EDEN

Apollo Pub, Miles Platting

Planning Statement

JUNE 2025

Introduction

This full application seeks the erection of a part 3, part 4 storey building to provide 32 apartments (Use Class C3) including access and other associated works at the former Apollo Pub, Varley Street.

The site provides an exciting opportunity to provide a fully affordable (social rented) scheme in an established residential area of Manchester, at a time where the need to provide affordable homes is pressing.

This Planning Statement demonstrates how the proposal will make efficient use of a vacant and derelict site, supporting economic growth and introducing a high-quality and sustainable design which will set the precedent for future residential development within Miles Platting.



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OPN3042 – June 2025

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01 Submission



Submission

This Planning Statement is submitted on behalf of the Applicant, Jigsaw Homes Group Limited, in support of a full planning application for residential development at the former Apollo Pub site at Varley Street / Farnborough Road, Miles Platting, Manchester, M40 8DR [the Site].

The description of development is:

> *'The erection of a part 3, part 4 storey building to provide 32 no. apartments, including access and all associated works.'*

This statement confirms that the proposal satisfies the key policy tests and summarises the technical reports for officers.

The Submission

This Planning Statement should be read in conjunction with the following documents:

- Application form and certificates;
- Supporting plans prepared by DK Architects:
  - 1349-AP-100 Site Location Plan
  - 1349-AP-101 Existing Site Plan
  - 1349-AP-201 Existing Street Scene A
  - 1349-AP-202 Existing Street Scene B
  - 1349-AP-110 Proposed Site Plan
  - 1349-AP-111 Ground Floor Plan
  - 1349-AP-112 First Floor Plan
  - 1349-AP-113 Second Floor Plan
  - 1349-AP-114 Third Floor Plan
  - 1349-AP-115 Roof Plan
  - 1349-AP-210 Elevation A-B
  - 1349-AP-211 Elevation C-D
  - 1349-AP-212 Detailed Elevation
  - 1349-AP-121 Boundary Treatments
  - 1349-APP-122 Refuse Strategy
  - 1349-APP-123 Cycle Storage
  - 1349-APP-220 Street Scene A
  - 1349-APP-221 Street Scene B
  - 1349-APP-222 Street Scene C
  - 1349-APP-223 Street Scene D
  - 1349-AP-601 CGI Main Entrance
  - 1349-AP-602 CGI Farnborough Road
  - 1349-AP-603 CGI Varley Street
- Landscaping Drawing prepared by Amenity Tree:
  - AT.25.12351.100r4 Softworks
- Drawings prepared by Steven A. Hunt & Associates:
  - 4514-SHA-XX-00-DR-E-8000 Rev P3 External Services – Ground Floor Plan
  - 4514-SHA-XX-00-DR-E-8001 Rev P1 Exterior Lighting Layout – Ground Floor Plan
  - 4514-SHA-XX-RL-DR-E-8002 Rev P1 Proposed PV Array – Roof Level

Submission

- Topographical Survey
- Design and Access Statement prepared by DK Architects;
- Noise Impact Assessment prepared by E3P;
- Transport Statement prepared by Prime Transport Planning;
- Travel Plan prepared by Sutcliffe;
- Air Quality Assessment prepared by Redmore Environmental;
- Broadband Connectivity Assessment prepared by GTech;
- Television and Radio Reception Impact Assessment prepared by GTech;
- Crime Impact Assessment prepared by Greater Manchester Police (GMP);
- Phase 1 Preliminary Risk Assessment prepared by Sutcliffe;
- Coal Mining Risk Assessment prepared by Sutcliffe;
- Phase 2 Contaminated Land Assessment prepared by Sutcliffe;
- Draft Construction Management Plan prepared by Eden Planning;
- Waste Management Strategy prepared by Eden Planning;
- Extended Phase One Habitat Survey (Preliminary Ecological Appraisal) prepared by Amenity Tree Care;
- Ground Level Tree Assessment (GLTA) prepared by Amenity Tree Care;Potential Roost Feature Inspection Surveys – Building prepared by Amenity Tree Care;
- Biodiversity Net Gain Assessment and Metric prepared by Amenity Tree Care;
- Environmental Standards Statement prepared by Steven A. Hunt & Associates;
- Flood Risk Assessment prepared by Sutcliffe;
- Drainage Strategy including SUDS Strategy prepared by Sutcliffe;
- Affordable Housing Statement & Management Strategy prepared by Jigsaw Homes Group Limited;
- Overheating Analysis Preliminary Study prepared by Complete Sustainability Solutions.

02 Context



Context

The Applicant

Jigsaw Homes Group Limited is one of the largest housing groups in England with more than 37,500 homes across the North West and East Midlands. One of its Group Members is Jigsaw Homes North, who will be delivering the project.

As part of their mission 'Creating homes, Building lives', Jigsaw provides quality, low-cost housing for rent and sale and play a wider role in making sure residents thrive in their homes and benefit from living in healthy, sustainable communities. The Group was formed through a transfer of engagements of New Charter Housing Trust into Adactus Housing Group.

The Applicant, Jigsaw Homes North, is part of the Jigsaw Homes Group and is one of Manchester City Council's preferred Registered Provider partners. Jigsaw Homes North [Jigsaw] has successfully delivered a number of schemes across the authority area, providing housing and neighbourhood management services to the residents of Miles Platting since 2007. Jigsaw Homes North head office fronts the A62 Oldham Road, in close proximity to the Application Site. Jigsaw is active in Miles Platting and is responsible for managing the affordable dwellings and for maintaining green spaces around Varley Street, Farnborough Road and Rosewell Avenue.

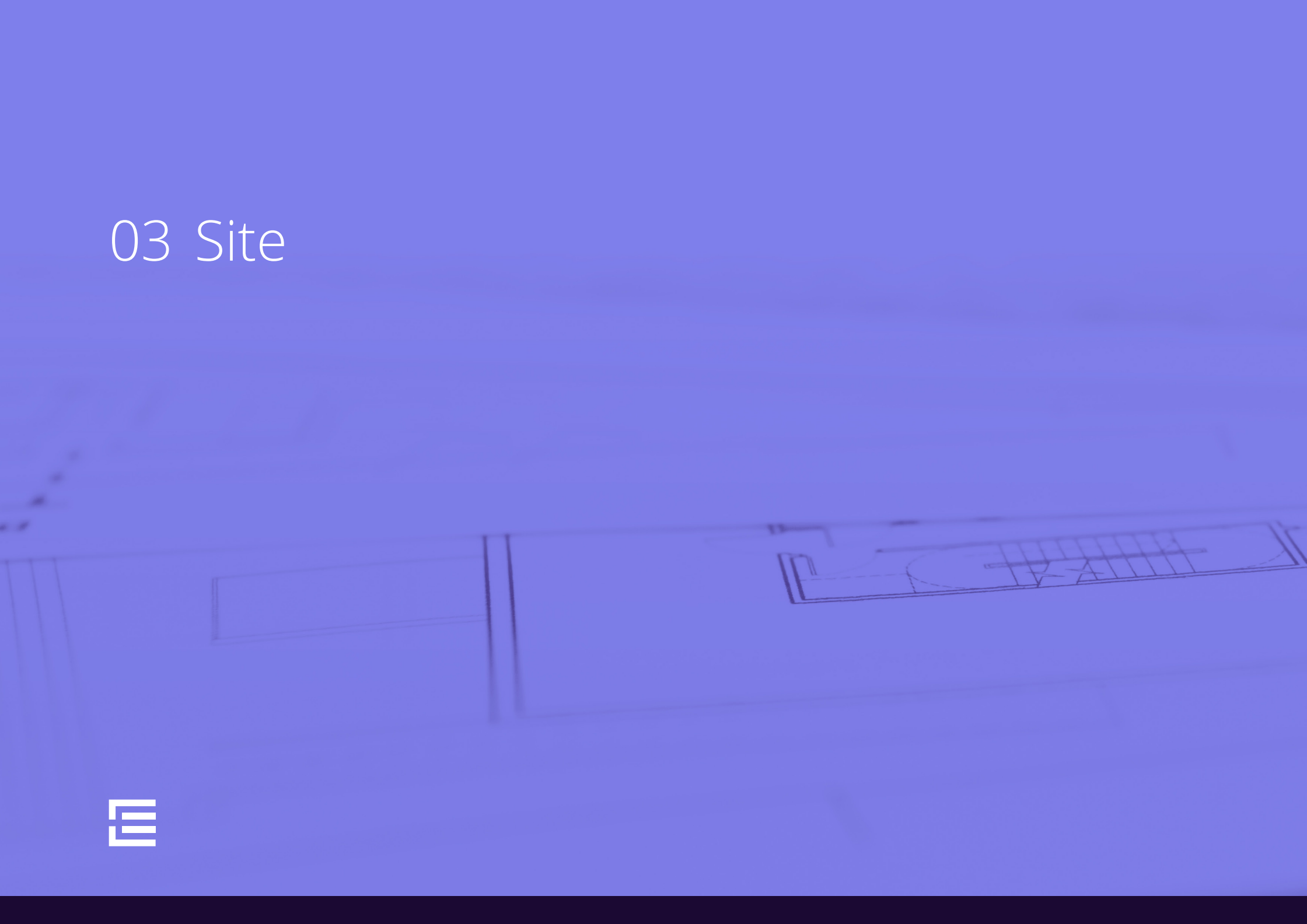
Site Context

The Application Site comprises the former Apollo Public House, and its associated car park and hardstanding. An area to the west of the public house, which includes an electricity substation, further hardstanding associated with car parking and an area of manicured lawn is also included. The substation building is unaffected by the proposal, but a new service access is provided for it as there is none currently.

The public house ceased operation in the 1990s, with power disconnected to the building in 1998. Having been vacant for 27 years and suffered from a number of anti-social behaviour issues, permission was granted on 25 February 2025 to demolish the existing public house, making good of the Site and erection of security fencing [reference 141599/FO/2024]. Demolition is due to commence during July/August 2025.

Jigsaw has entered into a partnership with Manchester City Council to bring the Site forward for redevelopment following a successful Brownfield Land Release Fund application being secured.

03 Site



Site

The Application Site is located to the northeast of Manchester within the administrative boundary of Manchester City Council. The Site itself sits on the corner of Farnborough Road and Varley Street within the district of Miles Platting.

Miles Platting is within the M40 post code area of Manchester, bound by Oldham Road to the north, and Hulme Hall Lane to the east. The area comprises mostly residential uses, however there are some commercial premises present including the Jigsaw's office and a strip of light industrial and commercial units which run parallel to Rochdale Canal Towpath and James Street and opposite the Site on the junction of Varley Street and Rosewell Avenue. Existing and actively used community buildings are also in the area, such as Saint Cuthbert's Parish Church and Usmania Banqueting Hall on Varley Street.

Residential properties in the wide area are of a variety of styles and housetypes, including modern 2-3 storey semi-detached and terraced dwellings from the 1970s. Farnborough Road, where the Apollo Pub sits features more modern dwellings secured in 2017[1] on its southern side, contrasted by 1960/70s style dwellings to the north. Immediately adjacent to the Site to the north is a 14-storey block of flats known as Nelson Court.

The Site itself comprises a vacant two storey brick-built pub and an area of hardstanding to the west which has been historically used for car parking. Historic planning applications associated with the Site suggest that the last known use of the public house was 30/01/2008. The building is due to be demolished following the determination of planning application ref. 141599/FO/2024.

The land around the former pub has become overgrown. There is limited permanent boundary treatment around the Site, but there is currently temporary heras fencing erected to prevent vandalism and anti-social behaviour, and a low brick wall along the eastern boundary.

1 James Street Manchester permission for 129 properties, Ref. 117055/FO/2017.

Site



Site Stats

Flood Zone	One (low risk of flooding from all sources)
Site Area	0.28ha
Ecological or landscape designations	None
Heritage Designations	There are no heritage assets on site. Corpus Christi Basilica is a Grade II listed building which sits c.100m to the south of the Site.
Public Rights of Way	None
Tree Preservation Areas	None

Site

Accessibility and Sustainability

Access to the Site is currently from Farnborough Road via Thornden Road towards the west of the Site. Thornden Road bisects the Site and ends at a small- car parking area. The car park only has space for 6 cars and does not specifically serve any of the existing residential properties.

The Site is in a sustainable and accessible location due to its proximity to the arterial route of the A62 Oldham Road which provides frequent (every 3-5 minutes) bus services travelling southwest to Piccadilly Gardens in Manchester City Centre. Frequent services travelling east are also provided towards White Gate, Alkrington, Grotton, Oldham Mumps and Uppermill. The nearest bus stop is c.150m away from the Site.

There are several on-road and traffic free cycle routes in the vicinity of the Site, namely the A62 Oldham Road and the Rochdale Canal Tow Path. Both routes provide direct connections to and from central Manchester.

A wide variety of amenities and services, including schools, workplaces, leisure sports and small retail units can be easily reached on foot.

Planning History

Full detail of the site's planning history is a provided at **Appendix 1**. The former public house received planning permission in 1974 with permission granted in 1975 for extensions to create on-site living accommodation. It appears that the permission was implemented as the building features a single and part two storey extension on the north and west elevations.

The Site gained planning permission for the erection of a 4-storey residential care institution in 2009, which included for the demolition of the Apollo Pub. The permission was never implemented due to the dissolution of the leaseholder's company in 2012. This led to Manchester City Council making a successful application to remove the leasehold title, making MCC both leaseholder and freeholder of the Site.

04 Engagement



Engagement

Formal pre-application discussions have been undertaken with Planning, Strategic Housing & Partnerships, and Development Officers at Manchester City Council. Separate informal discussions have been undertaken with all three departments.

On the 6th December 2024 informal discussions were held between DK Architects and Planning Officers at Manchester City Council. Feedback included:

- Massing on Farnborough Road needs to be sensitive to local context;
- More natural surveillance required for bin and bike stores;
- Green or Blue roof would be welcomed;
- Brick choice should not be too light and more akin to traditional Manchester red;
- Brick detailing should be provided, especially to feature corners onto Varley; Street;
- Visibility splays must be considered; and
- Confirmation that amount of amenity space was acceptable.

A meeting was held on 04 March 2025 to discuss the proposed development amongst all three departments. A summary of comments made during the meeting are summarised below: The proposed housing mix was acceptable at 60% 2 beds and 40% 1 beds;

- No issues raised in relation to the proposed layout;
- Conflict with MCC policy which requires 1/3 1 bed and 2/3 2 bed accommodation. Justification should be provided using local demand data;
- Provision of M4 (2) and M4 (3) units welcomed;
- Social rented tenure requested;
- Parking ratios indicated as 50% for apartments and 100% for houses. Any shortfall should be justified through anticipated car ownership;
- Seek to avoid displacement of current on-street parking;
- Cycle stores need to be covered and lockable;
- Confirmation of bins and servicing arrangements;
- Materials suggested as red brick colouring to mirror character of surrounding area with slim edge grey tiles;
- Suggestion to include close boarded fencing at landscaped section to north to create private amenity space between site and tower block;
- Landscaped area in corner appears as an ‘island’ and needs to form part of development so ownership is cleared;
- Review whether gated access can be moved to facilitate Electricity North West access;
- All plant should be illustrated on the roof, as well as solar PV panels;
- Air source heat pumps should be located internal to the building;
- Confirmation of EPC B rating;
- Glint & Glare assessment may be required depending on amount of Solar PV due to flight paths from Manchester & Heathrow airports;
- Separation distances required are 10m either side, otherwise windows not supported;
- Explore whether car parking spaces could be made permeable to assist in surface water drainage.



Site Plan Iteration 01 Showing Car Access via Undercroft



Site Plan Iteration 2 showing Car Access and detached area of Landscaping to West of Site

Engagement

A further meeting was held on 24 April with Councillor White to share the proposed proposal. During the meeting, Plans, Evaluations and Illustrative CGIs of the proposal were shared. In that meeting it was agreed that:

- The proposed housing mix was acceptable at 60% 2 beds and 40% 1 beds;
- The development would introduce a high-quality design to Varley Street and Miles Platting.

Additional informal pre-application conversations have been undertaken verbally with Planning Officers throughout the preparation of the application, in which it has also been confirmed that:

Oriel windows are an acceptable solution to prevent any overlooking to the adjacent residential tower;

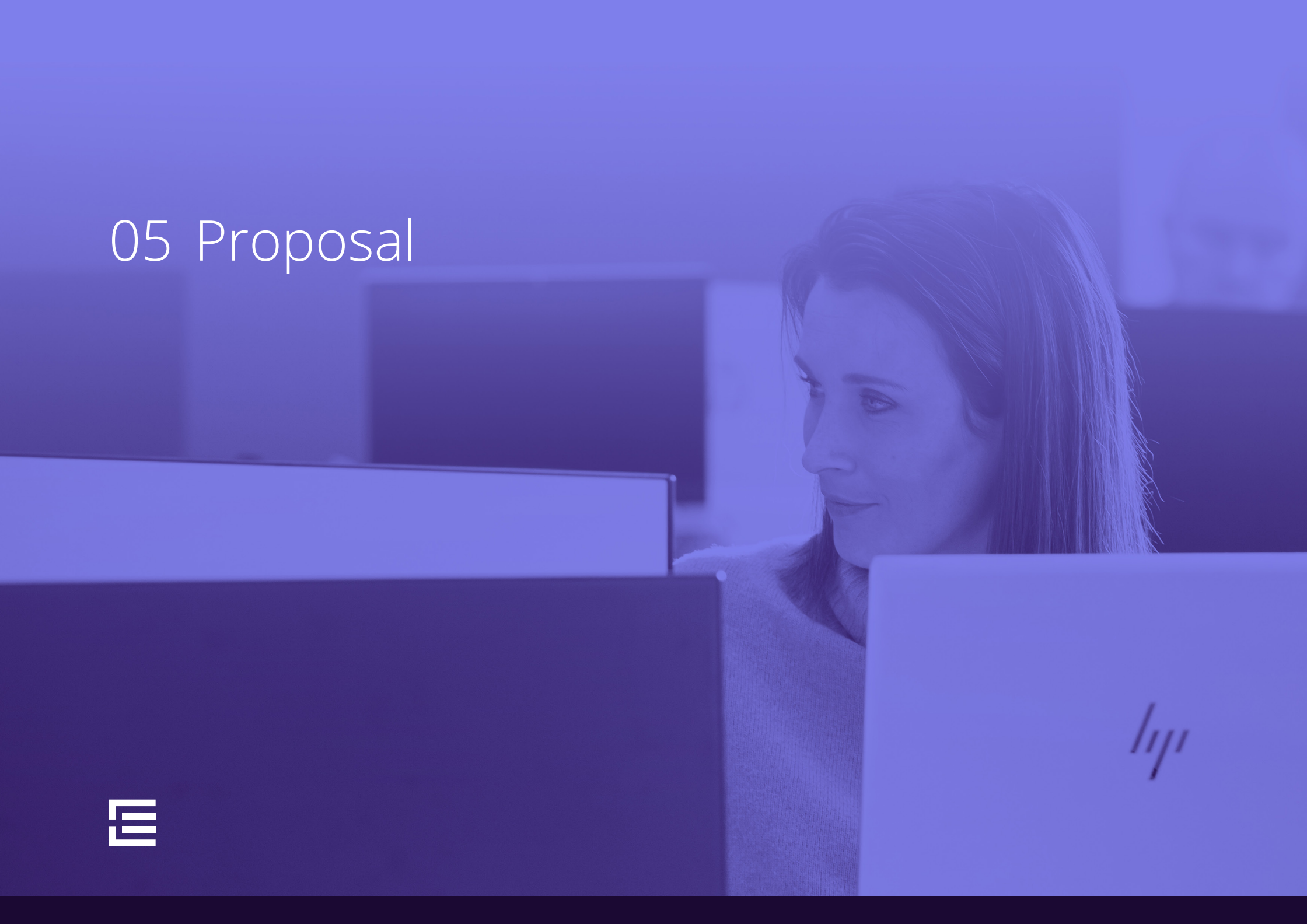
- A note from Electricity North West (ENW) should be provided to confirm they are happy with the proposed access arrangement to the electricity substation;
- A management system is requited for bin collection and retrieval as waste collection is now done via Biffa rather than MCC;
- Parking spaces should be made permeable if possible;
- A detailed Construction Environmental Management Plan (CEMP) can be secured via an appropriately worded condition;
- There is no standard threshold for Glint & Glare assessments in relation to Solar Photo Voltaic panels.

The scheme has evolved following the above discussions with Officers and in response to technical surveys and reports.

Most notably, the proposed housing mix has been substantially amended through discussions with Councillors and Planning Officers. The scheme originally presented 32 units comprised of 27 x 1 bedroom apartments (84%) and 5 x 2 bedroom apartments (16%).

The evolution of the scheme is set out within the supporting Design & Access Statement prepared by DK Architects.

05 Proposal



Proposal

The planning application seeks permission for;

'The erection of a part 3, part 4 storey building to provide 32 no. apartments, including access and associated works.'

Layout

The application proposes an apartment building of L shaped building responding to the two streets - Varley Street and Farnborough Road. The main bulk of the building will be situated along Varley Street and Farnborough Road, with vehicular access remaining via Farnborough Road.

Two M4(3) apartments will be provided on the ground floor with level access provided to both properties for wheelchair users. All remaining apartments will meet the Manchester Space Standards (MSS) in addition to the Nationally Described Space Standards (NDSS) and M4(2) of the Building Regulations Approved Document M.

Parking will be provided adjacent to the northern boundary of the Site, including a secured covered area for cycle parking. Two areas of communal Public Open Space (POS) will be provided on the north east and south west parts of the Site, providing informal seating and opportunities for walking. Soft landscaping and new tree planting will border the Site along Varley Street and Farnborough Road, softening the visual impact of the development.

Communal bin areas will be located on the ground floor and accessed externally and internally. Operational plant and a cleaner's storeroom will also be located on the ground floor.

Access and Parking

A new point of access will be provided to the west of the building, off Farnborough Road. The new access is situated slightly to the west of the existing access provided via Thornden Road. It is proposed that Thornden Road will be 'stopped up' if planning permission is granted for the proposed development.

Access will be provided directly into the communal parking area at the rear of the development. This will be a shared access for cars, cyclists and other vehicles. Consequently, a 'vehicle free' access is also provided for pedestrians off Farnborough Road.

16 no. parking spaces will be provided, including 2 no. disabled spaces to serve the 2 no. M4(3) units. A total of 40 no. cycle spaces will be provided in a secure, covered location.

8 no. EV chargers will be provided in between parking spaces allowing access by two cars. Whilst the ENW substation falls outside of the application red line, its maintenance access is provided together with 1 no. parking space as part of this planning application.



CGI Main Entrance

Proposal

Design, Scale and Massing

The development proposes a part 3, part 4 storey building which respects existing building heights along Varley Street and Farnborough Road. The Site is uniquely situated between a 14-storey residential tower and two storey terraced dwellings. Building heights also vary in the Site's immediate context, with most residential buildings being 2-3 storeys in height. Consequently, the height and scale of the building has been stepped back to the rear to appear subservient to the Varley Street frontage and be respectful to the existing character of dwellings along Farnborough Road.

Projecting balconies will be featured at first floor level facing Varley Street whilst Juliet balconies will feature on the remaining elevations. The balconies seek to provide an active frontage to Varley Street, whilst the entrance on Farnborough Road has also been designed to provide a gateway feature to the Site.

Apartments will feature either 1 or 2 bedrooms, a combined dining and living area and separate bathroom. Apartment sizes are set out in Table 1 below with a comparison against MSS and NDSS requirements:

No. of Units	Type	No of Beds	Size (m2)	NDSS Requirement
11	M4(2)	1	50	1b 2 person – 50 sq.m
2	M4(3)	1	50	1b 2 person – 50 sq.m
19	M4(2)	2	61	2b 3 person – 61 sq.m

Table 1: Unit Sizes

Table 1 illustrates that the apartments will all meet NDSS standards. The development will also comply with the space standards set out within Appendix A of the Manchester Residential Quality Guidance (2017).

The properties will also meet the requirements set by Homes England for grant funding.

The proposed material palette is illustrated within the supporting elevation drawings and Design & Access Statement. Materials proposed comprise:

- Red multi brickwork with coloured mortar for the main facing brick;
- Art stone;
- Composite windows finished in a Bronze RAL;
- Bronze mild steel balustrades to match windows;
- Bronze perforated steel doors for the bin store;
- Aluminium box gutter and rainwater goods to be black;
- Projecting brick detailing around entrances;
- Cedral Birkdale fibre cement roof tiles

The above materials have been chosen following discussion with Planning Officers and specifically respect and harmonise with existing residential development along Farnborough Road and in the wider area. The proposal introduces a high quality and contemporary design to the streetscene facing Varley Street.

Proposal

Boundary treatments will be provided in the form of:

- 2.1m high black stained timber fencing and concrete posts along the elevation separating the building and Nelson Court residential tower;
- 0.45m high black stained knee rail between the parking area and areas of soft landscaping / POS;
- 2.4m high flat bar railing with landscaping behind the soft landscaping fronting Varley street;
- 1.2m high front boundary treatment along Varley Street and Farnborough Road comprising 0.45m brick plinth and 0.45m high flat bar railing with landscaping behind.

The boundary treatments will providing a visual enhancement to the Site whilst ensuring that the development remains safe and secure.

Housing Mix

The development proposes:

- 13 x 1 bedroom apartments; and
- 19 x 2 bedroom apartments.

The proposed housing mix meets local and identified demand, based on Jigsaw's up-to-date lettings information. The proposed mix is also informed by the Manchester Housing Register which provides an overview of housing demand based on households, their housing band and the size of property needed. Further information on housing mix is provided in the Assessment section of this Planning Statement.



CGI Farnborough Road

Proposal

Affordable Housing

Jigsaw Homes Group is one of the largest affordable housing groups in England. As a registered provider, the scheme will provide 100% affordable housing. The proposed tenure is social rented. Further information is set out within the Affordable Housing Statement prepared by Jigsaw Homes North. In summary, the proposal is a response to an identified need for affordable housing in the area and has been developed following consultation between Jigsaw Homes North and Manchester City Council.

In particular, the provision of 1 and 2 bedroom properties gives the opportunity for 'right sizing' by existing residents of Miles Platting.

Energy Sustainability

All possible options for providing low and zero carbon technologies have been explored during the project. Solar photovoltaic panels and air to water heat pumps have been included within the development to meet sustainability criteria set out in Local Policy and Part L of the Building Regulations, by integrating sustainable design principles, prioritising a fabric first approach, and incorporating low-carbon or renewable energy technologies. The development will achieve a high level of thermal performance, resulting in reduced energy consumption, improved resistance to conductive heat loss, and the ability to maintain consistent and comfortable indoor temperatures for future occupants.

The energy strategy specifically targets an EPA 'A' rating which will exceed Jigsaw Homes' standard sustainability benchmark. This will ensure that the proposed apartments are sustainable into the future. The strategy will achieve the current expected criteria of the 'Future Homes Standard'.

Proposal

Landscaping

A landscaping scheme has been drawn by Amenity Tree Care. The proposed landscaping is designed to both be attractive and increase biodiversity on site.

Planting is provided on both Varley Street and Farnborough Road to soften the appearance of the proposal and give an attractive edge to the scheme. Importantly, plating at the junction of Varley Street and Farnborough Road will be kept low so that sight lines of road users are not hindered. Native hedgerow will border the Site along Varley Street and Farnborough Road to respect the character of the area.

Internally, the hardstanding of the proposed car park will have a backdrop of attractive wildflower meadow planting that works with the proposed boundary treatments. By not interspersing the planting with the parking spaces the risk of it becoming damaged is lessened. Shrub and ornamental grasses will be provided within the internal car parking area to visually enhance the area.

The two areas of amenity space provided have both been designed to give an attractive outlook and give residents an area where they can sit and relax. 13 new trees will be planted, plus the retention of one existing tree, significantly enhancing provision on site.

Operation / Management Strategy

As a registered provider, Jigsaw will retain ownership of the properties and will therefore be responsible for repairs and maintenance throughout the lifetime of the development. Jigsaw will manage rental income, tenancy matters and letting the properties at first and subsequent lets, ensuring all s106 requirements and local lettings policies are adhered to.

The maintenance of all shared garden areas and communal landscaped areas will be the responsibility of the contractor during the 12 months defects period and after this period Jigsaw Homes Noth. The Service Outputs shall be achieved through a maintenance regime of 19 visits per annum. These are to consist of 14 evenly spaced visits between the months of April-October; and a further 5 visits, evenly spaced between November through to March.

For property repairs, any items identified as a defect during the first 12 months of occupation will be rectified by the contractor. After this period any repairs will be the responsibility of Jigsaw Homes North.



CGI Varley Street

Proposal

Refuse / Waste Management Strategy

This application is supported by a waste management strategy prepared by Eden Planning and a waste proforma completed by DK Architects. This shows that sufficient bins are provided for the separation of general refuse, mixed recycling, pulpable recycling and food waste within a centrally located bin store. The containers will be of an appropriate size. The bin store will be secured by a lockable gate which only management and residents will have access to so that it cannot be used by rough sleepers or subject to misuse. All bins within the store will be accessible and recycling facilities will be as easy to access as general refuse.

On bin collection days a member of the Site's management team will be responsible for placing the bins at the designated collection area adjacent to Farnborough Road. Refuse vehicles will stop temporarily on Farnborough Road to empty the bins. Farnborough Road is of a sufficient width that it will not be blocked to other vehicles whilst the bins are emptied.

Once the bins are empty, they will be promptly returnedto the internal bin store by the Site's management team. Hygiene / cleaning of refuse bins is part of the Site's management strategy. The bin store will be appropriately ventilated to avoid any potential impact from odours.

06 Policy Spotlight



Policy Spotlight

In accordance with Section 70(2) of the 1990 Town and Country Planning Act and Section 38(6) of the 2004 Planning and Compulsory Purchase Act, the planning application must be determined in accordance with the adopted Development Plan unless material considerations indicate otherwise. Applications which accord with the Development Plan should be approved without delay.

The Development Plan comprises:

- Saved Policies of the Unitary Development Plan (UDP) (1995)
- Manchester Core Strategy 2012-2027 (adopted July 2012)
- Manchester Core Strategy Addendum 2024
- Greater Manchester Joint Waste DPD (adopted April 2012)
- Greater Manchester Joint Minerals DPD (adopted April 2013)
- Places for Everyone Joint Development Plan (adopted March 2024)

Key Saved Policies of the UDP are:

- DC 26 Development and Noise
- DC7.1 New Housing Development

The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Key Core Strategy policies for the proposal are:

- SP 1 Spatial Principles
- CC 3 Housing
- CC 9 Design and Heritage
- H 1 Overall Housing Provision
- H 2 Strategic Housing Location
- H 4 East Manchester
- H 8 Affordable Housing
- EN 1 Design Principles and Strategic Character Areas
- EN 4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- EN 8 Adaptation to Climate Change
- EN 9 Green Infrastructure
- EN 14 Flood Risk
- EN 15 Biodiversity and Geological Conservation
- EN 16 Air Quality
- EN 18 Contaminated Land and Ground Stability
- EN 19 Waste
- PA 1 Developer Contributions
- DM 1 Development Management

Policy Spotlight

Several Core Strategy policies have been partially replaced by Places for Everyone (PfE) policies. Any part of the policy that is not replaced remains part of Manchester's Core Strategy. This includes sections of:

- Policy SP 1 Spatial Principles
- Policy H1 Overall Housing Provision
- Policy H8 Affordable Housing
- Policy T1 Sustainable Transport
- Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development

Relevant policies within Places for Everyone are:

- JP-S1 - Sustainable Development
- JP-S2 - Carbon and Energy
- JP-S4 - Flood Risk and the Water Environment
- JP-S6 – Clean Air
- JP-H1 – Scale, Distribution and Phasing of New Housing Development
- JP-H2 – Affordability of New Housing
- JP-H3 – Type, Size and Design of New Housing
- JP-H4 – Density of New Housing
- JP-P1 – Sustainable Places
- JP-C6: Walking and Cycling
- JP-C8 - Transport Requirements of New Development

Documents which constitute material considerations for the determination of this application are:

- Guide to Development in Manchester Supplementary Planning Document 2007
- Providing for Housing Supplementary Planning Document 2008
- Planning Guidance Adopted April 2007
- Planning Practice Guidance (PPG) (2025)
- The National Planning Policy Framework (The Framework) (2024)

A summary of the above listed relevant policy is included at **Appendix 2**.

Key Considerations

Examination of the Site characteristics, the Development Plan and material considerations has led us to establish that housing mix, design and protection of residential amenity are the key considerations to be examined by this Statement to demonstrate acceptability in planning terms.

07 Assessment



Assessment

Principle of Development

Within the adopted Manchester Core Strategy (2012) the Site is designated as falling within East Manchester, which is covered by Policies EC5 and H4 'East Manchester'. Policy EC5 relates to employment land and is not relevant to this application.

Policy H4 states that over the lifetime of the Core Strategy (2012-2027) East Manchester will accommodate 30% of new residential development. Priority will be given to family housing and other high value, quality development where this can be sustained. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre, which does not include Miles Platting.

The Site also falls under Policy SP 1 'Spatial Principles' being in an Inner Area of Manchester. The policy states that the majority of residential development will be in Inner Areas, including East Manchester. Emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around District Centres which meet local needs, all in a distinct environment. It goes on to state that developments in all parts of the city should reuse previously developed land wherever possible.

The Site is previously developed land, comprising the former Apollo Public House which, whilst due for demolition, is in situ at the time of writing. The building lies vacant and derelict, having been disconnected from all utility connections since 1998. The principle of the public house's demolition has already been accepted under permission reference 141599/FO/2024 in which it was accepted by the Council that the loss of the public house would be acceptable.

The public house has not served as a community asset for over 15 years and has also historically received planning permission for alternative uses which included the demolition of the pub. In 2006 the Site was included within a much wider area that was subject of an application for the redevelopment of the Miles Platting Neighbourhood Area comprising the erection of a maximum of 1,443 residential dwellings (079633/OO/2006/N1). More recently, permission was granted for the erection of a 4-storey nursing home in 2009 (089146/FO/2009/N1). Therefore, the principle of new residential development on site has already been accepted by the Council.

The Site is not specifically allocated for any particular use but lies within the urban area in East Manchester where it is accepted that new residential development will be accommodated to meet the Council's housing requirements over the lifetime of the Development Plan. NPPF Paragraph 127 is clear that planning decisions need to reflect changes in the demand for land. Paragraph 128 goes on to state that Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs.

The proposal will enhance the quality of the land by providing the opportunity for a more environmentally, economically and socially attractive use to take the place of the derelict pub. The proposal will provide 100% affordable housing, meeting identified development needs and it is therefore considered that the principle of residential development on site is acceptable, in accordance with Policy H4 and the Framework.

Assessment

Benefits

Several benefits will be delivered as part of the proposals, including:

- Makes efficient use of previously developed land in a sustainable location;
- 100% Provision of affordable housing, contributing towards the Council's need for affordable housing;
- Provision of 1 and 2 bedroom apartments which will enable the Council to undertake a rightsizing exercise;
- Provision of an energy efficient EPA-A rated development;
- Reduced utility bills for residents;
- Council tax receipts of approximately £64,400;
- Tax revenue of approximately £853,333;
- Temporary job creation during the construction phase and direct financial benefits to local supply chains;
- Visual enhancements in the form of new landscaping and tree planting;
- Expenditure from local residents during initial occupation on local shops and services.

The weight to be given to these benefits is a matter for the decision maker, however it is considered that each benefit carries substantial weight that should be weighed in the planning balance.

Housing Mix

There is no explicit policy within the Manchester Core Strategy (2012) or other Development Plan Documents or material considerations which relates to housing mix. However, it is understood from local Councillors that the Council's preferred mix would be 66% 2 bedroom and 33% 1 bedroom.

Core Strategy Policy H1.2 seeks diversity in terms of type and size of new housing to provide a quality range of housing. Core Strategy Policy H4, which relates to East Manchester, states that priority will be given to family housing and other high value, high quality development where this can be sustained. The Housing Need and Demand Assessment (HNDA) produced in 2010 which supports Policy H4 identifies that 51% of housing consists of 2 bedroom houses or apartments. The HNDA identifies a need for 3-4 bed family housing and detached housing. The indicator for achieving Policy H4 is that a proportion of schemes where at least 55% of the units have at least 3 bedrooms.

The Providing for Housing Choice – Supplementary Planning Guidance (SPG) (2008), which relates to affordable housing, identifies a preferred dwelling size mix with an emphasises on 2-bedroom accommodation. This focus, however, is based on the Council preferring 1 bedroom needs to be mostly met with 2 bedroom units, as this type is more popular.

At paragraph 5.24, the SPG states that future provision should recognise the aspirations for larger accommodation. Whilst the published housing needs data shows apparent need for one-bedroom accommodation, the Council does not consider that substantial proportions of such small housing will be sustainable in the longer term.

Assessment

The Manchester Housing Need Assessment (2023) which provides the Council with up-to-date evidence on housing need across all sections of the community over the period 2022-2039 provides an overall dwelling mix recommendation by tenure for Manchester and other sub areas.

For Social / Affordable Rented properties in Manchester, the overall dwelling mix is stated as:

- 1 Bedroom 10-15%
- 2 Bedroom 40-45%
- 3 Bedroom 35-40%
- 4 Bedroom 5- 10%

The Manchester Housing Strategy 2022-2024 states that it will increase the supply of appropriate housing for households in Priority Bands 1–3 to reduce the time spent on the Housing Register. The Council will work with delivery partners to ensure the supply of new affordable homes is matched to need from households on the Housing Register.

The Strategy states that MCC will encourage and promote right-sizing across all tenures to release family housing. The supply of homes attractive to older residents who are currently under-occupying family housing will be increased to ensure that there is the right home at the right time when they are ready to move.

Providing an updated position, Places for Everyone (PfE) Joint Development Plan Document (2024) Policy JP-H3 'Type, Size and Design of New Housing' is again silent on an explicit housing mix. However, it states that residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, having regard to masterplans, guidance and relevant local evidence.

Strategic Housing Demand Data

- Key takeaway points from analysis of housing demand data relating specifically to Miles Platting has been summarised below: The amount of social rented accommodation has decreased, with private rented accommodation increasing. The development therefore provides an opportunity to increase the amount of social rented accommodation in Miles Platting.
- 47% of social rented households in Miles Platting & Newton Heath are underoccupied – illustrating an opportunity for 1 & 2 bedroom accommodation in the area for rightsizing.
- Miles Platting & Newton Heath has the second highest level of underoccupancy in social rented tenures across the whole city with significant numbers of these residents over 65.
- Overcrowding is the main reason for householders being assigned priority bands 1-3 showing need for larger family housing – however the largest need for Band 1 is UOC Downsizing. This demonstrates a need for smaller properties to free up existing family housing whilst meeting existing needs.

It is clear from the data provided by MCC that there is an opportunity to provide 1 bed accommodation to facilitate rightsizing and freeing up existing housing stock.

Assessment

Manchester Move

Manchester Move advertises ready-to-rent homes including social housing, private renting, home ownership and mutual exchanges. It provides a platform for registering bids and making offers on social housing within Manchester. Manchester Move provides information regarding demand and prospects. It states that there is an extremely high demand for social housing in Manchester with over 15,000 live applications on the Manchester Housing Register.

Table 2 illustrates that as of 26 February 25, the greatest bedroom need for households on the Manchester Housing Register is for 1 bed properties, accounting for 8289 households or 43% of total households. The greatest need for Band 1 households, with the highest priority, was for 1-bedroom properties.

Bedroom Need	Band 1	Band 2	Band 3	Band 4	Band 5	Total
1	632	2702	338	4473	144	8289
2	202	3185	60	2056	17	5520
3	75	1733	964	1028	12	3812
4	141	784	272	105	6	1308
5	39	139	10	8	0	196
6	17	11	0	2	0	30
7	2	0	0	0	0	2
Total	**1108**	**8554**	**1644**	**7672**	**179**	**19157**

Table 2 Manchester Move Demand Statistics as of 26/02/2025

Jigsaw Homes North Letting Information

Assessment

Jigsaw has collated bid data relating to its social rented portfolio of 1 and 2 bed flats in Miles Platting. There is a clear distinction between the demand for 1 and 2 bedroom accommodation, with 1 bed accommodation receiving on average more than 200 bids per property than 2 bed accommodation. This is illustrated in Table 3 below.

Address	Bed Size	Tenancy Start Date	Postcode	1 Beds	2 Beds
Alburn Court	1D	29/07/2024	M40 8DE	250	
Alburn Court		29/07/2024	M40 8DE	257	
Alburn Court	1D	29/07/2024	M40 8DE	255	
Landos Court	2D	19/08/2024	M40 7WT		130
Landos Court	2D	26/08/2024	M40 7WT		110
Alburn Court	1 D	02/09/2024	M40 8DE	356	
Manstead Walk	1 D	16/09/24	M40 7AX	316	
Queensbury Court	2D	30/09/2024	M40 7DD		115
Landos Court	2 D	23/09/2024	M40 7WT		87
Queensbury Court	2D	07/10/2024	M70 7DD		108
Bradford Road	1 D	21/10/2024	M40 7AZ	256	
Alburn Court	1 d	18/11/2024	M40 8DE	454	
Naylor Court	2D	09/12/2024	M40 7WS		121
Naylor Court	2D	06/01/2025	M40 7WS		110
Alburn Court	1 D	23/12/2024	M40 8DE	258	
Landos Court	2D	20/01/2025	M40 7WT		158
Naylor Court	2 D	03/03/2025	M40 7WS		231
			Total Bids	**2402**	**1170**

Table 3. Jigsaw Letting Data – Miles Platting

Assessment

Conclusion – Housing Mix

The proposed housing mix has been amended in response to comments raised by local Councillors. This has included an increase in the amount of 2 bedroom properties. It is not considered that the provision of additional 1 bedroom properties would be inappropriate, and their exclusion would not be feasible from a viability perspective.

Recent local housing demand data is clear that there is a need for 1-bedroom social rented accommodation in Miles Platting. This is largely due to a high proportion of over 55s / 65s under-occupying larger housing stock which has resulted in overcrowding of smaller properties.

The redevelopment of the Apollo Pub provides an opportunity to increase the level of social rented housing stock to meet the specific needs of households on the Manchester Housing Register. Through the provision of a larger quantum of 1-bedroom properties, the Council will be able to undertake rightsizing exercises to relocate older households who are occupying existing family housing.

The proposed housing mix reflects local demand, providing a quality range of housing to meet local needs and resolve existing overcrowding and underoccupancy issues. The proposal complies with Policies H1.2, H4 and JP-H3.

Affordable Housing Provision

Core Strategy Policy H 8 'Affordable Housing' has been partially replaced by PfE Policy JP-H2 'Affordability of New Housing'. Policy H8 states that on developments where 15 or more units are proposed, affordable housing or an equivalent financial contribution will be sought. The policy states that developers are expected to use a 20% target as a starting point for calculating affordable housing provision.

The Provision for Housing Choice – Supplementary Planning Document and Planning Guidance (2008) suggest a City-wide affordable housing target in the range of 30%, based on the Housing Needs Assessment (2007), however it is considered that this document is superseded by the Core Strategy given the dates of adoption.

Core Strategy Policy H8 previously advised that 5% of new housing should be social or affordable rented, and 15% intermediate housing, delivering affordable home ownership options. This sentence has been replaced by Policy PfE Policy JP-H2 which does not set a prescribed mix of affordable housing tenure. The policy seeks to maximise the delivery of additional affordable homes by supporting provision of affordable housing as part of new developments and ensuring that a diverse mix of values and tenures come forwards to meet the needs and aspirations of households.

The application will provide 32 no. affordable apartments, equating to a 100% provision. The proposal will exceed the targets set out within Policy H8 and the Housing Choice SPD and this is a benefit of the proposal which should be given significant weight.

The suggested tenure is social rented, which is a direct response to a request from local Councillors. No form of intermediate housing will be provided by the proposed development.

The proposal complies with Policies H8, JP-H2 and the Housing Choice SPD.

Assessment

Design

Core Strategy Policy DM1 'Development Management' states that all developments should have regard to appropriate siting, layout, scale, form, massing, materials and detail.

Core Strategy Policy SP1 requires development in all parts of the City to make a positive contribution to neighbourhoods of choice including:

- creating well designed places that enhance or create character.
- making a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- protect and enhance the built and natural environment.

Development should also minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Policy EN1 'Design Principles and Strategic Character Areas' state that all development in Manchester will be expected to follow the seven principles of urban design. Opportunities for good design to enhance the overall image of the City should be fully realised. The Site falls within the Central Arc Character Area which is predominantly characterised by 1960s social housing estates and zoned industrial areas bisected by the transport network. Policy EN1 states that opportunities for development on a large scale using innovative urban design solutions.

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007) Chapter 2 'Design' outlines the Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environments. Paragraph 2.7 states that the layout of the scheme and design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances.

PfE Policy JP-H3 'Type, Size and Deign of New Housing' requires all new dwellings to comply with the nationally described space standards (NDSS) and be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable. To that end, 29 apartments will meet both NDSS and M4(2) requirements. A further 3 apartments have been designed to meet M4(3) standards.

The scheme would enhance the regeneration of Miles Platting, removing a derelict and unsafe building, reducing opportunities for crime and making a positive contribution to the safety and wellbeing of residents. The proposal would introduce high quality materials both for the building and areas of soft and hard landscaping. Materials will complement those already found along Farnborough Road and Varley Street, whilst introducing a contemporary finish, enhancing the built environment and creating a well-designed place.

Assessment

Features such as textured brick and balconies will add visual interest to Varley Street, which is a key route through Miles Platting connecting to Oldham Road. The proposal also specifically addresses the different building heights in the immediate vicinity by stepping down one storey on Farnborough Road. The change in storey heights together with the inclusion of gable ends on Varley Street allow the Site to serve as a transition between the adjacent tower block and neighbouring 2 storey residential properties.

Secured by Design principles are incorporated such as having clear differentiation between private parts of the proposal and the public street scene. High levels of natural surveillance will be provided by the scheme to both the public realm and the development's shared amenity space and parking areas. CCTV will be provided and actively monitored by the site management team.

Density

There is no adopted Core Strategy policy which relates to density outside Manchester City Centre. PfE Policy JP-H4 'Density of New Housing' states that within 'Other designated centres', the minimum net residential density within the location should be 70 dwellings per hectare. Within 400m of this, the minimum net density is reduced to 50 dwellings per hectare, and within 800m, further reduced to 35 dwellings per hectare.

The density of the development is approximately 114 dwellings per hectare due to the small nature of the plot. The Site is approximately 1.6 miles from the district centre of Eastlands and 2.8 miles from the district centre of Newton Heath.

It is considered that the proposal maximises the development potential of the Site, it makes efficient use of the land whilst being of an appropriate scale, massing and height for the character of the surrounding area.

Assessment

Residential Amenity

Policy DM1 states that all development should have regard to effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.

The proposal will provide 175sq.m of communal amenity space in the form of POS. Informal seating will be provided in the area to the north west providing an area for relaxation. Private amenity space for the 3 no. apartments on the first floor, fronting Varley Street, will be provided in the form of projecting balconies, which will measure 8.7 sq.m each. Patio areas will be provided at ground floor level along this elevation, with trees providing separation of front gardens.

Regarding separation distances, 20.5m will be achieved between habitable room windows from the development across to Farnborough Road. It is considered that sufficient separation is achieved given the existing constraints on Site which prevent the building being pushed further back from Farnborough Road.

The Design & Access Statement demonstrates that there will be a negligible impact on surrounding properties in terms of overshadowing / loss of light. Due to the position of the sun, only the high-rise residential tower to the north would be impacted by any overshadowing, and it is anticipated that this impact would be negligible and limited to several ours in early spring and winter.

The proposal will not lead to any loss of light nor overbearing impacts by virtue of its scale and massing. Similarly, it will not lead to any undue impact on privacy by virtue of overlooking. Sufficient separation distances will be maintained between habitable room windows along Farnborough Road.

In conclusion, the proposed development would positively contribute to the character and appearance of the streetscene and the wider area.

08 Technical



Technical

Highways Impact

Core Strategy Policy CC5 'Transport' states that 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. This should be based on the parking standards described in Appendix B of the Core Strategy.

Policy T1 'Sustainable Transport' states that development proposals which improve choice by developing alternatives to the car will be supported. Proposals that improve the pedestrian environment and pedestrian routes will also be supported.

PfE Policy JP-8 'Transport Requirements of New Development' requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. This will be achieved by ensuring that the layout, design and landscaping of development prioritises the safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability, making adequate car parking provision, incorporating enough secure and covered cycle parking to meet long-term demand from occupiers, promoting alternatives to car ownership and promoting the increase provision of ULEV charging infrastructure.

Access and Parking

As stated previously, the proposed access will be taken off Farnborough Road, slightly to the west of the existing access which will be closed in line with the development proposal. The new access will be a simple priority-controlled junction, which reflects the previous access arrangement. Dropped kerbs and tactile paving will be provided on either side of the access to aid pedestrians.

Visibility splays commensurate with the 20mph speed limit of the road have been provided and are achievable. The supporting Drawing reference 25032-001A demonstrates how a 5m length vehicle can access the development, navigate internally and exist the Site in a safe and appropriate manner.

Pedestrian and cycle access is possible via both the main vehicular access and at two points via Farnborough Road which are 'vehicle free'.

Traffic Generation

The application is supported by a Transport Statement prepared by Prime Transport Planning which sets out the anticipated trip rates for a development of 32 affordable apartments. The development can be expected to generate circa 5 two way trips during the typical AM peak and circa 9 two way trips during the typical PM peak. The trips generated reflect the affordable nature of the proposal (low car ownership is predicted), its highly accessible location and low car ownership levels for the area.

The impact of the development on traffic generation is considered negligible. The development proposal is unlikely to result in an unacceptable impact on highway safety and the cumulative impacts of the development on the highway network cannot be considered severe.

Technical

Parking

There are no standards with Core Strategy Appendix B for Residential (Use Class C3) uses for vehicular or cycle spaces. However, it is understood through pre-application discussions with Council Officers that a 50% provision against the total amount of apartments would be required, amounting to 16 spaces.

The proposal will provide 16 no. parking spaces including 2 no. disabled spaces to serve the M4 (3) apartments. 8 no. EV chargers will be provided in between spaces, comprising a 50% provision against the total number of parking spaces. 40 cycle spaces will also be provided which equates to 125% provision.

A parking space will also be provided outside the electricity substation to facilitate maintenance without resulting in either on-street parking or parking in spaces reserved for residents.

The proposed development complies with Policies CC5, JP-8 and Appendix B of the Core Strategy.

Travel Plan

The application is supported by a Travel Plan prepared by Prime Transport Planning. As evidenced previously the Site is in a highly accessible location with residents able to access established walking and cycling routes, alongside regular bus services along the A62 Oldham Road. The supporting Travel Plan seeks to reduce the need for residents to travel by car by highlighting sustainable modes of travel available to new residents in the Welcome Packs provided at first occupation. Notice boards can also be set up in communal areas, with details of local car clubs and cycling routes and cycle storage facilities at key destinations. Car/ lift sharing will be encouraged to reduce single occupancy car trips with life share websites promoted.

Implementation and management of the travel plan will be the responsibility of Jigsaw either directly or via a designated partner / travel plan co-ordinator. An indicative interim action plan has been produced for the stages prior to occupation and the early stages of occupation, including the installation of cycle facilities and preparation of Welcome Packs.

Highways Impact – Summary

As illustrated earlier in this Statement, the Site is in an accessible location with access to a range of sustainable travel methods. Safe access can be provided to the Site for all users. The proposal is not anticipated to generate significant additional trips to the detriment of the surrounding highway network. Parking and cycle spaces will be provided in accordance with the Council's standards, with separate access provided to ensure safe movement of these users. Sufficient space is provided internally within the Site for vehicles to manoeuvre, with all servicing arrangements occurring on street. A Travel Plan will be implemented to encourage residents to travel by modes other than car.

The proposal accords with Policies CC5, T1, JP-8 and Appendix B of the Core Strategy.

Reference – Transport Statement, Travel Plan Prime Transport Planning

Technical

Noise

Core Strategy Policy DM 1 'Development Management' states that all development should have regard to effects on noise. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

NPPF Paragraph 198 states that decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the Site or the wider area to impacts that could arise from the development. In doing so they should:

a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;

The application is supported by a Noise Impact Assessment prepared by e3p. Road traffic sound measurements for Varley Street were taken during daytime and nigh-time rush house periods. A full weekday and weekend background and ambient sound survey has been conducted to determine the impact of the nearby event premises and to establish baseline levels of noise at nearby receptors.

The assessment has found that certain apartments overlooking Varley Street would require higher specification glazing. This recommendation has been incorporated into the proposed development.

With mitigation measures in place, no adverse impact is predicted day or night at the receipts due to existing levels of road traffic sound. No adverse impacts on health or quality of life would be experienced as a result of the development.

The proposal complies with Policy DM1 and Paragraph 198 of the Framework.

Reference – Noise Impact Assessment, e3p.

Technical

Crime Impact

Core Strategy Policy DM 1 Development management requires all development to have regard to community safety and crime prevention. PfE Policy JP-P1 requires development to be safe, including by designing out crime and terrorism, reducing opportunities for anti-social behaviour.

A Crime Impact Statement, prepared by GMP, has been instructed and will be provided to the Local Planning Authority post-submission.

External CCTV will be provided, with a card reader providing access to residents.

In accordance with NPPF paragraph 96, the proposal seeks to promote healthy and safe communities, and it now specifically includes design features which discourage crime and antisocial behaviour, including safe parking arrangements, a secure building and defensible boundary treatments. The development is safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

In accordance with Policies DM1, JP-P1, and the Framework, the development is acceptable in relation to designing out crime.

Reference – Crime Impact Statement, GMP

Ecology

Core Strategy Policy EN15 'Biodiversity and Geological Conservation' states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the Site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

PfE Policy JP-G8 'A Net Enhancement of Biodiversity and Geodiversity' requires developments to increase the quality, quantity, extent and diversity of habitats. Management of existing habitats should be enhanced, through restoration and safeguarding.

The application is supported by an Extended Phase One Habitat Survey prepared by Amenity Tree. The Site is located within SSSI Impact Zone for Rochdale Canal SAC/SSSI which is located 3.75m from site. Additionally, Clayton Vale Local Nature Reserve (LNR) is located 1.6km from site. The development proposal does not appear to conform to those development types that require the LPA to consult Natural England on the likely risks.

The Survey comments on the potential presence of protected and notable species including bats, badgers and hedgehog, water voles, amphibians and birds.

The surveys have confirmed that the Site does not support any protected habitats nor are there any priority hedgerows on the Site. No evidence of protected species was recorded on site during the Site walkover. Furthermore, there are no statutory or non-statutory designated sites within the boundaries of the development site.

Technical

A Preliminary Roost Assessment for Bats has already been undertaken as part of application reference 141599/FO/2024 and is submitted again for completeness. The PRA confirmed that the existing Apollo pub building had negligible potential and no further surveys are required for the building to be demolished.

The proposal complies with Policies EN15 and JP-G8.

Reference – Extended Phase One Habitat Survey (Preliminary Ecological Appraisal), Preliminary Bat Roost Assessment, Amenity Tree

Biodiversity Net Gain

Core Strategy Policy EN15 'Biodiversity and Geological Conservation' states that any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation.

The Core Strategy was adopted in 2012, prior to the mandatory 10% biodiversity net gain requirement being brought into effect by Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). It is considered that this requirement supersedes Core Strategy Policy EN15.

PfE Policy JP-G8 'A Net Enhancement of Biodiversity and Geodiversity' requires developments to achieve a measurable net gain in biodiversity of no less than 10%.

The application is supported by a Biodiversity Assessment prepared by Amenity Tree. The assessment confirms that due to the Site's location in an urban environment enclosed by existing residential land uses, habitat on site comprises areas of hardstanding, urban trees and amenity grass. On site habitats are currently generally low in biodiversity due to their condition being either moderate or poor.

The biodiversity baseline value comprises 0.26 habitat units. There is no site hedge or watercourse baseline. Post development the Site will comprise 0.30 habitat units, equating to an increase in 0.03 habitat units or a net gain of 0.29%. All greenspace is outside private gardens and will be managed externally by a committee.

Technical

Consequently, the Site can achieve the mandatory 10% on site. The Site will also satisfy the trading rules.

The proposal accords with Policy JP-G8 and legislative requirements.

Reference – Biodiversity Assessment, Biodiversity Net Gain Metric Calculation, Amenity Tree

Flood Risk

Core Strategy Policy EN 14 'Flood Risk' directs development away from sites at the greater risk of flooding, towards sites with little or no risk of flooding.

PfE Policy JP-S4 'Flood Risk and the Water Environment' states that development should be located and designed to minimise the impacts of current and future flood risk, including retrofitting or relocating existing developments, infrastructure and places to increase resilience to flooding.

The application is supported by a Flood Risk & Drainage Strategy, prepared by Sutcliffe. The strategy confirms that the Site is entirely in Flood Zone 1 for river and sea flooding. Flood risk from rivers or the sea is classified as a very low / no risk as it is not situated near a river or sea. There is a low risk of surface water flooding occurring within the Site boundary. Surface water flood risk is limited to a small section to the south of the Site, with flooding only occurring for the 0.1 – 1% AEP event at less than 300mm. Flood risk from sewers is not likely to be increased by the proposed development. There is no risk of flooding from infrastructure or groundwater.

Flooding from surface water can be mitigated through careful consideration of finished floor levels (FFLs) and implementation of a SuDS drainage scheme that helps to manage runoff from the development. FFLs will be 150mm above existing ground levels except where provision is made for level access.

The development will not increase the risk of flooding off site and is in accordance with Policies EN 14 and JP-S4.

Reference – Flood Risk & Drainage Strategy, Sutcliffe

Technical

Drainage

Core Strategy Policy EN 14 'Flood Risk' requires all development to minimise surface water run-off, including through Sustainable Drainage Systems (SuDS) and the appropriate use of Green Infrastructure.

PfE Policy JP-S4 'Flood Risk and the Water Environment' expects development to manage surface water run-off through sustainable drainage systems as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable.

The application is supported by a Flood Risk & Drainage Strategy, prepared by Sutcliffe. Within the report because the building is due to be demolished the development site is considered to have a greenfield land classification.

Surface water runoff has been considered in line with the discharge hierarchy set out within Planning Practice Guidance Paragraph 056[1]. The fourth tier of the hierarchy requires surface water to be discharged to a combined sewer network. A connection into the existing combined sewer in Varley Street is possible, reusing the existing outfall connection where possible. It is considered reasonable to manage and discharge surface water from the Site at a rate of 5.0 l/s.

Attenuation will be provided in the form of permeable paving within the road and parking spaces, prior to controlled discharge to the existing culverted water course. This will provided long-term storage.

The proposed surface water drainage network can be considered to fulfil the policy requirements as far as practicable given the layout of the Site and constraints set by existing underground infrastructure.

Foul water will also drain into the combined public sewer.

The proposal accords with Policies EN14, JP-S4 and PPG.

Reference – Flood Risk & Drainage Strategy, Sutcliffe

1 Paragraph 056 Reference ID: 7-056-20220825

Technical

Contaminated Land

Core Strategy Policy EN18 'Ground Contamination and Land Stability' states that any proposal for development on contaminated land must include a health risk assessment. All new development within former mining areas shall undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them.

PfE Policy JP-S4: Flood Risk and the Water Environment states that the remediation of contaminated land will be secured and developments shall be carefully designed to minimise the potential for urban diffuse pollution to affect the water environment.

The application is supported by a Phase I Preliminary Risk Assessment (PRA) prepared by Sutcliffe. The assessment did not consider that there are any identifiable significant environmental issues regarding the Site. However, based on limited available information regarding geotechnical properties, it was recommended that a Phase II Ground Investigation and Coal Mining Risk Assessment be undertaken.

Accordingly, the application is also supported by a Phase II Interpretative Ground Assessment and a separate Coal Mining Risk Assessment (CMRA) prepared by Sutcliffe.

The Phase II assessment concludes that the Site does pose a risk to human health, and remediation works will be required as part of the development to ensure that the Site is suitable for occupation. It is considered that a remediation strategy can be provided post-submission and delivery secured via an appropriately worded condition.

The submitted CMRA states that there are two main sources of risk from the former coal workings including potential for shallow workings to be present on site. It is recommended that additional works are undertaken to identify the presence of any potential shallow workings that may affect the development. It is considered that these works can be provided post submission and again secured via an appropriately worded condition.

Subject to additional information being provided via condition, the development complies with Policies EN18 and JP-S4.

Reference - Phase I Preliminary Risk Assessment, Phase II Interpretative Ground Assessment, Sutcliffe

Technical

Lighting

Core Strategy Policy DM 1 'Development Management' requires developments to have regard to effects on amenity, including light. A suitable lighting scheme has been designed that will provide light to ensure the Site is safe whilst not causing harm to existing or proposed residential amenity due to light spill. The application is supported by drawing reference 4514-SHA-XX-00-DR-E-8001 Rev P1 which sets out the exterior lighting layout for the ground floor. Several forms of lighting will be provided, including wall mounted LEDs, street lights, decorative LED bollards, inground LED uplights, recessed wall lights and decorative façade lighting. Lighting will either be controlled via timelock, photocell sensor or manual override.

Reference - 4514-SHA-XX-00-DR-E-8001 Rev P1 Exterior Lighting Layout – Ground Floor Plan. Steven A. Hunt & Associates

Energy Sustainability

Core Strategy Policy EN 4 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development' requires all development to follow the principle of the Energy Hierarchy, being designed to reduce the need for energy through design features that provide passive heating, natural lighting and cooling, through energy efficient measures such as improved insulation and glazing and the use of low or zero carbon energy generating technologies.Places for Everyone Policy JP-S2 'Carbon and Energy' requires any development to be net zero (applicable to regulated operational carbon emissions), unless it can be demonstrated to not be practicable or financially viable . Developments are required to set out how energy statements have been achieved in accordance with the energy hierarchy, consistent with the 2022 Part L Building Regulations, incorporating adequate electric vehicle charging points in line with Part S of the Building Regulations, and achieve energy demand reductions with the delivery of on-site renewable energy regeneration.

The application is supported by an Energy Statement prepared by Steven A. Hunt & Associates. As stated previously, the development seeks to achieve an EPC 'A' energy rating, incorporating a fabric first approach to construction and implementing renewable energy strategies in through the provision of a solar PV array on the roof and air to water heat pumps. The development will be consistent with Part L and Part S of the Building Regulations, with 1 EV charging vehicle provided for every 2 car parking spaces.

Whilst the development will not be net-zero, this is largely due to the tenure of the proposed housing which would be difficult to secure financially in its current form with additional energy reduction strategies.

It is considered that the proposal broadly accords with the requirements of Policies EN4 and JP-2.

Reference - Energy Statement, Steven A. Hunt & Associates

Technical

Air Quality

Core Strategy Policy EN 16 'Air Quality' states that developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. The Council will consider the impacts on air quality including cumulative impacts, particularly in Air Quality Management Areas.

PfE Policy JP-S5: Clean Air requires developments that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and developments only permitted where they are acceptable and / or and / or suitable mitigation can be provided. The Policy also requires development to be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users.

Accordingly, the application is supported by an Air Quality Assessment prepared by Redmore Environmental. During the construction phase of the development there is the potential for air quality impacts from fugitive dust emissions at the Site. Site-specific dust control measures have been determined based on the identified risk ratings which, subject to implementation, potential air quality impacts from dust generated by demolition, earthworks, construction and trackout activities are predicted to be not significant.

During the operational phase of the development there is the potential for road traffic exhaust emission impacts associated with vehicles travelling to and from the Site, however, due to the scale of the development, impacts are predicted to be not significant.

In summary, the Site is considered suitable for the proposed use from an air quality perspective and air quality factors are not considered a constraint to planning consent for the development.

The development accords with policies EN16 and JP-S5.

Reference – Air Quality Assessment, Redmore Environmental

Technical

Broadband Connectivity

The Council's Validation Checklist (Revised January 2020) requires all new build residential developments to incorporate measures to facilitate digital connectivity. The Building etc. (Amendment) (England) (No. 2) Regulations 2022 came into force on 26 December 2022. Approved Document R Volume 1: Physical infrastructure and network connection for new dwellings (2022 edition) applies to the erection of new dwellings. These regulations introduce gigabit broadband infrastructure and connectivity requirements for the construction of new homes in England.

The application is supported by a Broadband Connectivity Assessment which confirms that the area is already likely to have excellent download speeds as BT Openreach has existing fibre located near the Application Site. A full fibre connection could be enabled for the proposed development and the Applicant will commit to enable the proposed development for robust connectivity and future-proof upgrading by following the statutory guidance of Approved Document R Volume 1.

The development accords with the relevant validation criteria and Building Regulations guidance.

Reference – Broadband Connectivity Assessment, GTech Surveys Limited

Television and Radio Reception Impact

The Council's Validation Checklist (Revised January 2020) requires developments of over four storeys to provide a Television Reception report to understand possible interference created by the proposed development on TV and radio reception within the area.

Accordingly, the application is supported by a Television and Radio Reception Impact Assessment which confirms that the proposed development is not expected to cause any interference to the reception of Digital Terrestrial Television (DTT) services, commercially known as 'Freeview'. For Digital Satellite Television the proposed development has the ability to cause interference to the reception of digital satellite television services (such as Freesat and Sky) in areas to the immediate northwest of the Site, up to 39m from the base of the proposed building. However, as there are no satellite dishes / receptors located in this area, no interference effects will be realised.

With regard to VHF (FM) Radio impacts, the development is unlikely to adversely impact the reception of FM radio broadcasts due to existing good coverage in the survey area and the technology used to encode and decode radio signals.

In summary, the proposed development is unlikely to cause any interference to the reception of any television or radio broadcast platforms and subsequently no mitigation measures are required to restore the optimal reception of any broadcast service for any receptor.

Reference - Television and Radio Reception Impact Assessment, GTech Surveys Limited

09 Conclusion



Conclusion

The proposal has taken into consideration the Site context and the surrounding areas. Several benefits will be delivered:

- Makes efficient use of previously developed land in a sustainable location;
- 100% Provision of affordable housing, contributing towards the Council's annual need figure for affordable housing;
- Provision of 1 and 2 bedroom apartments which will enable the Council to undertake a rightsizing exercise;
- Provision of an energy efficient EPA-A rated development;
- Reduced utility bills;
- Council tax receipts of approximately £64,400;
- Tax revenue of approximately £853,333;
- Temporary job creation during the construction phase and direct financial benefits to local supply chains;
- Visual enhancements in the form of new landscaping and tree planting;
- Expenditure from local residents during initial occupation on local shops and services.

This Statement demonstrates that the proposal is compliant with the relevant Development Plan policies. Technical issues are summarised with referenced to the full reports and assessment submitted with the application to confirm that the proposal meets all levels of planning policy requirements.

In conclusion, the proposal accords with the Development Plan and all material considerations and residential development is entirely appropriate in this location.

Appendix 1 Planning History

Appendix 2 Planning Policy Summary

Appendix 1

Reference	Description of Development	Decision
F01464	Details of a part single/part 2-storey building to form a public house with living accommodation over.	Approved 03 March 1975
F00577	Erection of a part single, part 2 storey building to form licensed premises with living accommodation.	Approved 03 July 1974
089146/FO/2009/N1	Erection of a 4 storey building to accommodate a 34 bedroom nursing home (for Elderly Mentally Infirm patients only) with ancillary car parking and landscaping.	Approved 02 June 2009
141599/FO/2024	Demolition of an existing public house, the making good of the site and erection of security fencing.	Approved 25 February 2025
Surrounding Area (including application site)		
079633/OO/2006/N1	OUTLINE APPLICATION for the re-development of the Miles Platting neighbourhood area, comprising the erection of a maximum of 1443 no. residential dwellings comprising a maximum of 875 no. houses and 568 no. apartments and means of access. Demolition of 278 residential properties and 28 areas of commercial properties/community facilities. Refurbishment works to 1757 retained houses and apartments. Erection of a maximum of 6935 sq. metres (gross) commercial and community facilities (Classes A1,A2,A3,A4,A5,D1 and D2) on Oldham Road/Varley Street. Erection of a maximum 600 sq. metres (gross) inter-denominational community facility floorspace adjacent to Rochdale Canal (Class D1). Provision of a maximum area of 0.74 hectares for education-related Class D1 use to south-east of St. Marks School. Provision of 2.64 hectares public open space including canal-side walkway and informal amenity areas. Provision of new and refurbished highway network and associated parking.	Approved 05 September 2006

Appendix 1 Planning History

Appendix 2 Planning Policy Summary

Appendix 2

Policy	Summary
Manchester City Council Core Strategy	
SP 1 Spatial Principles	Promotes sustainable, high-quality development that supports neighbourhoods, reduces inequalities, and improves the city's economic performance whilst protecting the built and natural environment. This scheme provides 100% affordable housing, supporting inclusive growth and local need. It is sustainably located and contributes to housing supply.
CC 3 Housing	Seeks a mix of housing types and tenures in the City Centre to support a diverse community. The proposal offers a mix of 1-bedroom and 2-bedroom units, helping to diversify the local housing stock and meet demand in an accessible location.
CC 9 Design and Heritage	Requires high-quality design in the City Centre that enhances character and identity.
H 1 Overall Housing Provision	Supports the delivery of a balanced housing offer, including affordable housing and housing for different needs. The developments delivery of 100% affordable housing contributes to identified local housing needs.
H 2 Strategic Housing Location	Identifies key areas across Manchester for significant new housing growth.
H 4 East Manchester	Encourages housing developments that support regeneration objectives and provide a wider range of accommodation.
H 8 Affordable Housing	Requires new residential developments to contribute to affordable housing provision. The scheme exceeds expectations with its 100% affordable housing.
EN 1 Design and Principles and Strategic Character Areas	Promotes high-quality, inclusive, and sustainable design.

Appendix 2

Policy	Summary
EN 8 Adaptation to Climate Change	New developments must be adaptable to climate impacts and mitigate against them in terms of design.
EN 9 Green Infrastructure	Supports the incorporation of green spaces and infrastructure in developments.
EN 15 Biodiversity and Geological Conservation	Development must protect and enhance biodiversity.
EN 16 Air Quality	Requires mitigation of negative impacts on air quality.
EN 18 Contaminated Land and Ground Stability	Development must address any land contamination risk that occur on the development site.
EN 19 Waste	Requires consideration of waste storage and collection in all developments. Waste and recycling facilities are integrated into the site layout and design.
DM 1 Development Management	Sets out criteria for assessing design, accessibility, safety, and impact.
Places for Everyone	
JP-S1 Sustainable Development	Establishes the plan's commitment to sustainable development that balances economic, social, and environmental needs.
JP-S2 Carbon and Energy	Requires developments to reduce carbon emissions, maximises energy efficiency, and support the transition to net zero.
JP-S6 Clean Air	Aims to improve air quality by promoting sustainable transport, reducing car dependency, and minimising pollutant emissions.
JP-H1 Scale, Distribution and Phasing pf New Housing Development	Sets housing growth targets for districts and ensures phased delivery aligned with infrastructure and need.

Appendix 2

Policy	Summary
JP-H2 Affordability of New Housing	Aims to boost affordable housing supply across Greater Manchester.
JP-H3 Type, Size and Design of New Housing	Promotes a balanced mix of housing types and sizes to meet population needs.
JP-H4 Density of New Housing	Encourages appropriate density in sustainable locations to optimise land use. The proposed apartment block makes efficient use of a brownfield site, delivering a higher-density scheme appropriate to its setting.
JP-P1 Sustainable Places	Requires new development to be environmentally resilient, resource-efficient, and climate adaptative.
JP-C8 Transport Requirements of New Developments	Requires developments to prioritise sustainable transport, accessibility, and integrating with existing networks.
Material Considerations	
Guide to Development in Manchester Supplementary Planning Document	A design focused SPD that sets out principles for high-quality, sustainable development across the city.
Providing for Housing Supplementary Planning Document	A Supplementary Planning Document that expands on the Core Strategy housing policies.
Planning Guidance	Supplements Manchester Core Strategy.
Planning Practice Guidance (PPG)	Gives detailed advice and clarification on how to apply policies set out in the NPPF.
The National Planning Policy Framework	Sets out the government's planning policies for England and how they should be applied. It provides a national framework for plan-making and decision-making.

EDEN

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