Site, and nor is the Site within a Conservation Area.
- 6.19 In relation to those historic receptors where there is an impact, the Heritage Assessment provides the following summary:
- The proposed demolition of No.4 and No. 14 Addington Street, is mitigated and outweighed by the wider regeneration of the Site.
 - Further mitigation is provided by undertaking a Level 2 Historic Building Record (as set out by Historic England) of No. 4 and No. 14 Addington Street before demolition and submitted to the Historic Environment Record (HER).
 - The potential of the Proposed Development to impact the settings of the identified heritage assets has been assessed through appraisal of 4 views.
 - The Visual Impact Assessment has demonstrated that the Proposed Development would have an overall beneficial impact on the setting of the setting of the Ancoats Conservation Area.
 - The proposed design, scale, materiality, palate and detailing all accord with and are complimentary to the already established early-20th century warehouse architecture, which still remain in the surrounding streetscape.

Public Benefits

- 6.20 The Proposed Development results in less than substantial harm to the heritage assets as confirmed above and in the Heritage Statement.

- 6.21 Paragraph 196 of the NPPF states that:

“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use”

- 6.22 The National Planning Practice Guidance (NPPG) defines ‘public benefits’ as follows:

“Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework. Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits.”

- 6.23 Public benefits may also include heritage benefits, such as:

- sustaining or enhancing the significance of a heritage asset and the contribution of its setting
- reducing or removing risks to a heritage asset
- securing the optimum viable use of a heritage asset in support of its long term conservation

- 6.24 The Proposed Development will result in a number of public benefits and these are summarised as follows:

Economic Benefits

- The City Centre is expanding to the north. This Site, and the whole New Cross area, has been largely underutilised for many years. The proposed re-use of the Site for residential use positively contributes towards the ongoing regeneration of Manchester and the expansion of the city centre.
- The creation of residential units in a mix of sizes and styles will promote a mix of families, young professionals, retirees to live and work in the city centre, in turn encouraging expenditure. This will contribute to meeting the housing need of 3,333 new homes in Manchester every year as stated in

Manchester's Core Strategy Policy H1 Overall Housing Provision. The increased housing provision will in turn result in population growth and an overall enhanced productivity within the city.

- Opportunity to encourage and develop skills, internships and apprenticeships among the varied and specialised trade contractors during the construction phase.

Social and Cultural

- Opening up the plot for residential use will assist in creating a new community as part of New Cross Development Framework.
- Enhancing pedestrian linkages through the Site to existing communities in Ancoats, NOMA and the wider City Centre.
- Improving connectivity to Manchester's blue and green network, including St Michael's Flags, Angel Meadows and the River Irk.
- Providing a high quality, highly visible, well designed buildings in a key gateway location into the city centre which signalise the entrance to the city centre from the north and highlight Manchester's high quality ambition towards the city townscape.
- A development that is designed to be accessible to all users including those whose mobility is impaired.

Environmental

- Improving the visual amenity of the existing Site.
- Incorporating sustainable technologies as appropriate.

Heritage

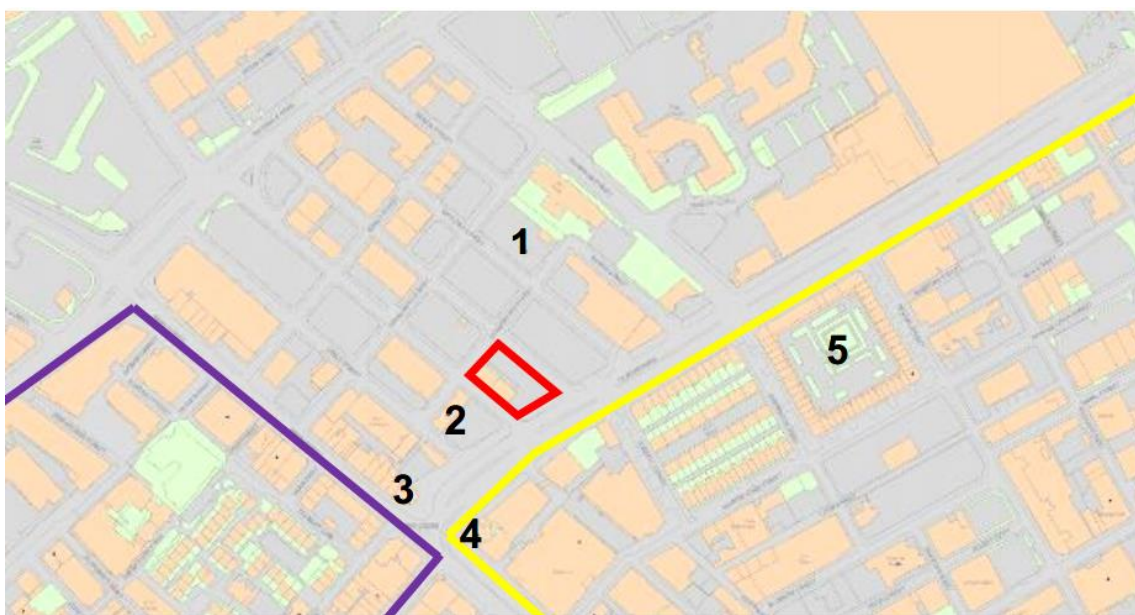
- The scheme has been designed to sensitively relate to the adjacent Grade II Listed Victoria Square on Oldham Road and the Grade II Listed Goulden Street Police and Fire Station.
- The scheme also relates to the Ancoats Conservation Area whose boundary can be found to the other side of the Oldham Road.

6.25 The cumulative effect of all these benefits will be very significant. It is clear the Proposed Development provides a number of public benefits including heritage benefits that will deliver economic, social and environmental benefits to the local community.

Heritage

6.26 The Site has fifteen listed assets within 250m of the Site, with the closest assets being Victoria Square on the opposite side of Oldham Road, and the Police and Fire Station on Goulden Street. The Site also borders the Ancoats Conservation Area. All the listed assets and the conservation area are addressed in more detail in the submitted Heritage Statement prepared by Stephen Levrant Heritage Architecture.

6.27 A Heritage Significance and Impact Statement has been prepared by Stephen Levrant Heritage Architecture (SHLA) to support the application. Whilst the Site is not within a Conservation Area and does not contain any listed buildings it is adjacent to the Ancoats Conservation Area and within close proximity to a number of Listed buildings, which the Proposed Development could impact the setting of.



- 1: Grade II Former Goulden Street Police and Fire Station
- 2: Grade II No.8 Cable Street
- 3: Grade II Former Midland Bank
- 4: Grade II Crown and Kettle Public House
- 5: Grade II Victoria Square
- Yellow: Ancoats Conservation Area
- Purple: Smithfields Conservation Area

Characterisation Appraisal and Significance Assessment

6.28 In order to understand the impact of the Proposed Development on the historic built environment the area around the Site has been divided into distinct character areas and a Characterisation Appraisal has been undertaken within the immediate vicinity of the Site. There are three main Character Areas as outlined below:



- Oldham Road (Green);
- North Ancoats (Yellow); and,
- Former Warehouse District (Blue).

Oldham Road

6.29 The Grade II listed former Midland Bank and the Crown & Kettle public house, located at the commencement of Oldham Road, add dignity and historic context to the junction and Character Area, however, this coherence is quickly lost. The northern part of Oldham Road has been extensively redeveloped and includes surface level car parks and industrial units.

North Ancoats

6.30 The Ancoats Conservation Area forms this Character Area. However, where the Character Area fronts Oldham Road there is a confusing mix of gap sites, modern apartment blocks and lower quality historic buildings. The conservation area is fully appreciated when travelling further east into the conservation area.

Former Warehouse District

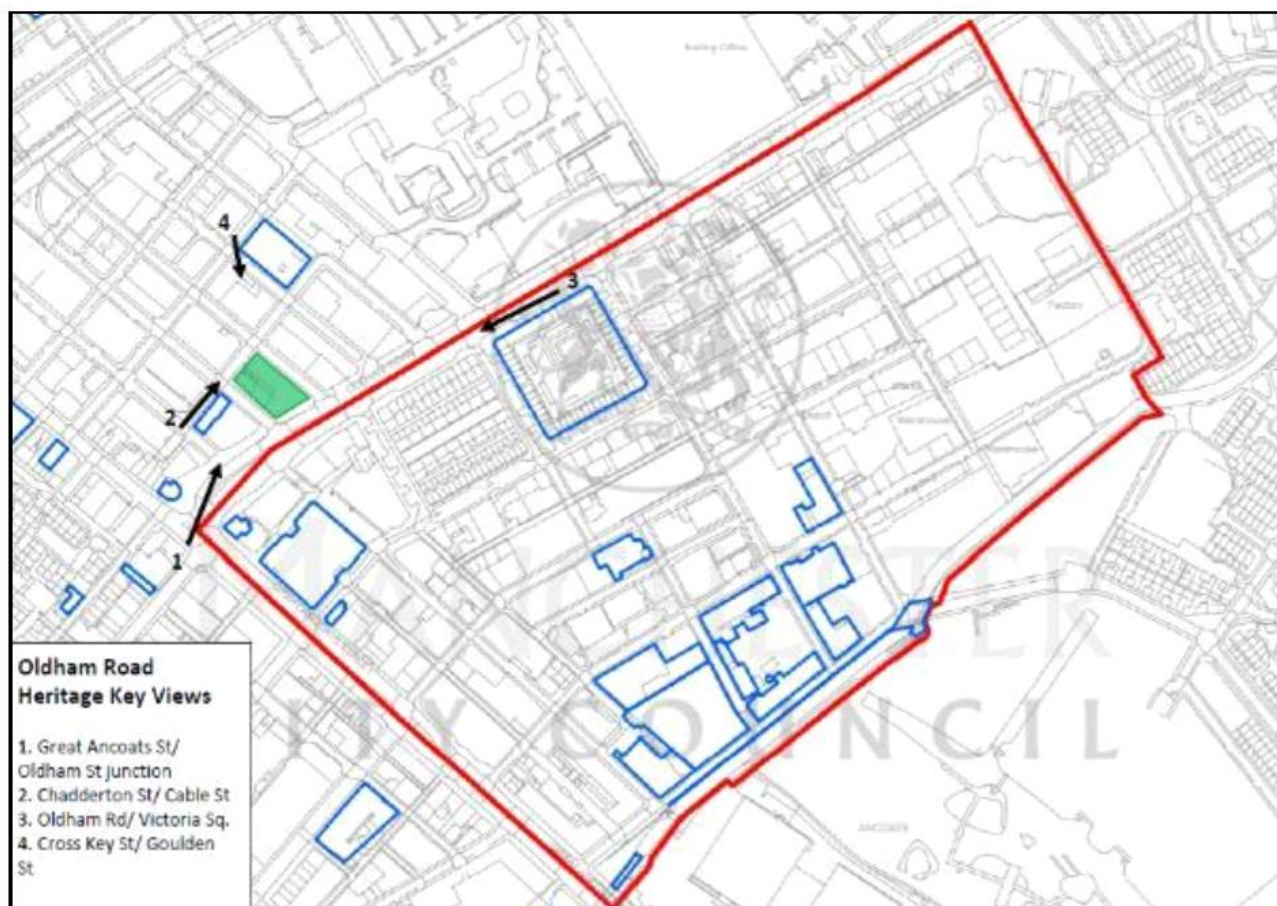
6.31 This Character Area is defined by the strong surviving grid pattern, the sporadic survival of individual non-listed buildings and surface level car parks.

6.32 The Heritage Assessment goes on to assess the significance of the surrounding designated heritage assets and an assessment has been carried out to consider the impact of the Proposed Development on these Listed Buildings and Conservation Areas. This concludes

- The setting of the Conservation Area will not be adversely impacted by the proposals.
- The setting of the 5 listed buildings will not be adversely impacted upon by the current proposals.
- The Characterisation Appraisal has demonstrated that the urban form of the surrounding area is so drastically altered that the potential for visual impact of the historic built environment will be at most negligible.

Visual Impact Assessment

6.33 In order to assess the potential impact on the Proposed Development on the identified heritage assets, a visual impact assessment has been undertaken by Stephen Levrant Heritage Architecture on the setting of the asset.



View 1 - Existing

- 6.34 This view shows the Site (to the left) as viewed from the former location of the New Cross, at the junction of Swan Street (left), Great Ancoats Street (right), Oldham Street (behind) and Oldham Road, which can be seen extending north-eastwards directly ahead.
- 6.35 Much of the southern part of Oldham Road is visible from this vantage point. The existing view illustrates the lack of coherent historic built form to the right of the view, which forms the boundary of the Ancoats Conservation Area, of which is considered to be of low significance from this location, and the setting of the Grade II No. 8 Cable Street, of which its blind rear elevation can be seen to the left of the view, and also of low significance.
- 6.36 Other buildings within the view consist of modern apartment blocks to the right, and light industrial premises (forming part of the Site) to the left. Consequently, this view is considered to be of low significance.



Figure 6-1: View 1 as existing

View 1 - Proposed

- 6.37 In the proposed view, the new building forms the main focus in the foreground. The building uses two connected, but different architectural treatments and designs to give a sense of hierarchy between the taller and shorter elements. The ground floor of the building uses large areas of glazing to create active street frontages along Oldham Road and Addington Street, forming a strong corner treatment at this junction.
- 6.38 The design of the proposed building takes its influence from historic warehouse buildings which survive in the immediate area, using a series of round-headed window openings, which echo historic architectural detailing in the area. The new building is considered to reinstate a degree of coherence to the streetscape and to repopulate an area of the historic street plan which has been vacated by clearance throughout the latter 20th century, re-establishing the historically dense gridiron urban grain.
- 6.39 Directly in the foreground of the building, the setting of the Grade II Listed No. 8 Cable Street is not experienced from this location and will not be affected by the Proposals. The setting of the Ancoats Conservation Area to the right, as discussed above, forms a largely fragmented buffer of low significance from this viewing place. As such, within the preferred ICOMOS terminology, it is considered that the view

demonstrates the Proposals would incur a moderate beneficial impact upon the significance of the settings of the heritage assets seen within the view.



Figure 6-2: View 1 as Proposed

View 2 – Existing

- 6.42 View 2 shows the north-west corner of the Site as viewed from the northern end of Chadderton Street, looking north-east away from the City centre. The existing view is equally dominated by the modern c1990s industrial unit to the left, and the principal elevation of the Grade II Listed No. 8 Cable Street building to the right; both continuing the historic industrial character of the street, with No. 8 Cable Street being a robust and solid feature in the streetscape.
- 6.43 Along with fragmentary late-20th century low-rise industrial units and offices; this view includes the Grade II Listed ventilation stack of the Grade II Listed former Goulden Street police and fire station, which is a prominent feature on the skyline. Although the ventilation stack is a prominent feature, this view has only been achieved with mass demolition of all surrounding blocks during the late-20th century, and was never designed to have been viewed from this position. This view is considered to be of low significance.



Figure 6-3: View 2 as Existing

View 2 - Proposed

- 6.44 In the proposed view the new building will not be fully visible due to the narrow street pattern, and height and position of the Grade II Listed No. 8 Cable Street to the right of the view. The Proposed Development will only come fully into view gradually when traveling north-east along Chadderton Street.
- 6.45 The design of the new building is of a robust and confident design, that matches those qualities found in the neighbouring No. 8 Cable Street, and similarly accords with its rhythm of fenestration.
- 6.46 The ventilation stack and boundary wall of the Grade II former Goulden Street police and fire station, are only now visible in the mid-distance due to the recent mass clearance of industrial buildings in the blocks in-between, and would not have originally been seen from this location, as such the overall impact upon the settings of heritage assets in this view is considered to be minor beneficial.



Figure 6-4: View 2 as Proposed

View 3 – Existing

- 6.47 This view is experienced from Oldham Road, looking westwards towards the Site from the principal aspect of the Grade II Listed Victoria Square. The Site can be seen in the mid-ground, left of the Chinese pagoda structure, which marks the corner of the large modern, Wing Yip Chinese supermarket and restaurant. Further along Oldham Road, to the left of the view is an extended terrace of shops with housing above, consisting of typical brick-built late-19th century design, and forming part of the northern boundary of the Ancoats Conservation Area.
- 6.48 Located in the far-distance, directly behind the Site, is the Grade II Listed 1950s CIS Tower, which does not present an easily intelligible view from this location. The view is considered to be of low significance.



View 3 - Proposed

- 6.49 In the proposed view, due to the distance of the Grade II Listed CIS Tower from the Site, the robust and dominant scale, position and design of the Grade II Listed Victoria Square, and the low significance of the setting of the Ancoats Conservation Area from this viewing position, It is considered that the Proposed Development will add a coherent and well-designed new feature into the poor and fragmentary nature of the current streetscape along the northern side of Oldham Road, and as such the Proposals are considered to be moderate beneficial.



Figure 6-6: View 3 as Proposed

View 4 – Existing

- 6.50 View 4 is experienced looking in an easterly direction from the junction of Cross Keys Street (left and right), and Goulden Street, which can be seen to the centre. This view demonstrates the swathes of cleared blocks of buildings which are now used as surface car parking as far as Oldham Road. In the distance, to the right of the view is the principal elevations of the Grade II Listed No. 8 Cable Street, which along with the two buildings consisting the Subject Site, form a cluster of similar buildings at the junction of Cable Street and Addington Street.
- 6.51 To the extreme left of the view is the remains of the principal elevation of the former Goulden Street police and fire station (Grade II Listed). Although now a ruinous and incomplete shell, this remaining boundary wall and tall ventilation stack behind still provide a strong and dominant presence to the streetscape. This is not the best position in which to appreciate and view the building, consequently the view is considered to be of low significance.



View 4 - Proposed

- 6.52 Within the proposed view, and as identified within previous views, the new development would reinstate a degree of coherence to the historic street plan affected by urban clearance and reinstate a dense urban grain in accordance with the original development of the area.
- 6.53 The presently disjointed and largely altered historic street-plan will be partially reinstated with the introduction of a new building of confident design quality, which employs design features echoing the historic building qualities of buildings within the area. The setting of the Ancoats Conservation Area will not be affected by the Proposals from this view.
- 6.54 It is considered that the new building will add a coherent and well-designed new feature within the setting of the Grade II Listed former police and fire station boundary wall and ventilation stack, enhancing its currently isolated setting, and as such that the effect of the proposals will be moderate beneficial.



Visual Impact Assessment Conclusions

- 6.55 The Visual Impact Assessment concludes that the Proposed Development will result in one instance of minor beneficial impact, and three instances of moderate beneficial impact.
- 6.56 The instances of minor and moderate beneficial impact relate to the effect of the Proposed Development upon the setting of the Grade II Listed Former Goulden Street police and fire station, the Grade II Listed No. Cable Street, the Grade II Listed Victoria Square and the setting of the Ancoats Conservation Area.
- 6.57 The beneficial impact upon the settings of the above heritage assets relate to the reinstatement of a clear architectural rhythm and form in this area, adhering to the original gridiron street plan which still survives within the immediacies of the Site.
- 6.58 The Proposed Development will largely conform to the proposed building heights and massing set out within the NDF.
- 6.59 Within the wider townscape, the Proposed Development will introduce a new feature in the city skyline which will complement the existing multi-phased skyline in this area, and create a point of interest and encourage exploration and movement from the city to this part of New Cross, signifying presence and activity within a presently long underused area of the city.
- 6.60 Perhaps most importantly in this respect the Proposed Development will enhance the streetscape of the lower part of Oldham Road and tie this area back in to the adjacent established city centre area.
- 6.61 As a result, the proposals are not considered in the light of the Visual Impact Assessment to incur any adverse impacts upon the settings of any of the identified heritage assets. In these terms, the overall impact of the proposals is considered to be beneficial in visual terms as regards the settings of the listed buildings and conservation areas, and that no "harm" is being proposed within the terms of the NPPF.

Architectural Quality

- 6.62 Chapter 12 of the NPPF advises that well designed places are a key aspect of sustainable development and that it is indivisible from good planning. At paragraph 127 it is advised that developments should; function well, be visually attractive, be sympathetic to local character and history, establish a strong sense of place, optimise Site potential, and create inclusive safe places.
- 6.63 In addition, Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015) provides design guidance for developers.
- 6.64 As detailed within this statement, the Proposed Development has been produced in line with the appropriate planning guidance surrounding appearance and materials.
- 6.65 The Proposed Development has been prepared by the Applicant and Tim Groom Architects who have experience in designing developments in city centre locations, alongside heritage expertise provided by Stephen Levrant Heritage Architecture.
- 6.66 The design merits and architectural quality are identified in Chapter 3 of this Statement. Comments received from the Places Matter! Panel and Manchester City Council and wider consultation process have been integrated into the Proposed Development where appropriate to ensure a high quality design is achieved. The design is well considered, contemporary and distinctive which responds to the surrounding area.

Sustainable Design and Construction

- 6.67 Please refer to paragraph 4.31 where this is covered fully.

Contribution to Public Space and Facilities

- 6.68 A Landscaping Strategy, prepared by Layer-ing, has been developed based on the New Cross Public Realm Strategy (2017) and is submitted alongside the application.
- 6.69 The Proposed Development includes landscaping to the parameter of the building and roof gardens.
- 6.70 The proposed residential use will activate Oldham Road, Marshall Street and Angel Street frontages through the provision of a commercial unit and residential entrance spaces. It will also promote natural surveillance along all three streets as the residential units front the street.
- 6.71 The Proposed Development will connect the Site to Ancoats, NOMA and the City Centre through pedestrian and cycle linkages across the Site.

Effect on the Local Environment

Wind

- 6.72 The Proposed Development is of modest scale and is partially sheltered, at lower levels, from prevailing winds.
- 6.73 As a result, the Proposed Development is not expected to have any significant impact on pedestrian level wind conditions with regards to pedestrian safety, and conditions in and around the Site are expected to rate as safe for all users.
- 6.74 In terms of pedestrian comfort, with respect to wind force, thoroughfares within and immediately around the Site are expected to be suitable for pedestrian access to, and passage past, the Proposed Development. Entrances to the Proposed Development are expected to enjoy suitable conditions for pedestrian ingress / egress.
- 6.75 With the introduction of appropriate landscaping, the communal roof-top terrace is expected to enjoy suitable conditions for planned recreational activities.

6.76 The Proposed Development is not expected to have any significant impact on pedestrian level wind conditions within the surrounding area.

6.77 On the basis of the above, the Proposed Development is considered compliant with Local Authority policies with regards to wind microclimate.

Daylight and Sunlight

6.78 Gray Scanlan Hill has undertaken an evaluation of the daylight and sunlight amenity impact of the Proposed Development on those key parts of the surrounding built environment. The appraisal is undertaken in line with Building Research Establishment ("BRE") design guidance Site Layout Planning for Daylight & Sunlight: A Guide to Good Practice, which is recognised as the industry standard, technically robust, methodology for appraising daylight and sunlight amenity impact in the built environment.

6.79 The assessment documents the impact that the Proposed Development will have on the daylight and sunlight amenity of the following neighbouring buildings:

- Turning Point Detoxification Centre, Thompson Street;
- Victoria Square, Oldham Road;
- 44-68 Oldham Road;
- 8 - 30 Oldham Road Apartments;
- 8 Cable Street;
- 32 Mason Street;
- The Skyline Central Apartments;
- 34 Mason Street;
- 36 Mason Street;
- 38 Mason Street.

6.80 The Assessment considers the impact of the Proposed Development on the Daylight and Sunlight of surrounding receptors. The conclusions of the assessment are summarised below.

Daylight Amenity Impact

Generally

6.81 The Proposed Development will have a non-significant daylight amenity impact on the Turning Point Centre, Victoria Square, 44-68 Oldham Road, 32 Mason Street, The Skyline Central Apartments, 34 Mason Street, 36 Mason Street and 38 Mason Street.

6.82 All windows appraised would continue to achieve the BRE's 27% VSC target in the proposed condition or experience a reduction in baseline VSC of less than the 20% reduction that is accepted by the BRE, on the grounds that it would not be noticed by the room occupants. Further, all Site facing rooms of these buildings will also satisfy the BRE's No Sky Line test, with the majority experiencing no reduction in the area / extent to which direct sky light would be distributed within each room. Where rooms do experience a No Sky Line reduction, this is by less than the 20% reduction that is accepted by the BRE, on the grounds that it would not be noticed by the room occupants.

8 – 30 Oldham Road

6.83 The Proposed Development will have a non-significant impact on the majority of the Site facing windows of 8-30 Oldham Road. Of the 67 individual windows appraised, 61 (91%) would continue to achieve the BRE's 27% VSC target in the proposed condition, or experience reduction in baseline VSC values of less than the 20% reduction that is accepted by the BRE on the grounds that it would not be noticed by the room occupants.

- 6.84 Further, all 56 rooms (100%) would also satisfy the BRE's No Sky Line test.
- 6.85 For the minority of 6 windows (9%) that do not achieve the BRE's VSC target in the proposed condition, there are factors that justify the flexible interpretation of the results. Many of these windows are positioned within a recessed balcony in the building façade, which inherently limits the daylight potential of the window.
- 6.86 It is considered that the less than aspirational daylighting conditions of this small number of windows is more a factor of the windows' relationship with their own building's form, rather than the massing of the Proposed Development.

8 Cable Street

- 6.87 The Proposed Development will have a non-significant impact on the majority of the Site facing windows of 8 Cable Street. Of the 26 individual windows appraised, 20 (77%) would continue to achieve the BRE's 27% VSC target in the proposed condition, or experience reduction in baseline VSC values of less than the 20% reduction that is accepted by the BRE on the grounds that it would not be noticed by the room occupants.
- 6.88 There are 6 windows (23%) that would not achieve the BRE VSC targets, and which experience a reduction that would be noticeable to the room occupants. However, the windows will serve rooms assumed to be bedrooms, which are a low sensitivity daylight receptor. These rooms will also be served by two windows each. Whilst each of these are below the BRE VSC targets, the presence of a second window should mitigate the lower VSC values.
- 6.89 The last point above is justified by the fact that 11 of the 13 rooms appraised (85%) would satisfy the BRE's NSL test, with the majority experiencing either no reduction in the extent to which direct sky light is currently distributed within each room, or an NSL reduction of less than the 20% reduction that is accepted by the BRE and would not be noticeable to the room occupants.
- 6.90 The remaining two rooms (15%) experience NSL reductions of 20.4% and 20.6%. In real terms, these reductions are unlikely to be materially different to the 20% reduction permitted by the BRE, and on that basis Gray Scanlan Hill would also consider them unlikely to be noticeable to the room occupants.
- 6.91 On balance, given the City Centre context, the impact that the Proposed Development would have on the daylight amenity of these buildings is, despite localised / minority adverse results, in Gray Scanlan Hill's opinion considered to be appropriate and non-significant.

Sunlight and Amenity Impact

- 6.92 The Proposed Development will have a non-significant sunlight amenity impact on all neighbouring buildings considered as part of this Report.
- 6.93 Notwithstanding localised reductions in sunlight amenity, all rooms appraised will continue to either achieve the BRE's sunlight targets of 5% winter APSH and 25% annual APSH, or experience reductions in winter or annual APSH of less than the 20% reduction that is accepted by the BRE on the grounds that it would not be noticed by the room occupants.
- 6.94 The BRE only requires windows to be sunlight appraised where they face within 90° of due south. On this basis, the majority of Site facing windows in the neighbouring 44-68 Oldham Road, 8-30 Oldham Road and 8 Cable Street have not been sunlight amenity appraised, because they are north facing – the physical relationship between these neighbouring windows / rooms and the Site / Proposed Development means that it will not influence sunlight amenity enjoyed in either the baseline or proposed conditions.

Sunlight to Open Spaces

- 6.95 It is considered that there are no neighbouring external amenity spaces around the Site that justify the need for a 2-hour time in sun appraisal (when compared against the list provided by the BRE of examples of external uses that do).

Air Quality

- 6.96 The NPPF requires that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of AQMAs and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in AQMAs is consistent with the local air quality action plan.
- 6.97 The NPPG 2014, states that whether or not air quality is relevant to a planning decision will depend on the Proposed Development and its location. Concerns could arise if the development is likely to generate air quality impacts in an area where air quality is known to be poor. They could also arise where the development is likely to adversely affect upon the implementation of air quality strategies and action plans and/or in particular, lead to a breach of EU legislation.
- 6.98 An Air Quality Assessment (AQA) has been undertaken by Wardell Armstrong which assesses the potential air quality effects of the Proposed Development during construction and operation. The methodology for the AQA was agreed with MCC Environmental Health officers prior to submission.
- 6.99 The Assessment has concluded that there is no risk to future occupants from adverse air quality in 2022 when the development is predicted to open. However, it is recommended that the three ground floor apartments adjacent to Addington Street have windows that do not open with ventilation coming from a higher level. Concentrations of PM10 and PM2.5 are predicted to be below the air quality objectives and target level in 2022. The sensitivity analysis predicts an exceedance of the NO2 air quality objective for an additional seven apartments overlooking Oldham Road and Addington Street. However, the sensitivity analysis is highly conservative and assumes no improvement in background concentrations or vehicle emissions from 2018 to 2022.
- 6.100 The assessment has demonstrated that the Proposed Development will not lead to an unacceptable risk from air pollution. Therefore, there are no material reasons in relation to air quality why the proposed scheme should not proceed, subject to appropriate planning conditions.

Transport

- 6.101 A Transport Statement has been provided by SKTP. The Transport Statement demonstrates that the existing locksmith use and small commuter car park on the Site generates a total traffic flow / trip rate of 19 in the AM and in the PM. The total traffic flow / trip rate generated by the Proposed Development is 6 in the AM and 17 in the PM. The Transport Statement shows that there is a reduction in traffic flows as a result of the Proposed Development. The Proposed Development therefore will not result in a severe impact on the highway capacity.
- 6.102 The NPPF and local policies support reduced levels of parking in City Centre locations where accessibility is high, distance to key services is low and the travel requirements of key users are met. The Site is located in a highly accessible City Centre location. Para 2.20 outlines the Site's accessibility to a range of facilities and transport modes, the Site relates well to existing formal and informal cycle routes on the Greater Manchester Cycle Network, the closest bus routes are on Oldham Road and Thompson Street which provide a regular and comprehensive coverage of the City and regional destination. The Site is also easily accessible on foot to Shudehill Interchange and Victoria Train Station. In line with TfGM guidance a Greater Manchester Accessibility Level (GMAL) of 8, the highest level of accessibility, has been calculated for the Proposed Development.
- 6.103 In addition, the Transport Assessment provides details of car ownership trends in Manchester. This demonstrates that the intensification of population and activity in city centres is having an effect of lowering car ownership as car use is less necessary for day-to-day usage and the convenience of owning

a car has reduced. MCC's 'Our Manchester: The Manchester Strategy' (2015) states that Manchester is the best city to live without a car. This is supported by TfGM's 'Greater Manchester Travel Diary Surveys (2016) for the city centre shows that 71% of city centre dwellers do not own a car.

- 6.104 There are 6 public car parks with a 10 minute walk (700m) from the Site, providing over 3000 car parking space all of which offer season tickets for city centre residents. If a resident requires a parking space they will be able to purchase a season ticket from one of the several public car parking spaces within a 10 minute walk of the Site, this will be made aware to residents as part of the Travel Plan measures.
- 6.105 A Framework Travel plan is submitted in support of the application. This notes that the majority of residents will work in key destinations in the Regional centres and leisure and retail trips will concentrate on the city centre. This means that sustainable modes will form the dominant movement patterns. The measures proposed in the Travel Plan are commensurate with the Proposed Development. The proposals include the provision of:
- 144 (100%) cycle parking spaces plus 10 further on street spaces within public realm.
 - Car club bay located centrally on Marshall Street to serve the whole area. The Applicant will fund the Traffic Regulation Order (TRO) required to deliver the car club bay.
 - Promotion of car club scheme, public transport options and walking and cycle routes.
 - 1 car parking space for disabled people adjacent to the main entrance on Marshall Street (noting that Blue Badge holders can park with no time restriction on nearby on street standard parking bays).
 - Details of available season tickets within a 10 minute walk of the Site.
 - Improved pedestrian environment on the development frontage.
- 6.106 Whilst Proposed Development does not provide on-site car parking, this has been agreed during pre-application discussions with the City Council's Highways Team. The Transport Statement demonstrates that it is possible to live successfully in the city centre without owning a car and a high proportion of residents already do.
- 6.107 In addition, there are a number of precedent schemes in the city centre that do not provide car parking. Residents are fully aware of the car parking options available and alternative modes of travel and this is a factor in their decision when choosing a place to live. Furthermore the Site is highly accessible and the Travel Plan encourages measures, discussed below, promote alternative forms of travel than the private car. It is therefore concluded that the Proposed Development meets local and national policy and the residual traffic, road safety and parking impact will not be significant.

Broadband Connectivity

- 6.108 A Broadband connectivity survey has been produced by Pager Power.
- 6.109 Any development that comprises more than 30 homes is eligible for free provision of Fibre To The Premises (FTTP) from Openreach. This means that high-speed broadband (up to 1 Gbps) will be available within the Proposed Development.
- 6.110 FTTP services potentially allow speeds of up to 1Gbps. Provision of this service will therefore facilitate the highest available speeds for occupants of the Proposed Development.
- 6.111 It is recommended that the Site is registered with Openreach in order to facilitate provision of FTTP at the Proposed Development. This must be done at least six months before provision of the service to the first property is provided.

Television Reception

- 6.112 MCC suggests that a TV Reception survey should accompany all planning applications over four storeys in the interest of residential amenity as outlined by Core Strategy policy DM1.
- 6.113 Pager Power has produced a television reception report in support of the application to assess the potential impact of the Proposed Development on local television signal.
- 6.114 In the event that effects are reported, it is recommended that a reception measurement is undertaken (post-construction) to investigate the likely cause of the interference.
- 6.115 If mitigation is required, provision of alternative receiving equipment such as a satellite dish or cable television is likely to be most appropriate solution.
- 6.116 No requirement for pre-emptive mitigation has been identified.

The Provision of a Well Designed Environment

- 6.117 The Proposed Development includes a high quality design and finish across the scheme. A mix of apartments which will range from one, two and three bedroom units are available to ensure choice for a wide range of potential occupants and to help foster a mixed community within the Proposed Development, alongside an enhanced public and landscaping.
- 6.118 The high quality landscaping strategy submitted as part of the application will enhance the local area. It will create a welcoming, pleasant environment which will encourage greater public use to the area.

Compliance with Manchester's Tall Building Policy EN2

- 6.119 Policy EN2 of the adopted Core Strategy (July 2012) states that: "Tall buildings are defined as building which are substantially taller than their neighbourhood and/or which significantly change the skyline." As the Proposed Development will not be significantly taller than its surroundings, this policy will not be addressed fully.
- 6.120 The Proposed Development positively contributes and fully complies with the guidance and supports the aims of the Core Strategy policy on Tall Buildings.

7 Other Key Planning Considerations

- 7.1 This section reviews the key planning policy considerations that have been derived from a review of local and national policies, responding to the Site specific context.

Socio Economic

- 7.2 As detailed in Chapter 3 of this statement, Manchester holds a strong economic position with growing and dynamic employment and residential sectors.
- 7.3 The Site is clearly in need of regeneration and the principle for its redevelopment for residential use has been supported through consultation with statutory consultees and the endorsed New Cross Neighbourhood Development Framework.
- 7.4 Manchester City Council's adopted town planning policies identify that there is an urgent need to deliver new residential development in the City to satisfy the demand that built during the economic downturn as development activity subsided and Manchester's population has continued to grow (growth that is projected to continue into the future) (Policy H1,H3 and SP1).
- 7.5 The Site provides an opportunity to help meet this demand. The Site is within the New Cross Neighbourhood Development Framework area, which was first endorsed by Manchester City Council in 2015 and has subsequently been updated and endorsed in 2016. The 2016 Update focuses on Zones B and C of the area that are not relevant to this proposal.
- 7.6 The Framework sets out the vision to create a vibrant, safe secure and sustainable residential community. It includes specific urban design principles including guidelines on the quantum of development within each of the defined plots of the Framework area.
- 7.7 There is an important link between economic growth, regeneration and the provision of new residential development. As Manchester is moving into its next phase of accelerated economic growth, further provision in the city centre is required to fuel and complement the significant economic growth of the city.
- 7.8 The Site's redevelopment will provide 144 homes with a range of sizes and units to meet the projected demand.

Affordable Housing

- 7.9 Affordable housing requirements are set out in Core Strategy Policy H8. It outlines that sites over 0.3ha or 15 units require affordable housing or an equivalent financial contribution. The contributions are outlined as 20% of the proposed number of residential units which must be inclusively designed within the development.
- 7.10 There are circumstances when residential developments are exempt from providing affordable housing. These include:
- Where it is demonstrated that the financial viability of the scheme would be undermined;
 - There is a very high level of affordable housing in the immediate area;
 - There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;
 - Affordable housing would be prejudicial to the diversification of the existing housing mix;

- The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;
- It would financially undermine significant development proposals critical to economic growth within the City;
- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;
- There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.

7.11 A Viability Appraisal has been prepared and submitted in support of the application and the other, linked applications within New Cross. This Viability Appraisal will be independently tested and the conclusions of that exercise will determine the level of affordable housing provided in line with Policy H8.

Archaeology

- 7.12 In order to secure archaeological interests and inform the development process, Mulbury Homes commissioned Salford Archaeology to undertake an archaeological desk-based assessment of the Site. This aimed to establish, as far as possible, the nature and significance of the archaeological resource within the area, and assess the impact of any future development upon this resource.
- 7.13 None of the sub-surface heritage assets within the boundary of the proposed development are afforded statutory designation that would warrant their preservation in-situ. However, the assessment has identified several areas of potential below-ground archaeological interest within the Site. These comprise early 19th-century 'blind-back' workers' housing.
- 7.14 The requirement for any further archaeological recording of buried remains within the Site, will be decided by the Greater Manchester Archaeological Advisory Service, in their capacity as archaeological advisor to Manchester City Council. In the first instance, however, it may be anticipated that a programme of evaluation trenching, targeted on the footprint of the early 19th-century 'blind-back' workers' housing, will be required to establish whether any buried remains survive in-situ. Should any significant remains be encountered during the initial investigation, further archaeological excavation in advance of development may be appropriate to ensure an archival record is compiled prior to the ultimate loss of the remains.

Ground Conditions

- 7.15 A desktop study has been produced by E3P.
- 7.16 Based on the desk study information, the following geotechnical assessment has been made:
- Made Ground deposits and obstructions are anticipated. Relic foundations will require grubbing out prior to redevelopment of the site; and
 - An intrusive site investigation will be required across the site to assess ground conditions and undertake in-situ geotechnical testing to determine foundation solutions across the site.
- 7.17 The report recommends a detailed Phase II intrusive Geo-Environmental Ground Investigation be undertaken to confirm the findings of the initial conceptual site model & determine appropriate remediation and / or mitigation measures.

Ecology

- 7.18 An Extended Phase 1 habitat survey was undertaken on 20th July 2018 led by Sarah Ross (MCIEEM1) and assisted by Victoria Burton (ACIEEM2) following the Handbook for Phase 1 Habitat Survey (JNCC

2010) methodology. The survey was 'extended' (IEA 1995) to include a general assessment for the presence or potential presence of protected species.

- 7.19 Building inspections for bat roosts were undertaken at the same time following Collins (2016). The overall suitability of the habitat within and around the application site was also evaluated in terms of its foraging and commuting value to bats. Evidence of, or potential for, nesting birds using the buildings or habitat on site was undertaken at the same time. A follow-on evening bat survey was undertaken on 28th August 2018.
- 7.20 The desk study identified a number of protected sites and species within the search area. All sites and records of species returned during the desk study were considered sufficiently distant and isolated from the application site to not be impacted by the development proposals, with the exception of the highly mobile species - bats and birds.
- 7.21 The Extended Phase 1 habitat survey highlighted no areas of habitat of nature conservation interest, with only sparse self-seeded plants being present. The plant species list was typical of urban sites dominated by hard standing and buildings. No non-native invasive Schedule 9-listed plants were observed across the site.
- 7.22 The survey identified low potential for roosting bats to be present on the site and no evidence of bat use was found during the building inspections. The single evening bat activity survey found no evidence that bats were present on site. Habitats on site were considered to be of negligible value to foraging and commuting bats.
- 7.23 No evidence of use by nesting birds was observed. The habitats on site were not considered suitable for use by specially protected birds such as black redstart or nesting peregrine falcon.
- 7.24 No recommendations for further surveys or assessments are made in respect of bats and their roosts.
- 7.25 To avoid the key season for nesting birds, it is recommended that future demolition work and vegetation removal is undertaken in the autumn/winter period, i.e. September to March, inclusive. If winter demolition/clearance is not possible then it is recommended that a suitably experienced and qualified Ecologist re-inspect the site before clearance is undertaken.

Energy

- 7.26 The Energy Statement has been prepared by FutureServ and summarises the energy hierarchy requirements for the Proposed Development to respond to emission reduction targets set out within the Manchester Core Strategy policies EN4 and EN6.
- 7.27 The Proposed Development will incorporate passive energy techniques to reduce the ongoing requirement to consume energy to heat, ventilate and light the building. This is achieved by improved efficient fabric design in excess of the thermal properties set out within the Building Regulations.
- 7.28 The Proposed Development will incorporate energy efficiency measures in its building services including highly efficient heat generation plant, heat recovery systems and energy efficient and controllable lighting.
- 7.29 Overall the carbon emissions from the Proposed Development shows potential for a total reduction in emissions from the baseline set by current Building Regulations Part L 2010, by 15%.

Noise

- 7.30 This report details the noise survey and subsequent noise impact assessment for proposed residential development at Oldham Road in New Cross, Manchester. In order to provide a thorough noise impact assessment for the site, the published requirements of Manchester City Council with regard to noise have been considered in conjunction with a comprehensive noise survey in the area of the site.

- 7.31 The report goes on to detail the acoustic modelling exercise which has been carried out. This includes road noise, and an assessment of façade noise levels at all floors of the building.
- 7.32 Acoustic performance specifications for ventilation and glazing strategy are provided in outline, and it is demonstrated that internal noise levels appropriate for residential amenity in accordance with MCC and BS 8233 are achievable.
- 7.33 The noise survey and modelling exercise is also used to set noise emission limits from building services plant in accordance with the requirements of MCC and BS 4142.
- 7.34 An assessment is provided setting out how the acoustic design has mitigated noise levels as far as possible. The ultimate recommendation to the planning Decision Maker is that permission should be granted, subject to standard conditions relating to internal ambient noise levels and plant noise emission levels.

Crime and Security

- 7.35 A Crime Impact Statement (CIS) prepared by Greater Manchester Police Design for Security in support of this application. This follows a meeting with GMP on 15 August 2018.
- 7.36 The CIS states that the Proposed Development are generally acceptable and in keeping with developments in the surrounding area. There are a number of positive aspects to the proposal such as secure bicycle parking and bringing a vacant site back into use.
- 7.37 It also makes recommendations such as door specifications, illuminated doorways and monitored alarm systems within the commercial unit. The incorporation of these measures will be considered at the detailed design stage.

Construction Management

- 7.38 A Construction Management Plan has been prepared, focusing on aspects including:
- Working Hours;
 - Quality Environment Safety Monitoring;
 - Considerate Construction;
 - Methods to Control Noise Vibration Dust;
 - Roadway Control;
 - Storage Areas;
 - Refuelling Areas;
 - Fires;
 - Waste Control & Safety Aspects;
 - Site Security;
 - Site Constraints; and
 - Site Logistics.
- 7.39 It is anticipated that a planning condition would be attached to any decision notice requiring the submission of a detailed plan following appointment of a contractor and in advance of commencement of development. Construction activity will generally be in line with MCC guidance, of 7.30am to 6pm Monday to Friday and 8am – 2pm on Saturdays, with any works outside of those hours being subject to prior approval from MCC in order to protect residential amenity.

Waste Management and Servicing

- 7.40 Core Strategy Policy EN19 'Waste' outlines that the Council will require all developers to demonstrate the Proposed Development is consistent with the principles of the waste hierarchy.
- 7.41 A Waste Management Strategy has been prepared for the Proposed Development, included within the Design and Access Statement, with full consideration given to Manchester City Council's document GD 04 'Waste Storage and Collection Guidance for New Development' (version 6.0). A Waste Proforma is submitted with the Design and Access Statement, prepared by Tim Groom Architects, that demonstrates a requirement for 28 x 1100L Eurobins and 9 x wheeled 240L bins.

Servicing

- 7.42 The servicing proposals form part of the Transport Statement by SK Transport. Access to the bin store is located off the Chadderton Street frontage. The existing loading bay is retained on Chadderton Street for use by refuse vehicles and delivery vehicles in relation to both the commercial and residential uses. The majority of vehicles servicing the site will be transit and box van vehicles; however, there is sufficient space on the highway to accommodate larger vehicles that occasionally require access such as removal vans and refuse vehicles. The Site currently generates activity associated with service vehicles and the routes surrounding the Site are already in use by large vehicles serving the area. Marshall Street E is one-way westbound and Chadderton Street is one-way southbound and this traffic circulation is retained in the NDF area public realm strategy. The Transport Assessment provides the expected access routes for vehicles using the loading bay. A swept path has been prepared for a large refuse vehicle (11m). A Servicing Management Strategy will be adopted for the Proposed Development to assist in coordinating better deliveries and reducing service movements. The requirement for this is expected to be dealt with by a suitably worded planning condition.

Drainage

- 7.43 The Drainage Strategy has been prepared by Scott Hughes Design.
- 7.44 The strategy aims to direct all foul water and surface water runoff via new surface water drainage runs into the existing combined water sewer in Bendix Street. The principle of the surface water drainage strategy has been discussed with United Utilities.
- 7.45 The proposals will ensure that foul and surface water are kept separate & the surface water drainage strategy will reduce the surface water run off rate by 50% as required by the MCC Strategic Flood Risk Assessment.
- 7.46 It is considered a Flood Risk Assessment is not necessary due to the Proposed Development not being within an area at risk of flooding.

Ventilation

- 7.47 The Ventilation Strategy has been prepared by FutureServ. It improves on the fundamental principles of the Building Regulations and will make a contribution to reducing the annual CO2 emissions of the Proposed Development.
- 7.48 The Proposed Development will incorporate energy reduction measures in the ventilation systems to reduce the carbon footprint of the site using heat recovery devices and energy efficient fan selections.

Waste heat from the apartments will be recovered by the mechanical ventilation heat recovery (MVHR) systems. This type of ventilation will help reduce heat demand and provide filtered air to the apartments thus promoting healthy living conditions for the occupants. All fans and motors shall be specified to incorporate ECA accredited technology and appropriate controls.

8 Conclusion

- 8.1 This Planning and Tall Building Statement (the Statement) has been prepared by Deloitte LLP in support of a Full Planning Application for the redevelopment of land bound by Oldham Road to the south east, Marshall Street to the north east, Chadderton Street to the north west, and Addington Street to the south west, within Manchester City Centre ('the Site').
- 8.2 This Site, and the whole New Cross area, has been largely underutilised for many years. Therefore, the framework area has been earmarked as a priority regeneration area since 2015. The proposed productive re-use of the Site within the city centre is a positive contributor to Manchester's ongoing regeneration.
- 8.3 The redevelopment of the Site for use as a residential development accords with national and local policy as well as guidance. The proposals will support the ongoing positive regeneration of the New Cross Zone A neighbourhood development area. It is also considered to be in compliance with the general principles of the New Cross Strategic Regeneration Framework (2015, updated in 2017).
- 8.4 The Site is in a highly strategic location due to the proximity of a wide range of transport links and the current use does not fully utilise the Site's locational advantages. The Site is within easy reach of areas of work, leisure facilities, public transport and other social infrastructure facilities and would cater to the growing household numbers.
- 8.5 The Proposed Development has been designed taking into consideration a range of housing needs including families, through the provision of one, two, and three bed apartments. This will contribute to meeting the housing need of 3,333 new homes in Manchester every year as stated in Manchester's Core Strategy Policy H1 Overall Housing Provision, noting that this target has since been increased to 3,500 per year. The increased housing provision will in turn result in population growth and an overall enhanced productivity within the city.
- 8.6 A comprehensive design evolution process has been undertaken, the design has been continuously tested to ensure that the optimal solution for the Site is achieved and that a viable and deliverable scheme is proposed. This has included consultation with a range of stakeholders including Manchester City Council, Places Matter!, Historic England, Greater Manchester Police and the wider community.
- 8.7 The Proposed Development achieves the desired streetscape variety and will act as a landmark entry-point to the city centre. The Proposed Development fully complies with the policies and guidance in relation to tall buildings.
- 8.8 The Proposed Development is a high quality scheme which is not only a benefit to the residents but also for the wider New Cross area and its connectivity to Ancoats, NOMA and the Northern Quarter, as well as the wider city centre.
- 8.9 In summary, the proposal complies with Planning Policy at all levels and merit the support of Manchester City Council as Local Planning Authority.

Appendix A

The Saved Policies of the Unitary Development Plan (1995)

Saved Policies of the Manchester UDP (1995)	Contribution and Benefits
DC26.1 Development and Noise - The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. The Council will consider both the effect of new development proposals which are likely to be generators of noise and the implications of new development being exposed to existing noise sources which are effectively outside planning control.	The proposals are supported by a full Noise Assessment which assesses the impact of the proposals upon the local environment, recommends mitigation measures where necessary and concludes that the operational phase of the proposals will not have an adverse impact on the amenity of surrounding users.

Core Strategy Policy

Contribution and Benefits

Policy CC1 Primary Economic Development Focus: city centre and Fringe – Within the city centre a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The city centre and fringe will be considered a suitable location for the consideration of high density buildings.

The proposed residential use includes a mix of dwelling sizes and types to cater to a range of households. These include 144 units as a mix of:

- 49 x 1 bed (34%)
- 93 x 2 bed (65%)
- 29 x 3 bed (2%)

This proposed high density and high quality development is located within the city centre, thus according with policy CC1.

Policy CC5 Transport - The Transport Strategy for Manchester city centre will be delivered to ensure that transport is managed in a way which supports the projected growth of the city centre. Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. The Council will seek to ensure that development includes adequate parking provision for cars and bicycles.

The Site is accessible by a choice of means of transport. The Proposed Development includes 144 residents' cycle spaces, and 1 on street car parking space for disabled people. The Transport Assessment by SK Transport Planning confirms that the vehicle and cycle parking numbers are acceptable for the Proposed Development.

Policy CC6 City Centre High Density Development - city centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the city centre will significantly exceed what is appropriate elsewhere in the City. In terms of the environment, it is vital that the city centre is a focus for activity as this presents the greatest opportunities to reduce car use due to the availability of public transport alternatives. City centre land is also a limited resource, and it is essential that development is managed to make the most efficient use of it possible.

In accordance with Policy H1 the Proposals are considered high density residential development. This is considered entirely appropriate within the city centre, and its density and proposed mix of uses accord with those detailed in New Cross NDF (2015). The Site has excellent public transport links which a high density development such as these Proposals can utilise to reduce car use and make efficient use of this underutilised and strategically located brownfield Site.

Policy CC10 A Place for Everyone - The city centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through increasing the diversity of activity in the city centre and high standards of accessibility to buildings and across spaces.

The building is designed to be fully inclusive in terms of access, with step-free access. All floors above ground level will be accessed via lift as well as stairs. The design has been developed to provide a simple and clear layout which is easy to use for all regardless of disability, age or gender. For further information regarding accessibility through design, please refer to the Access Chapter in the Design and Access Statement.

Policy EN1 Design Principles and Strategic Character Areas - All development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located.

The Site is located within the Great Jackson Street Framework (2018) area. The Great Jackson Street Framework area is a 2.22 ha and located in the south of Manchester city centre. The area is characterised by the Rochdale Canal intersecting the Site. Although the Site is not within a conservation area there are a number of nearby heritage assets including the former Bridgewater Canal Offices and Castlefield Conservation Area which reflect Manchester's rich history associated with the canals and cotton industry. However, the historic character of the area has been eroded and much of the Great Jackson Street

The Proposals respond to the character area though providing a high quality building that follows design principles set out in the New Cross NDF (2015). Care has been taken to ensure that the design contributes positively to the pedestrian experience surrounding the Site and complementing nearby heritage assets.

A landscaping strategy prepared by Layan-ing has been submitted as part of the application. The landscape strategy has been created in partnership with the nearby development sites, Bendix Street and Goulden Street, to create a cohesive, well-connected landscape that enhances the environment for not just for the residents but also the wider public.

Core Strategy Policy	Contribution and Benefits
Framework area comprises of surface car-park which whilst unattractive is readily available for development. New development should take maximum advantage of the area's key assets – its heritage, canal side settings and public spaces.	Further information on the approach taken to design the scheme is provided within the accompanying Design and Access Statement prepared by Tim Groom Architects.
Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices. All development must follow the principle of the Energy Hierarchy. Wherever possible development must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies and should help to improve energy efficiency.	Future Serv have produced an Energy Strategy demonstrating the CO2 reduction due to utilising the energy hierarchy of the proposed development has been calculated to be 15% on Part L 2010 and is therefore in line with Manchester City Council Core Strategy Development Plan Document. The anticipated carbon emissions for the Proposed Development is 1898.91kgCO2/m2/annum. This is a total carbon reduction of 108.81kgCO2/m2/annum from the baseline emissions of 2007.72kgCO2/m2/annum. The proposed development will be on previously developed land, bringing an underutilized site back into circulation for sustained future use. There is an absence of on-site car parking, provision of cycle storage, and funding of a car club cay to encourage sustainable travel. The site also enjoys high levels of accessibility to city centre amenities and transport links.
Policy EN6Target Framework for CO2 reductions from low or zero carbon energy supplies – Applications for all development over 1,000 sq. m. will be expected as a minimum to meet the targets set out in this policy, unless this can be shown to be not viable. This should be demonstrated through an energy statement. The energy statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.	The energy statement demonstrates that the development accords with MCC Policy. It calculates the CO2 reduction as 15% on Part L.
Policy EN8 Adaptation to Climate Change - 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.	The Energy Statement and Environmental Standards Statement also details the measures taken to ensure the building is sustainable. Reduction of carbon emissions will be sought through a combination of: improved fabric performance; energy efficient mechanical and electrical servicing; and LZC technologies including Combined Heat & Power. Passive Energy Measures: The energy used for heating the building will be reduced through the design of a thermally efficient fabric, in excess of the thermal properties set out within the Building Regulations. Energy Efficiency Measures: Highly efficient plant, heat recovery systems, and energy efficient and highly controllable lighting will be specified. The central heating plant will be designed around a high efficiency heat generator, providing Domestic Water Heating. Pre-heat to the systems will utilise low carbon energy taken from

Core Strategy Policy

Contribution and Benefits

a 50kWth Combined Heat & Power system acting as lead heat source in conjunction with thermal storage.

Highly efficient electric heat emitters will be provided complete with time and thermostatic control provisions, to minimise wasted energy when areas are unoccupied.

The Proposed Development will incorporate energy reduction measures in the ventilation systems to reduce the carbon footprint of the site using heat recovery devices and energy efficient fan selections. Waste heat from the apartments will be recovered by the mechanical ventilation heat recovery (MVHR) systems. This type of ventilation will help to reduce heat demand and provide filtered air to the apartments thus promoting healthy living conditions for the occupants.

Low or Zero Carbon (LZC) Measures: The proposed 20kW_e Combined Heat and Power system (CHP) will provide a source of low carbon electricity to the development and where possible, redundant generation will be exported back to grid.

All plant and equipment would be equipped with energy control measures incorporating variable speed drives, with low energy motors provided on ventilation fans and hydraulic pumps.

Surface water run-off rates will be reduced, beyond good practice, to flows of less than 50% of pre-development discharge rates. A maximum surface water discharge rate of 11.7 L/s will be achieved through below ground attenuation storage in the form of geocellular storage crates with restricted outflow.

A water efficient strategy will be established to manage daily water consumption by occupants. The development would be provided with a boosted cold water supply system located within the main plant rooms and all sanitary appliances are to be equipped with low water flow devices. A water efficient strategy will be established to manage daily water consumption by occupants including:

- Low flow/flush taps, showers and toilets
- A-rated, low water consuming appliances (where provided)
- Water meters and sub-meters to enable tenants to monitor water use
- Water leak prevention and leak detection systems, subject to feasibility

The construction site will be managed in an environmentally considerate manner. The Code of Considerate Practice to be adopted by the contractor will involve adhering to best practice policies to prevent ground and surface water pollution.

Opportunities to reduce waste at source, promote resource efficiency, and re-use or recycle materials will

Core Strategy Policy

Contribution and Benefits

be identified in order to divert waste from landfill during the demolition and construction phases of the development.

Waste storage areas will include accessible, dedicated recyclable storage bins to ensure that occupants can take responsibility for the management of the waste produced, encouraging the separation of recyclable materials at source.

Ecology surveys have been undertaken to ensure no adverse impact on biodiversity will be caused. The Site in its current form has limited ecological value.

Proposed enhancements to site ecology include incorporating areas of soft landscaping within the new development with native and/or wildlife friendly planting schemes, planting of additional native trees and, the provision of artificial wildlife shelters or boxes to provide safe areas for bats, birds and insects.

Policy EN19 Waste – the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.

The application is supported by a Waste Management Strategy prepared by Tim Groom Architects. This strategy sets out the arrangement for collection of general and recyclable waste within a residential development.

Policy H1 Housing – 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. High density developments (over 75 units per hectare) are appropriate in both the city centre and parts of the Regional Centre given the accessible location. Within the city centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives or niche housing markets by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester.

The Proposed Development is residential led and is considered to be high density, which is suitable given the proximity of the city centre to the Site location. The proposals will reinvigorate a brownfield Site and more efficiently utilise the Site's strategic location to a number of key transport hubs and to a wide range of social infrastructure. The proposal will deliver a high-quality and much needed residential development which meets the needs of a range of households including workers moving to Manchester.

Policy T1 Sustainable Transport – To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses. Details of the types of measures to achieve this are outlined in the policy.

A Transport Statement and Travel Plan has been prepared by SK Transport Planning which concludes the Site benefits from an exceptional level of accessibility by public transport. 1:1 cycle spaces are provided.

Policy T2 Accessible Areas of Opportunity and Need – The Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the city's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport; and, is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Proportionate Traffic Impact Assessments and Travel Plans should be provided for all major

The Site is highly accessible, with the city centre within a 10 minute walk. The Applicant is funding a new car club bay and there are 1:1 cycle spaces.

Core Strategy Policy

Contribution and Benefits

applications and for any proposals where there are likely to be access or transport issues.

Policy DM1 Development Management - All development should have regard to the specific issues including: effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and, green infrastructure.

The application is supported by reports in relation to Noise, Transport, Waste Management and Servicing. The application is also supported by a Crime Impact Statement.

These reports assess the impact of the Proposed Development upon the local environment, recommends mitigation measures where necessary and conclude that the Proposals will not have an adverse impact on the amenity of surrounding users.

Guide to Development in Manchester Supplementary Planning Document (2008)

Guide to Development in Manchester SPD (2008)	Contribution and Benefits
Buildings height should be carefully considered It is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.	The Proposed Development incorporates a 12 storey building. The Design and Access Statement fully justifies the height of the building in terms of its relationship with the surrounding area. It is not envisaged that there will be any significant effects in relation to microclimate, such as wind, and the relevant consultants' reports are included within this application submission.
New developments should maximise access for disabled people The Council will expect developers to comply with the standards detailed in its "Design for Access 2" Manual, and to produce an access statement, which identifies their philosophy and approach to inclusive design.	The design of this building has developed from first principles with an inclusive approach to allow easy, safe and secure access to all areas of the building for disabled guests. Further information is provided within the supporting Design and Access Statement.
Strong corners are landmarks The corners of buildings create visual interest, enliven the streetscape and contribute to the identity of an area. On major routes they should accommodate active ground floor uses, entrances, art or signage, to reinforce the character of the street and the sense of place.	The building is located prominently on the corner of Angel Street and Oldham Road, which acts as a gateway to city centre from the north. The building has been designed to include active ground floor uses and uses an interesting façade to create a distinctive yet complementary landmark.
Buildings should relate well to each other The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.	The buildings have been designed to respect the historic context of the surrounding area and the immediate locality of the currently under construction Balfour Beatty sites, which also form part of the New Cross Framework area. The DAS provides full details of the relationship of the proposal in its context.
Development should help sustain local neighbourhoods The Council will encourage the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified urban form which blends in with, and links to, adjacent areas. Increased development density can be appropriate where it is necessary to reinforce community identity, promote a more economic use of land, increase demand for local facilities and contribute to safer, self-policed streets. However density levels must be informed by the character of an area and the specific circumstances of a proposal.	The Proposed Development is located within the New Cross Framework area which proposes a high density residential development. The Proposed Development responds to the surrounding development context. The development of a brownfield land in a key location on Oldham Road will enhance the streetscape and will improve natural surveillance.



This report has been prepared for Mulbury Homes (Oldham Road) Ltd [the Applicant] and on the understanding that it will be made publically available.

All copyright and other proprietary rights in the report remain the property of Deloitte LLP and any rights not expressly granted in these terms or in the Contract are reserved.

No party other for [the Applicant] is entitled to rely on the report for any purpose whatsoever and thus we accept no liability to any other party who is shown or gains access to this document.

The information contained within this report is provided to assist for [the Applicant] with this Planning Application. The report makes use of a range of third party data sources. Whilst every reasonable care has been taken in compiling this report, Deloitte LLP cannot guarantee its accuracy.

If this document contains details of an arrangement that could result in a tax or National Insurance saving, no such conditions of confidentiality apply to the details of that arrangement (for example, for the purpose of discussion with tax authorities).

Deloitte LLP is a limited liability partnership registered in England and Wales with registered number OC303675 and its registered office at 2 New Street Square, London EC4A 3BZ, United Kingdom.

Deloitte LLP is the United Kingdom affiliate of Deloitte NWE LLP, a member firm of Deloitte Touche Tohmatsu Limited, a UK private company limited by guarantee ("DTTL"). DTTL and each of its member firms are legally separate and independent entities. DTTL and Deloitte NWE LLP do not provide services to clients. Please see www.deloitte.com/about to learn more about our global network of member firms. Real Estate Services regulated by RICS.

© 2019 Deloitte LLP. All rights reserved.