enabl

Planning Statement

8 and 8a St John Street, Manchester

Anthony and Callum Ford

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Document Issue Sheet

Issue Nr.	Document	Status	Issue Date	Parties Sent To	Prepared By	Reviewed By
1.0	June 2025 Report	Issued	04/06/2025	n/a	Jonathan Mumby	Kat McMaster

1

Introduction

1. Introduction

1.1 This Planning Statement has been prepared by Enabl on behalf of the applicant, Anthony and Callum Ford. The statement accompanies a Full Planning and Listed Building Consent application for the proposed change of use of an existing office building to residential use to form two residential dwellings along with erection of new residential dwelling on land to the rear of existing property.

1.2 This statement sets out the conformity of the proposals with the development plan and relevant national policy, as well as any other material considerations having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990.

Scheme Description

1.3 The submitted Full Planning and Listed Building Consent application is seeking planning consent for:

> **"Change of use from offices (E(g)) to residential accommodation comprising of two four-bed dwellings (C3) including the demolition of existing outriggers and the erection of a replacement rear extension; and the erection of new four-bed residential dwelling (C3) at the rear of the existing property"**

Application Documents

1.4 This Planning Statement should be read alongside the Architectural plans / drawings and supporting documents submitted to accompany the Full Planning Application and Listed Building Consent. The application documents comprise:

- Design and Access Statement, prepared by Tim Groom Architects;
- Interior Photographic Study, prepared by Tim Groom Architects;
- Schedule of Works, prepared by Tim Groom Architects;
- Air Quality Assessment, prepared by Hydrock;
- Drainage Strategy, prepared by Hydrock;
- Heritage Statement, prepared by Turley;
- Ventilation Statement, prepared by CWC;
- Energy Compliance Strategy, prepared by CWC;
- Ground Conditions Desk Study Report, prepared by Hydrock;
- Preliminary Ground Investigation Report, prepared by Hydrock;
- Method Statement and Risk Assessment, prepared by Hydrock;
- Construction Phase Plan, prepared by Hydrock;
- External Building Fabric Assessment, prepared by RBA Acoustics;
- Transport Statement, prepared by SK;
- Environmental Standards Statement, prepared by Turley;

- Preliminary Ecological Survey, prepared by Ecus;
- BNG Report;
- Broadband Connectivity Assessment, prepared by GTech Surveys Ltd;
- Archaeological Desk-Based Assessment, prepared by Archaeological Research Services Ltd;
- Written Scheme of Investigation, prepared by Archaeological Research Services Ltd;
- Planning Statement, prepared by Enabl (this document).

2

Site and Surroundings

2. Site and Surroundings

Site

2.1 The application site is situated in Manchester City Centre. It is a rectangular plot of land, approximately 0.045ha, located on the corner of St John Street, Longworth Street and Artillery Street.

2.2 The site currently comprises of two three-storey Grade II Listed Buildings and forms the end terrace block / corner block between St John Street and Longworth Street.

2.3 The buildings on site were originally townhouses which were converted, including rear extensions, in the late 18th Century, with the buildings currently being used as office space (use class E(g)).

2.4 There is an external courtyard to the rear which forms the corner of Longworth Street and Artillery Street and is used by those accessing 8 and 8a St John Street. The site previously included several birch and sycamore trees bound by rail fencing, however these have been removed in line with the Arboricultural Impact Assessment (BS 5837:2012 Tree Survey, Arboricultural Impact Assessment and Arboricultural Method Statement, May 2020) approved under planning application reference 127944/FO/2020 and removed prior to the application's expiry date of 31/08/24.

Surroundings

2.5 St John Street is lined with similar three storey townhouses to those on site. The surrounding area has a number of residential properties, including both family houses and apartments. As the site is considered within the city centre, the wider location is typically characterised by commercial uses including shops, restaurants and cafes, offices and leisure facilities, mainly along Deansgate which runs perpendicular to St John Street to the east.

2.6 Adjacent buildings to the north and east are of a massing of between four and seven storeys with commercial and ancillary uses at ground floor level. There appears to be evidence of a number of service entrances and fire exits onto Artillery Street and Longworth Street with a small private parking area in the adjacent side of Artillery Street from the application site.

2.7 The site is in a highly sustainable location with most of the amenities and transport links of Manchester City centre within a 1 mile radius. Deansgate tram stop and train station are both within 500 metres from St John Street and there are two local supermarkets on Quay Street, parallel to Artillery Street to the north.

2.8 The aerial image below shows the site in the context of its surroundings.

Figure 1 - Site Location (Google Earth)

Site Designations

2.9 Other than the two Listed Buildings on site, the site is surrounded by a number of Listed Buildings, mostly located along the north side of St John Street. These are detailed on the map below:

Figure 2 - Nearby Listed Buildings

2.10 The site is located within St John Street Conservation Area which includes St John's Gardens to the west of the site.

2.11 There are not considered to be any ecological designations of relevance associated with the site, with the site being located within Flood Zone 1.

2.12 The site is located within the Greater Manchester Combined Authority Air Quality Management Area (AQMA).

Planning History

2.13 A review of the Council's online planning application search tool has been undertaken and details of the relevant planning applications are provided below:

The Site			
Reference	Description		Decision
127945/LO/2020	**Listed Building Consent** for works associated with the change of use of 8/8A St Johns from offices (B1) to residential accommodation comprising of two four-bed dwellings (C3) including the demolition of existing outriggers and the erection of a replacement rear extension; and the erection of a new four-bed dwelling (C3) at the rear of the existing property.		Approved (31/08/21)
127944/FO/2020	The change of use of 8/8A St Johns from offices (B1) to residential accommodation comprising of two four-bed dwellings (C3) including the demolition of existing outriggers and the erection of a replacement rear extension; and the erection of a new four-bed dwelling (C3) at the rear of the existing property.		Approved (31/08/21
127328/TCA/2020	Works to trees – proposed pruning of a ground of trees, back to property line.		Deemed Approved (05/11/20)
Other Relevant Applications			
Reference	Address	Description	Decision
124226/FO/2019	13 St John Street, Manchester	Change of use from offices (Class B1) to a single residential dwelling (use class C3) and creation of a single storey conservatory.	Approved (13/11/19)
124227/LO/2/019	13 St John Street, Manchester	**Listed Building Consent** for internal and external works associated with change of use to a single residential dwelling (use class C3) and creation of a single storey conservatory to rear.	Approved (13/11/19)
112624/FO/2016	15 St John Street, Manchester	The demolition of a single storey rea extension and erection of a two storey rea extension to create additional living accommodation.	Approved (13/10/16)

2.14 It is important to note that the both full planning application and listed building applications approved in 2021 relate to the same development scheme. Due to the three-year lapse in planning permission, the applications seeks to reconfirm the permission through a separate planning application.

2.15 Further to this the planning history review confirms that the principle of returning a building to residential use from office space and creating additional internal spaces through appropriately designed extensions in the St John Street Conservation Area is acceptable and has been achieved at other nearby sites including Listed Building Consents.

3

Proposed Development

3. Proposed Development

3.1 The proposed scheme is for the change of use of the existing buildings (8/8A St John Street) from existing office space (E(g)) to residential use (C3) to form of two residential dwellings. The development also includes the erection of a rear extension along with the erection of a new residential dwelling (C3) on land to the rear of 8/8A St John Street).

3.2 The scheme as a whole will include 3no. 4 bedroom residential dwellings as a result of the combination of the conversion of the existing buildings and extensions, as well as introduction of new dwelling to the rear of the site.

3.3 In terms of amenity provision for the existing dwelling on site, the change of use includes the reconfiguration of internal layouts to improve functionality in line with new residential use whilst the new two storey extension integrates with the existing building and provides access to the rear courtyard. Further to there is a proposed rear terrace at first floor level.

3.4 Amenity provision for the new dwelling to the rear is centred around the landscaped courtyard garden separating the two dwellings with a first floor terrace area located to the rear.

3.5 The proposed development of the site has been informed by a detailed assessment of the site particulars and surrounding environment. The accompanying Design and Access Statement prepared by Tim Groom Architects sets out the design concept behind the scheme.

3.6 The submitted planning application seeks full planning permission for the following development:

The change of use and Listed Building Consent of the existing office (E(g)) buildings 8/8A for residential use (C3) to form 2no. residential dwellings, including the demolition of the existing outriggers and erection of rear extension; and the erection of a new residential dwelling (C3) on land to the rear of the existing building.

8/8A St John Street

Internal Layout

3.7 A number of internal alterations are proposed to the existing buildings on site, albeit modest in order to retain the existing plan form as much as possible given the status of the building as a Listed asset. These are provided in the supporting Heritage Statement.

3.8 Focussing on the main dwellings at 8 and 8A St John's Street first, the basement level of no. 8 includes 2no. storage rooms as well as a wine store, utility space, toilet and an open place seating and snug area. In terms of the neighbouring no. 8A, the basement level of this dwelling includes a gym with associated changing room, a utility space and cinema / play room with associated storage space.

3.9 At ground floor level both dwellings include a lounge, kitchen and dining areas with the dwelling at no. 8 including an additional reading room and toilet at this level.

3.10 At first floor level dwellings 8 and 8A both include a master bedroom to the frontage with an ensuite shower or bathroom. In the case of 8A, the bathroom is a separate entity. No. 8 includes separate wardrobe space off the master bedroom. To the rear of both properties is an additional bedroom with no. 8 providing an ensuite and external terrace area.

3.11 At second floor level both dwellings include 2no. bedrooms with a separate bathroom, with no. 8A including a separate additional study space.

3.12 The separate dwelling to the rear fronting Artillery Street includes a large open plan living, kitchen and dining room at ground floor with a separate snug. The ground floor includes a built in garage area alongside a utility space leading off this with a toilet and gym to the rear.

3.13 At first floor level the dwelling to the rear includes 4no. bedrooms leading off from a central landing space which also includes 2no. ensuite bathrooms and a separate family bathroom. The landing area leads out to a communal terrace area.

Proposed Rear Extension

3.14 The proposed development includes the demolition of the existing rear extensions and replacement of these with a two storey extension in order to enhance both the internal layout and the external appearance of the rear elevation of the property. The existing west facing wall at level 01 and stained glass window will be retained. The north facing three storey gable will be re faced with a contemporary brick that is carried across onto the extension.

Design

3.15 The proposed extension would be set back from the existing building line and extend the full width of the property over two floors.

3.16 The second storey element will not extend the entire width of the building in order to respect the ridge line of the existing building and create an outdoor space in the form of a terrace area on the first floor.

3.17 The materiality of the rear extension will comprise of high quality stone with bronze anodised aluminium metalwork in order to blend well with the Georgian architecture in the surrounding area including more recent extensions to buildings.

3.18 Each building is to have a rear garden / yard with garden walls comprising of solid brick with a height of over 3.5m to ensure privacy and security for future occupants.

Access and Parking

3.19 Access into 8/8A St John Street is to remain from the existing accesses directly from St John Street itself with secondary access to be provided from Longworth Street into respective garden / yard areas associated with each dwelling.

3.20 Each dwelling will have access to a one parking space. An electric vehicle charging point will also be provided with the car parking space.

3.21 Each dwelling garden will have a secure and covered bike storage area for 2no. bicycles.

Waste Storage

3.22 Each dwelling garden area will have an allocated area for the storage of 4no. bins. These are to be located close to the rear of each property for efficient access.

3.23 The existing bin collection strategy from Longworth Street is to remain in situ.

New Residential Dwelling

General Layout

3.24 The proposed new residential dwelling to the rear of the site will comprise of 4no. bedrooms alongside associated living spaces.

3.25 The dwelling will front onto Artillery Street from which access into the property will be taken. Living and dining areas will be located to the rear of the property at ground floor level with 4no. bedrooms at first floor level.

3.26 Due to the combination of the size of the scale of the built form and proximity to surrounding buildings to the north, the enclosed garden is located adjacent to the southern elevation. The location of the outdoor space between the two elements of the overall development protects against any issues regarding privacy and overlooking.

Design

3.27 Brown / red brickwork is proposed as the primary cladding material to the new dwelling with the following additional materials proposed:

- Black anodised aluminium opening panels and frames;
- White stone coping and ground plinth;
- Handmade brickwork to spandrels;
- Decorative black metal balustrade:
- Curved brickwork wall;
- Sections of recessed brickwork.

3.28 The northern elevation along Artillery Street is defined and highlighted by recessed sections of brickwork adding depth and visual interest to the site.

3.29 The northern elevation includes access to a private garage including a black garage door providing a contemporary feel to the design. In addition to this sawtooth patterned panelling is proposed adjacent to windows providing a high-quality visual appearance.

3.30 Perforated brickwork is proposed in front of the ground floor windows along Longworth Street adding further visual interest from the street scene with the added benefit of security.

3.31 The southern elevation benefits from further sawtooth detailing as well as soldier stacked spandrels. The same elevation also provides a large proportion of glazing to allow for maximum natural light and views out and direct access to the private courtyard from the living spaces.

3.32 The proposed new dwelling includes a first floor terrace and a green roof consisting of self-contained planting modules with hardy succulents, herbs and grasses, providing substantial sustainability benefits above visual aesthetics including:

- Reduction in storm-water runoff as part of a Sustainable Urban Drainage System (SUDS) strategy;
- Increase in lifespan of the roof;
- Enhancements in biodiversity and wildlife; and
- Improvements in water and air quality.

Landscaping

3.33 The garden courtyard will incorporate a mix of hard and soft landscaping, creating a seamless indoor to outdoor transition via large sliding doors.

Access and Parking

3.34 Access to the property is to be from Artillery Street. This access will provide an entrance to the private integral garage, suitable for one vehicle, located adjacent to the dwelling.

3.35 The access arrangements are comparable with the existing makeup of the site, however feature an increase in the effective footway width and enhance the practicality of the existing situation.

Waste Storage

3.36 The waste storage associated with the new dwelling on site is to be a per details provided in paragraph 3.22 and 3.23.

3.37 Please refer to the supporting Design and Access Statement for more details of the proposal.

4

Planning Policy Context

4. Planning Policy Context

4.1 Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 state that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.

4.2 The relevant documents of the adopted development plan for Manchester City Council (MCC) are:

- Place for Everyone (PfE) (2024):
- Core Strategy (CS) (2012); and
- Unitary Development Plan (UDP) (2024).

4.3 The CS replaced significant elements of the UDP but some policies are extant. The same is the case for CS policies replaced by PfE policies.

4.4 Other planning policy documents relevant to this proposal that are capable of being a material consideration in the determination of this planning application comprise:

- National Planning Policy Framework ("the Framework") (December 2024), and associated Planning Practice Guidance (PPG);
- Supplementary Planning Documents (SPDs) / Guidance (SPG) prepared by MCC;
- Manchester Residential Quality Guidance (2017);

4.5 The Development Plan sets out the strategic polices and proposals that control development. The table below summarises the policies and proposals relevant to this application.

Places for Everyone	
JP-Strat1: Core Growth Area	*The economic role of the Core Growth Area will be protected and enhanced, with sustainable development supporting major growth in the number of jobs provided across the area providing opportunities to create jobs for local communities.* *Complementary to, but not at the expense of, its economic function it will see a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities.* *Infrastructure provision will support the growth and continued capacity of the Core Growth Area.*
JP-Strat2: City Centre	*The role of the City Centre as the most significant economic location in the country outside London will be strengthened considerably. The City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, but the increasingly important residential role of the City Centre will be expanded. Development will generally be high density. It will enable people to take advantage of the access to education and training and the extensive public transport offer, reducing the need to travel to work whilst supporting economic growth and reducing levels of poverty.*

JP-Strat14: A Sustainable and Integrated Transport Network	*New development will have a significant role in delivering our future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport.*
JP-S1: Sustainable Development	*To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.* […] *In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.*
JP-S2: Carbon and Energy	*The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including:* 1. *Promoting the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy, heating and cooling;* *2. Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured;* *3. Taking a positive approach to renewable and low carbon energy schemes, particularly schemes that are led by, or meet the needs of local communities;* *4. Increasing the range of nature-based solutions including carbon sequestration through the restoration of peat-based habitats, woodland management, tree-planting and natural flood management techniques;* *5. An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable;* *a. Be net zero carbon which applies:* • *from adoption– to regulated operational carbon emissions;* • *from 2028 - to all emissions 'in construction'* *From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions.* *Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy, which in order of importance seeks to:* *i. Minimise energy demand;* *ii. Maximise energy efficiency;* *iii. Use renewable energy;* *iv. Use low carbon energy; and*

	v. Utilise other energy sources *From 2025 any residual carbon emissions that cannot be fully mitigated on-site should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund. As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies.* *b. Incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations, unless superseded by relevant Local Plan policies, to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site;* *c. Where practicable, prioritise connection to a renewable energy/heating/cooling network in the first instance or a low carbon energy/heating/cooling network that is adaptable to non-fossil fuels at a later date;* *d. In residential developments, achieve energy demand reductions in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation, in accordance with Table 5.1.* *For renewable energy generation priority should be given to PV installation where technically feasible, alternative technologies will be appropriate where the equivalent generation is evidenced.* […] *f. Include a detailed energy statement to demonstrate via site relevant evidence how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. Whole life cycle emissions should be considered where possible.* […]
JP-S4: Flood Risk and the Water Environment	*An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk, by:* *2. Working with natural processes and adopting a natural flood management approach to slow the speed of water drainage and intercept water pollutants;* *3. Locating and designing development so as to minimise the impacts of current and future flood risk , including retrofitting* […] *4. Expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable. District local plans should consider setting more detailed surface water drainage policies to reflect local circumstances, including alternative surface water discharge rates, such as in areas with critical drainage issues;* *5. Ensuring that sustainable drainage systems:*

	i. Are designed to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation; *ii. Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground;* *iii. Are delivered in a holistic and integrated manner, including on larger sites split into different phases; and* *iv. Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development.* *6. Securing the remediation of contaminated land and the careful design of developments to minimise the potential for urban diffuse pollution to affect the water environment; and* *7. As a minimum, residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations. District local plans may and should consider setting a tighter water efficiency standard of 110 litres/person/day where there is a clear local need with reference to national guidance on housing optional technical standards.*
JP-S5: Clean Air	*A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met, including:* *1. Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution;* *2. Determining planning applications having regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate;* *3. Requiring applications for 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 development only permitted where they are acceptable and/or suitable mitigation can be provided;* [...] *5. Significantly expanding the existing commercial network of electric vehicle charging points, both for public and private use, including as part of new developments;* *6. Implementing the Clean Air Plan and associated measures;* [...] *10. Promoting actions that help remove pollutants from the air, such as enhancing the green infrastructure network and using innovative building materials that capture air pollutants; and*

<table>
<tr><td></td><td>11. Development should 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.</td></tr>
<tr><td>JP-S6: Resource Efficiency</td><td>The achievement of a circular economy and a zero-waste economy will play a key role in meeting Greater Manchester's ambition of becoming a leading green city region by 2038. The following measures will help achieve this:
[...]
3. Using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.</td></tr>
<tr><td>JP-H1: Scale, Distribution and Phasing of New Housing Development</td><td>A minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305.
The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution (as set out in Table 7.2) will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets.
The delivery rates in Table 7.2 are the minimum number of net additional dwellings each district is expected to identify a sufficient supply of sites for, through their local plans.
The phasing of development is set out in Table 7.2. Where national policy requires a local planning authority to identify and update annually a supply of specific deliverable sites in their district, this will be assessed against the minimum delivery rates for the district set out in Table 7.2, irrespective of any shortfalls or surpluses in other districts and in the Plan area overall (unless national policy requires a different figure to be used).
[...]
Table 7.2 Distribution and Phasing of new dwellings 2022-2039
<table>
<tr><td>-</td><td>Annual average 2022-2039</td><td>2022-2025 (annual)</td><td>2025-2030 (annual)</td><td>2030-2039 (annual)</td><td>Total 2022-2039</td></tr>
<tr><td colspan="6">[...]</td></tr>
<tr><td>Manchester</td><td>3,533</td><td>3,533</td><td>3,533</td><td>3,533</td><td>60,061</td></tr>
<tr><td colspan="6">[...]</td></tr>
<tr><td>PfE</td><td>10,305</td><td>9,063</td><td>10,305</td><td>10,719</td><td>175,185</td></tr>
</table>
</td></tr>
<tr><td>JP-H2: Affordability of New Housing</td><td>Substantial improvements will be sought in the ability of people to access housing at a price they can afford, including through:
1. Significantly increasing the supply of new housing, in accordance with Policy JP-H1 'Scale, Distribution and Phasing of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases</td></tr>
</table>

<table>
<tr><td></td><td>2. Maximising the delivery of additional affordable homes, including through local plans setting targets for the provision of affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability

3. Support provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities)

[...]

5. Increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low income households.</td></tr>
<tr><td>JP-H3: Type, Size and Design of New Housing</td><td>Development across the plan area should seek to incorporate a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods. Where appropriate, this should include incorporating specialist housing for older households and vulnerable people.

Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence.

Housing provision to accommodate specific groups, such as students and travelling people, will be addressed through district local plans.

All new dwellings must:

1. Comply with the nationally described space standards; and

2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.

Innovation in housing development will be supported where it is consistent with the principles of good design and contributes to local distinctiveness, including the use of modern methods of manufacturing that can help to improve the speed of delivery and increase building standards.</td></tr>
<tr><td>JP-H4: Density of New Housing</td><td>New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design. Regard should be had to the minimum densities set out below.
<table>
<tr><td>Location (use highest density that applies when a site falls within more than one location)</td><td>Minimum net Residential density (dwellings per hectare): Within the location</td><td>Minimum net residential density (dwellings per hectare): Within 400 metres</td><td>Minimum net residential density (dwellings per hectare): Within 800 metres</td></tr>
<tr><td>Designated centres:</td><td></td><td></td><td></td></tr>
<tr><td>City Centre</td><td>200</td><td>120</td><td>70</td></tr>
<tr><td colspan="4">[...]</td></tr>
<tr><td>Public transport stops:</td><td></td><td></td><td></td></tr>
</table></td></tr>
</table>

	<table><tr><td>Main rail stations and Metrolink stops in the City Centre</td><td>N/A</td><td>200</td><td>120</td></tr><tr><td colspan="4">[…]</td></tr></table> *Lower densities may be acceptable where they can be clearly justified by:* *1. Local housing market issues, such as a demonstrable need for a particular type of housing that cannot be delivered at a higher density; or* *2. Site-specific issues, such as the design context and any potential impact on the wider landscape or townscape including heritage assets and green infrastructure* *In order to achieve an appropriate mix of housing across the plan area, developments should include the provision of houses and/or apartments having regard to the following and the need to achieve high quality design:* *A. 35-70 dwellings per hectare: primarily houses* *B. 70-120 dwellings per hectare: mix of houses and apartments* *C. 120+ dwellings per hectare: primarily apartments, incorporating houses and/or ground-floor duplexes where practicable*
JP-G2: Green Infrastructure Network	[…] *Wherever practicable, opportunities to integrate new and existing green infrastructure into new development will be taken to protect, enhance and expand the green infrastructure network. Where new or improved green infrastructure is delivered as part of a development, the developer should make appropriate provision for its long-term management and maintenance.*
JP-G6: Urban Green Space	*To ensure there is an appropriate scale, type, quality and distribution of accessible urban green space that can support a high quality of life and other important green infrastructure functions:* […] • *we will work with developers and other stakeholders to deliver new high quality urban green spaces.* *Development should be designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.*
JP-G7: Trees and Woodland	*We will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them.* […] *And through development as follows:* *12. Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the*

	treescape and biodiversity value in the local area, with a preference for on-site provision; and *13. Protecting trees and woodland during the construction phase of development.*
JP-G8: A Net Enhancement of Biodiversity and Geodiversity	*[…]* *Development will be expected to:* *a. Follow the mitigation hierarchy of:* *i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then* *ii. Adequately mitigating any harm to biodiversity, then* *iii. Adequately compensating for any remaining harm to biodiversity* *b. Avoid fragmenting or severing connectivity between habitats;* *c. Achieve a measurable net gain in biodiversity of no less than 10%* *d. Make appropriate provision for long-term management of habitats and geological features connected to the development;* *e. Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and* *f. Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.*
JP-P1: Sustainable Places	*We aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with:* *1. Distinctive, with a clear identity that:* *A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;* *B. Enables a clear understanding of how the place has developed; and* *C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used* *2. Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design* *3. Socially inclusive:* *A. Responding to the needs of all parts of society;* *B. Enabling everyone to participate equally and independently;* *C. Providing opportunities for social contact and support; and*

	D. Promoting a sense of community *4. Resilient, capable of dealing with major environmental events* *5. Adaptable, able to respond easily to varied and changing needs and technologies* *6. Durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained* *7. Resource-efficient with:* *A. A low carbon footprint;* *B. Efficient use of land;* *C. Minimised use of new materials;* *D. High levels of recycling* *8. Safe, including by designing out crime and terrorism, reducing opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster.* *9. Supported by critical infrastructure, such as energy, water and drainage and green spaces* *10. Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage* *11. Incorporating inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places* *12. Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place* *13. Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest* *14. Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond* *15. Comfortable and inviting, with indoor and outdoor environments:* *A. Offering a high level of amenity that minimises exposure to pollution; and* *B. Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter* *16. Incorporating high quality and well managed green infrastructure and quality public realm, with:* *A. Opportunities for recreation and outdoor play for children, and interaction between the generations;* *B. Public and private spaces clearly distinguished;*

	C. Development clearly defining, and promoting activity within, public spaces; *D. High quality landscaping with schemes* *17. Well-served by local shops, services and amenities, including education and health facilities*
JP-P2: Heritage	*We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.* *Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive management and integration of our heritage by:* *1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;* *2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised;* *3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;* *4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and* *5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.* *Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value.* *Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.* [...] *Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development*

	plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.
JP-P6: Health	*To help tackle health inequality new development will be required, as far as practicable, to:* *A. Maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development;* *B. Support healthy lifestyles, including through the use of active design principles making physical activity an easy, practical and attractive choice;* […]
JP-C1: An Integrated Network	*In order to help deliver an accessible, low carbon Greater Manchester with worldclass connectivity, we will support a range of measures, including:* *1. Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;* […} *3. Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;* […] *5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):* *a. Pedestrians (and people using mobility aids);* *b. Cyclists, powered two-wheelers, and public transport users;* *c. People doing business or providing services (such as taxis/private hire, deliveries or waste collection)* *d. People in personal motorised vehicles* […]
JP-C2: Digital Connectivity	*We support the provision of affordable, high quality, digital infrastructure.* *In making decisions we will support a range of measures, including:* […] *2. Requiring all new development to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multipleducting compliant with telecoms standards, to facilitate future-proof gigabitcapable network connections. It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties* […]
JP-C8: Transport Requirements of	*We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative*

New Development	*effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.* *We will do this by:* *Connectivity and Permeability* […] *2. Ensure appropriate connectivity to the existing highway network.* *Design* *3. Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;* […] *Parking Infrastructure* *7. Making adequate car parking provision, including for disabled drivers and passengers;* *8. Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;* *9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use* […] *11. Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.* […] *Access and Servicing* […] *14. Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:* • *meets road safety requirements,* • *reduces transport emissions and other environmental impacts,* • *reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries;* *Construction Management* *15. Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries* […]

JP-D1: Infrastructure Implementation	*To ensure the effective development and implementation of the infrastructure needed to deliver the vision and objectives of the Plan:* *[…]* *We will, through local plans, other local planning documents and development* *management decisions:* *6. Encourage early dialogue between developers and infrastructure providers to identify the infrastructure needs arising from new development and ensuring that these are addressed through building design, utility networks and connections in time to serve the proposed development;* *[…]* *8. Ensure that development does not lead to capacity or reliability problems in the surrounding area by requiring applicants to demonstrate that there will be adequate utility capacity to support the delivery and occupation of their proposed development. Where potential capacity problems are identified and no improvements are programmed by the relevant infrastructure provider, we will require the developer to contribute to and/or facilitate necessary improvements where this would be necessary to mitigate the impact of development*
JP-D2: Developer Contributions	*We will require developers to provide, or contribute towards, the provision of mitigation measures to make the development acceptable in planning terms. These will be secured through the most appropriate mechanism, including, but not limited to, planning conditions, Section 106 planning obligations, agreements made under Section 278 of the Highways Act 1990 (as amended), or CIL (or any subsequently adopted planning gain regime).* *If an applicant wishes to make a case that a development is not viable, they should provide clear evidence at the planning application stage, identifying the specific issues and/or changes in circumstance which would create barriers to delivery in a transparent manner and reflecting national guidance.* *Where it is accepted that viability should be considered as part of the determination of an application, the Local Planning Authority should determine the weight to be given to a viability assessment alongside other material considerations.*
Core Strategy	
SP 1 Spatial Principles	*The key spatial principles which will guide the strategic development of Manchester to 2027 are:* • *The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.* • […] • *The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South*

	Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan. • *The City's network of open spaces will provide all residents with good access to recreation opportunities.* […] • *New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport.* […] *Core Development Principles* *Development in all parts of the City should:-* • *Make a positive contribution to neighbourhoods of choice including:-* o *creating well designed places that enhance or create character.* o *making a positive contribution to the health, safety and wellbeing of residents* o *considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.* o *protect and enhance the built and natural environment.* • *Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.*
EC 3 The Regional Centre	[…] *Housing will also be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.*
CC 1 Primary Economic Development Focus: City Centre and Fringe	[…] *Within the City Centre and the fringe 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 and commercially led mixed use schemes.* […] *Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure in the Regional Centre as set out in the Energy policies.* […] *Proposals in the City Centre and City Centre Fringe […] will need to take account of the flood risk issues, in line with policy EN14 - Flood Risk.*
H1 Overall Housing Provision	*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, however the rate of delivery of units will vary across the lifetime of the Core Strategy. Based on the availability, suitability and achievability of developing capacity sites in Manchester's Strategic Housing Land Availability Assessment,*

and the current economic situation, the trajectory overleaf provides an indication of the timescale over which development is likely to come forward. The delivery boxes following show how this breaks down for each Strategic Regeneration Framework area.

New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester. (The distribution of available housing sites is in accordance with the research conducted by AGMA which gives priority to residential schemes in the Regional Centre and the Inner Areas to support regeneration and the drive for regional growth.) The proportionate distribution of new housing, and the mix within each area, will depend on:

- *The number of available sites identified as potential housing sites in the SHLAA;*
- *Land values and financial viability;*
- *The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester; and preserving and improving the quality of the existing housing stock* […]

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. […]

90% of residential development will be on previously developed land. […]

Table 9.1 Distribution of New Housing by Regeneration Area

Location	*Policy No*	*Approx number of dwellings (net)*
[…]		
North Manchester	*H3*	*11,840*
[…]		

Proposals for new residential development (including accommodation for Gypsies and Travellers and Travelling Showpeople and purpose built student accommodation) should take account of the need to:

- *Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people, people with specific support requirements, BME communities, Gypsies and Travellers and Travelling Showpeople;*
- *Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;*
- *Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space, including in*

	high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). Schemes should make provision for parking cars and bicycles (in line with policy T2); and the need for appropriate levels of sound insulation. • *Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision;* • *Prioritise sites which are in close proximity to centres or high frequency public transport routes.* • *Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations).* • *Be designed to give privacy to both its residents and neighbours.*
H 3 North Manchester	*North Manchester, over the lifetime of the Core Strategy, will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes as well as along high frequency public transport routes.*
H 8 Affordable Housing	*The following requirements for affordable housing or an equivalent financial contribution, as set out in Providing For Housing Choice, or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. These thresholds will be subject to amendment over the lifetime of the Core Strategy to reflect changing economic circumstances. The targets and thresholds will form part of supporting SPD and/or Planning Guidance.* *1. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.* *2. The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.* *3. Affordable housing units will be inclusively designed to reflect the character of development on the site.* *4. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where*

	material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include: • *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.* *5. The Council will also consider the provision of affordable housing which is delivered by taking advantage of other equity based products in addition to those options identified in PPS 3.* *6. The definition used for affordable housing is set out in Annex B of PPS 3.*
T 1 Sustainable Transport	*To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -* • *Improve choice by developing alternatives to the car.* • […] • *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:* *1. pedestrians and disabled people* *2. cyclists, public transport,* *3. commercial access,* *4. general off peak traffic,* *5. general peak time traffic.*
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 to ensure good national and international connections* • *Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-* o *Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.* o […] • […] *all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:* o *District Centres* o *Areas not within the City Centre or District Centres* *The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.* • *Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.*
EN 1 Design Principles and Strategic Character Area	*All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.* *1. City Centre Character Area* *The City Centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and an historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities. Relative to the amount of development there is limited open space and this includes a range of civic and less formal green spaces and waterways. Outside the core and associated with*

	the Inner Relief Route there are less active and less densely developed areas with significant elements of cleared land. The City Centre is the focus of the City's transport routes. • *Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area.* • *While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level.* • *Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.* […]
EN 3 Heritage	*Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.* *New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.* […]

EN 4 Reducing CO_2 Emissions by Enabling Low and Zero Carbon Development	*The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO_2 emissions, and rising fossil fuel prices, through the following actions:*
	• *All development must follow the principle of the Energy Hierarchy, being designed:*
	  o *to reduce the need for energy through design features that provide passive heating, natural lighting and cooling*
	  o *to reduce the need for energy through energy efficient features such as improved insulation and glazing*
	  o *to meet residual energy requirements through the use of low or zero carbon energy generating technologies*
	• *Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.*
	• *Where possible new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings.*
	• *Where appropriate new development and retrofit projects will be required to connect to and/or make contributions to low or zero carbon*

<table>
<tr><td></td><td>energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes.
• The use of building materials with low embodied carbon in new development and refurbishment schemes.</td></tr>
<tr><td>EN 5 Strategic Areas for low and zero carbon decentralised energy infrastructure</td><td>Within Manchester it is considered that the following strategic areas, indicated on the key diagram, will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies available:
• The Regional Centre, which also includes the Oxford Road Corridor and Eastlands
• […]
Within these areas new development, regeneration and retrofit projects, will be expected to take place in the context of more detailed proposals for decentralised low and zero carbon energy infrastructure in the form of energy proposals plans. The Council will work with all relevant stakeholders, which may include developers, landowners, residents, community groups, private sector partners, utilities companies, neighbouring authorities and other public sector bodies, as appropriate, to bring forward such plans.
[…]</td></tr>
<tr><td>EN 6 Target Framework for CO_2 reductions from low or zero carbon energy supplies</td><td>Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum to meet the target shown in Tables 12.1 or 12.2, unless this can be shown not to be viable. This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement. Such a statement will be expected to set out the projected regulated energy demand and associated CO_2 emissions for all phases of the development.
[…]
The target framework relates to three broad development locations and their potential for low and zero carbon, decentralised energy. The areas are defined as follows
• Target 1 Network development areas: Locations where the proximity of new and existing buildings, the mix of uses and density of development provide the right conditions to support district heating (and cooling).
• Target 2 Electricity intense areas: Locations where the predominant building type has an all electric fit-out such as retail units and leisure complexes.
• Target 3 Micro-generation areas: Locations where lower densities and a fragmented mix of uses tend to mean that only building scale solutions are practical.
Domestic CO_2 emissions reduction targets
Table 12.2
<table><tr><td>Target</td><td>% Minimum requirement</td></tr></table></td></tr>
</table>

	<table><tr><td>*Target 1: Network development area*</td><td>*CHP/district heating anchor or connection or where not feasible a 15% increase on Part L 2010*</td></tr><tr><td>*Target 2: Electricity intense buildings*</td><td>*+15% increase on Part L 2010*</td></tr><tr><td>*Target 3: Micro generation area*</td><td>*+15% increase on Part L 2010*</td></tr></table> [...] *Where the CO_2 emissions reduction required under any future revision to Part L of the building regulations becomes greater than the '% Minimum requirement', the reduction required under building regulations would apply.* *Where the Council identifies an 'allowable solution', for example within an energy proposals plan, that would produce higher carbon reductions at no extra cost than that of achieving the '% Minimum requirement' (or required under building regulations if greater) the higher percentage reduction will be required. The cost comparison is based on the cost of incorporating the 'allowable solution' at design stage.* *The energy statement will be required to be submitted at the outset of any proposed development (outline application or before). Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO_2 mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.* *Guidance on what the energy statement should contain and how to decide which target applies to a development proposal is given in Appendix A.*
EN 8 Adaption to Climate Change	*All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:* • *Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability* • *Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways* • *The need to control overheating of buildings through passive design* • *The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation* *Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO_2 mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.*

EN 9 Green Infrastructure	[…] *Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.* […] *Key features of Manchester's green infrastructure will include:* • *The continued development of a network of green spaces, water bodies, canals, paths and cycleways, with priority given to those parts of the City where there is an identified existing lack of open space. The Council will seek to protect existing street trees and promote new planting, particularly where this can enhance green links in the urban area.* • […] • *The encouragement of green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaption to climate change in heavily urbanised areas.* *New green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management.*
EN 11 Quantity of Open Space, Sport and Recreation	*As opportunities arise, new open space, sport and recreation facilities will be created across Manchester. The Council will seek the provision of new open space, sport and recreation facilities, in particular where:* • *a quantitative shortage of a particular use per head of population, including any expected increase of population created by the new development, based on the findings of the Open Space, Sport and Recreation study and Playing Pitch Strategy, is identified in the local area;* • […]
EN 12 Area priorities for Open Space, Sport and Recreation	*The priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas include the following:-* • *North area: ensure that new development will deliver improvements to the quality of existing provision.* • […]
EN 14 Flood Risk	• *In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).* • *In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.*

	• *All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.*
EN 15 Biodiversity and Geological Conservation	*The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Particular consideration will be given to:* • *sites with international or national designations for their biodiversity value. Manchester contains one Site of Special Scientific Interest (SSSI) (Cotteril Clough); there is a Special Area of Conservation (SAC) and an SSSI just over the border in Oldham (both on the Rochdale Canal within Oldham);* • *other sites of biodiversity value, including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs); Manchester currently has 35 SBIs (including the Rochdale and Ashton Canals) and 7 LNRs; priority habitats found within Manchester, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP);* • *protected and priority species, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP);* • *sites that are recognised for their geological importance;* • *the Council's objective to protect and conserve the City's existing trees and woodlands and the aim for a net increase in trees across the City.* *Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate, with reference to:* • *the Manchester Biodiversity Strategy, which provides further details of priority habitats within Manchester and opportunities for biodiversity enhancement including corridors such as the Mersey, Medlock and Irk river valleys, the canals and disused railway lines and areas of managed greenspace particularly in parks;* • *the Green Infrastructure Framework for Greater Manchester, which encompasses an ecological framework that seeks to guide and inform habitat creation and repair, including identifying large 'biodiversity opportunity areas' including the Moston Brook Corridor and Nutsford Vale;* • *the Open Space, Sport & Recreation Study, which identifies areas where there is a deficit of natural and semi-natural greenspace, opportunities for green corridors and other linkages;* • *Manchester's Climate Change Action Plan;* • *the Strategic Flood Risk Assessment (SFRA) for Manchester;*

	• *the Habitats Regulations Assessment (HRA) for Manchester, which gives detailed consideration to Special Areas of Conservation (SACs), including the Rochdale Canal SAC just outside the district boundary;* • *the River Basin Management Plan for the North West;* • *the Manchester Tree Strategy.* *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.* *Development should wherever possible seek to maintain, enhance or restore existing geology.*
EN 16 Air Quality	*The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.* *When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.*
EN 17 Water Quality	*With reference to the Manchester-Salford-Trafford SFRA and other relevant documents:* • *Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological;* • *Development should minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems, to minimise groundwater contamination, and to avoid pollutants reaching watercourses;* • *Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site;* • *Development should, where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.*
EN 18 Contaminated Land and Ground Stability	*The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by 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.*
EN 19 Waste	*The Council will*

	• […] • *Require all developers, including those of new waste management facilities within the District, to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal)* • […] • *Require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.* • […]
PA 1 Developer Contributions	*Where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance. Through such obligations, the Council may seek contributions for the following with priority assessed on a site by site basis:* • *Affordable housing* • *Education* • *Health and wellbeing facilities* • *Community facilities* • *Provision of Green Infrastructure including open space* • *Public realm improvements* • *Protection or enhancement of cultural heritage* • *Protection or enhancement of environmental value* • *Safety and security improvements* • *Training and employment initiatives* • *Highway improvements, traffic management, sustainable transport and disabled people's access* • *Climate change mitigation / adaptation* *Where development has a significant impact on the Strategic Road Network developer contributions would be sought through section 278 agreements.* *The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. Where appropriate, any such provision will be required to be provided on site. Where this is not possible, a commuted sum payment is likely to be sought. In determining the nature and scale of any planning obligation, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account. The timing of provision of infrastructure and facilities will be carefully considered in*

	order to ensure that appropriate provision is in place before development is occupied. *These issues will be addressed in accordance with guidance in Strategic Regeneration Frameworks and local circumstances.*
DM 1 Development Management	*All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-* • *Appropriate siting, layout, scale, form, massing, materials and detail.* • *Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.* • *Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.* • *Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.* • *Community safety and crime prevention.* • *Design for health.* • *Adequacy of internal accommodation and external amenity space.* • *Refuse storage and collection.* • *Vehicular access and car parking.* • *Effects relating to biodiversity, landscape, archaeological or built heritage.* • *Green Infrastructure including open space, both public and private.* • *The use of alternatives to peat-based products in landscaping/gardens within development schemes.* • *Flood risk and drainage.* • *Existing or proposed hazardous installations.* • *Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-* *a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:* *Year 2010 – Code Level 3;* *Year 2013 - Code Level 4;* *Year 2016 - Code Level 6; and*

	(b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.
Unitary Development Plan	
DC7.1 New Housing Development	*The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.*
DC19.1 Listed Buildings	*In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:* [...] *d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;* [...]
DC20.1 Archaeology	*DC20.1 The Council will give particular careful consideration to development proposals which affect scheduled Ancient Monuments and sites of archaeological interests, to ensure their preservation in place. In particular:* *a. Applications for consent to alter scheduled Ancient Monuments or sites of archaeological interest or their settings should be accompanied by an evaluation and assessment of the implications of the proposal.* *b. The Council will have special regard to the desirability of securing the preservation of Ancient Monuments and other sites of archaeological interest and their setting in place. It will not permit development that, in its opinion, would adversely affect scheduled Ancient Monuments, or other sites of archaeological interests, and their settings, In exceptional cases where development is inevitable, the Council will look at the scope for combining preservation in place with limited investigation and recording.* *c. Where the preservation of scheduled Ancient Monuments and sites of archaeological interest in place is not appropriate, the Council will seek to gain full and proper recording of the site through early consultation between the applicant and approved archaeological organisation.*

DC26.1 – DC26.6 Development and Noise	*DC26.1 The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:* *a. the effect of new development proposals which are likely to be generators of noise; and* *b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.* *DC26.2 New noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.* [...] *DC26.4 Where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following:* *a. engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers;* *b. layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it; and screening by natural barriers or other buildings or noncritical rooms within a building; and* *c. administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all of these factors will be considered appropriate for inclusion in conditions on any planning permission.* *DC26.5 The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.* *DC26.6 Exceptions to the general policy will be considered on their merits.* [...]

Adopted Parking Standards

4.6 CS Appendix B sets out the Council's adopted parking standards. No standards are provided for Use Class C3.

Supplementary Planning Documents and Guidance

4.7 MCC currently has two Supplementary Planning Document and Planning Guidance that are relevant to the proposed development.

Providing for Housing Choice SPD/PG (2008)

4.8 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, as set out in Planning Policy Statement 3 (PPS 3), November 2006.

4.9 The following policies within the document have SPD status. The remainder of the document is considered as planning guidance:

- *The Council aims to achieve mixed tenure developments where the affordable housing units are truly integrated into the overall scheme. The policy approach is set out below, and is based on English Partnership's Policy Guidance on "Quality and Price Standards"*; and
- *As with all other forms of residential accommodation, the Council expects affordable housing to be built to a high standard of design and amenity.*

4.10 A net annual shortfall of 1,375 affordable homes was identified using the evidence base at the time.

4.11 It establishes that the threshold for providing affordable housing is developments of 15 or more dwellings or 0.3ha gross developable area.

4.12 The city-wide target for 20% of new housing provision to be affordable housing. On development sites which are larger than the thresholds, the Council will expect developers to use the 20% target as a starting point for calculating affordable housing provision.

4.13 It sets out the preferred dwelling size mix for development in Manchester. The table below summarises this alongside the overall dwelling mix recommendations for Manchester, the City Centre and North and Central Manchester as identified in the 2023 Housing Needs Assessment.

Dwelling size	Providing for Housing Choice SPD (2008)	2023 Housing Needs Assessment		
		Manchester	City Centre	North and Central Manchester
1 bedroom	Max 20%	5-10%	10-15%	10-15%
2 bedrooms	37%	35-40%	45-50%	30-35%
3 bedrooms	25%	35-40%	30-35%	35-40%
4+ bedrooms	18%	10-15%	5-10%	20-25%

4.14 The SPD states that the preference is for 1-bedroom needs to mostly be met with 2-bedroom units.

4.15 Affordable units must not be differentiated by design, quality or location, timing of development or by significant differences in access to services and amenities. Developments must also be 'tenure-neutral'.

4.16 The presumption is that affordable housing will be provided on the application site. However, where it can be robustly justified by reference to local housing needs or the infeasibility of on-site provision, then off-site provision, or a commuted sum or payment in lieu of on-site provision, will be considered.

4.17 Lower proportion of affordable housing or a lower commuted sum may be permitted in where material considerations indicate that this would be appropriate. These include *"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; or financially undermine significant development proposals critical to economic growth within the City"* or *"The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability"*.

Guide to Development in Manchester SPD/PG (2007)

4.18 The document sets out the MCC's stance on a wide range of issues relating to design, demonstrating, where applicable, their links to the UDP. The first part deals with development principles and the majority of it has SPD status. The second part provides additional guidance on the character of various areas within the City and should be considered planning guidance.

4.19 MCC want to ensure all development in Manchester contributes and enhances to the city's unique identity and that its many neighbourhoods retain and develop their sense of place.

4.20 The issues covered within the document include urban design, accessibility, environmental standards, street hierarchy, parking guidelines, housing density and design for health and security.

Material Considerations

National Planning Policy Framework (2024)

4.21 As part of the determination process, material considerations inform the acceptability of planning proposals. The Framework sets out the nationally controlling policies which inform development.

4.22 Paragraph 39 seeks that Local Planning Authorities should approach decisions on proposed development in a positive and creative way, using the full range of planning tools available, working with applicants to secure developments that will improve the economic, social, and environmental conditions of the area.

4.23 Section 9 promotes sustainable transport to ensure potential impacts of development on transport networks can be addressed. Schemes should seek to promote walking, cycling and public transport where possible. To support development proposals safe and suitable access should be achievable for all users. Paragraph 116 stipulates that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety.

4.24 Section 10 cements the importance of advanced, high quality and reliable communications infrastructure for economic growth and social well-being. Planning policies and decisions should prioritise full fibre connections to existing and new developments and consider the potential impact of new buildings on broadcast and electronic communications services.

4.25 Section 11 champions the effective use of land, balanced with the safeguarding of the environment. To this end, the value of using suitable brownfield land within settlements should be given substantial weight.

4.26 Paragraph 129 sets out that development which takes into account the identified need for different forms of development, local market conditions, availability of infrastructure and services, importance of securing well-designed and beautiful, attractive and healthy places making efficient use of land should be supported.

4.27 Section 12 of the Framework seeks to achieve well-designed and beautiful places with the creation of high-quality buildings, and good design as a key aspect of sustainable development. Proposals should function well and add to the overall quality of the area, are visually attractive as a result of good architecture being sympathetic to local character, while not preventing increased densities.

4.28 Section 14 meets the challenge of climate change and flooding. New development being planned to avoid increased vulnerability to range of impacts arising from climate change and being sited to reduce greenhouse gas requirements. Developments should be positioned in areas of least risk of flooding when with proposed end users who would be at risk.

4.29 Section 15 tackles the conservation and enhancement of the natural environment and protecting neighbouring amenity with regards to soil, air, water and noise pollution.

4.30 Section 16 sets out the national position on conservation and enhancement of the historic environment. It requires applicants to describe the significance of any heritage assets affected, including any contribution made by their setting.

4.31 Paragraph 213 states *'any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.'*

4.32 Paragraph 215 states *'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.'*

Planning Practice Guidance

4.33 The National Planning Practice Guidance (PPG) is Governments supporting guidance which consolidates a series of advice documents into one online database. The PPG provides a guide for all development according to the relevant sectors / locations to which are relevant. The proposed development has had consideration of the various pertinent guidance sections within the progression of the scheme.

Manchester Residential Quality Guidance (2017)

4.34 This document outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. While not formally adopted as an SPD, significant weight will be given to this Guidance in planning decisions and applicants will be expected to directly address it throughout the development process.

4.35 The Guidance sets out a series of key requirements that the Council will require applicants to demonstrate compliance with. The Guidance is based on the principle of 'Comply or Justify'; proposals that do not comply with the guidance and fail to provide compelling justification, evidence and options analysis, will be refused.

Development Plan Compliance

5. Development Plan Compliance

5.1 The proposed development compliance against the development plan in accordance with Section 38(6) of the Planning Act 2004 is set out within this section.

5.2 The proposed development seeks to change the use of the existing building at 8/8A St John Street to residential whilst also proposing the development of an additional standalone dwelling to the rear of the site.

Principle of Development

5.3 A number of properties within the St. John Street Conservation Area have recently been granted planning permission and Listed Building Consent for the change of use of existing office buildings (use class (g)) to residential accommodation. This includes the site itself which has been subject to previous planning approval for a very similar scheme in August 2021 details of which are provided in the 'Planning History' section of this Planning Statement.

5.4 The planning history further illustrates examples of changes of use to residential accommodation, of which some have included the erection of additional living accommodation alongside a change of use, similarly to this proposal.

5.5 As such, the planning history on site as well as surrounding sites in close proximity, confirms the principle of the change of use of 8 / 8a St John Street from office to residential use alongside the creation of additional internal space through appropriate rear extension, in the St John Street Conservation Area, is well established.

5.6 The site is located within the Regional Centre and City Centre of Manchester, where there is a focus on the provision of high-quality city living through high standard accommodation. Given the details of proposed development, it is considered that the scheme provides a high standard of accommodation within the Regional and City Centre location.

5.7 The proposed new dwelling would be located in the external courtyard area associated with the site and the existing office use. This area is within the curtilage of the building and therefore in accordance with the definition of previously developed land, defined in the National Planning Policy Framework (NPPF).

5.8 Paragraph 125 of the NPPF gives substantial weight to the value of using suitable brownfield land for development, as does the Core Strategy which confirms that brownfield sites are a priority for new development, with at least 90% of new housing being required to be built on such sites.

5.9 The Core Strategy also highlights that within the City Centre, accommodation which caters for range of occupants will be encouraged, of which the proposed scheme will contribute towards.

5.10 For the reasons highlighted above the proposal is considered to be acceptable in principle and in accordance with policies P-Strat1, JP-Strat2, JP-H1, JP-H2 and JP-C8 of PfE, policies SP1, CC3 and H1 of the Core Strategy and Chapter 11 of the NPPF.

Heritage

5.11 An accompanying Heritage Statement has been produced by Turley to support the planning application at 8 / 8a St John Street. The document confirms that the site contains a grade II listed building, is adjacent to other listed buildings and is within the St John Street Conservation Area.

5.12 Under the Planning (Listed Building and Conservation Areas) Act 1990, special regard is to be had to the desirability of preserving the special interest and setting of listed buildings within and beyond the site; and special attention is required to the desirability of preserving or enhancing the character or appearance of the conservation area.

5.13 The report states that based on the assessment of nearby listed buildings there will be no harm to the significance or setting of No 10 St John Street and Nos. 12-16 St John Street.

5.14 In terms of the conservation area, the Heritage Statement highlights that the significance of the conservation area would be sustained on the basis of the following reasons:

- The proposed change of use would provide a viable use for nos. 8 / 8a St John Street and reinstate them back to their original use as residential dwellings; and
- The proposed new dwelling to the rear will create an attractive, modern and contextual building that complements the identified characteristics of the Conservation Area.

5.15 The Heritage Statement concludes that there will be less than substantial harm to the significance of the listed building on site, as a result of the demolition of the existing outriggers and the construction of proposed rear extension. This is on the basis that the works would cause loss to the historic fabric and reduce the legibility of these ancillary structures. However this harm is considered to be 'less than substantial' and in accordance with paragraph 215 of the NPPF, falls to be weighed in the balance of the public and heritage benefits of which the scheme brings, including securing its optimum viable use.

5.16 In relation to the proposed new residential dwelling to the rear of the site, the document concludes that the development will create an attractive, modern, yet contextual building. It responds to the street hierarchy through the subservience of the design and height in comparison with the formality of the Georgian townhouse and is of characteristic red brick construction

5.17 On the basis of the above, it is considered that the reinstating of the residential use to nos. 8 / 8a St John Street secures its optimum viable use in support of its long-term conservation and that the significance of the conservation area would be sustained in accordance with paragraphs 210, 212, 219 and 220 of the NPPF. Considering the above, the proposal accords with policies JP-P1 and JP-P2 of PfE, policies CC9 and EN3 of the CS.

Design

5.18 As demonstrated in Section 3 of this Planning Statement as well as the accompanying Design and Access Statement, the proposed scheme is of a high design quality which is considered to respect and sustain the character of the Conservation Area and cause no harm to the setting or significance of nearby Listed Buildings.

5.19 The proposals therefore are considered to be in line with paragraph 131 of the NPPF which advocates good design as a key aspect of sustainable development; and paragraph 203 which makes reference to new development making a positive contribution to local character and distinctiveness.

5.20 The proposed extension to the rear of the building is considered to significantly improve the rear elevation of the listed buildings through providing a more sensitively designed two storey extension that is set back from the existing rear building line. The proposed materials respect the original building with glazing and large windows opening up the rear elevation to provide a visually pleasing extension with an improvement in light amenity.

5.21 The proposed new residential building is of a high-quality contemporary design that will create a distinctive development in an area of the site which is currently underused. The building is based upon the key characteristics of the St John Conservation Area and nearby listed buildings through the use of consistent and suitable materials in the form of red / brown brick and recessed, perforated and patterned brickwork to respond to the listed buildings on site.

5.22 On the basis of the above the proposal is consider to comply with policies SP 1, H1, EN 1, EN 3, EN 8, DM 1 of the Core Strategy as well as chapter 12 of the NPPF, policy JP-P2 of the PfE plan and details of the Residential Quality Guidance.

Amenity

5.23 In terms of amenity the proposal would not be considered to have an unacceptable impact on the amenity of occupiers of the surrounding residential dwellings and would provide future occupiers with sufficient level of natural light.

5.24 The proposal provides adequate internal accommodation, particularly through the proposed rear extension which ensures an enhancement in living space for future occupiers.

5.25 Further to this the scheme provides private outdoor amenity space in the form of gardens and courtyard space associated with each dwelling.

5.26 The development is considered to comply with the Residential Space Standards outlined in the Residential Design Guide SPD and in some cases exceed these.

5.27 To conclude, the proposals are of a high quality of design and provide a suitable level of amenity for future occupiers; and do not result in a detrimental impact on the amenity of neighbouring occupiers. The proposals are therefore considered to be in line with policy DM1 of the CS, policies JP-H3 and JP-P6 of the

PfE plan and the Residential Design SPD and chapter 12 of the NPPF.

Access / Parking

5.28 The proposed development comprises of three dwellings. Two are to be provided as part of the existing building fronting St John Street and a third comprising a new residential dwelling to the rear with pedestrian access taking place from Artillery Street.

5.29 In terms of parking arrangements the standalone dwelling to the rear includes its own parking arrangements in the form of a dedicated garage accessed from Artillery Street.

5.30 Both dwellings at no. 8 and 8a also have their own dedicated parking space including bike storage accessed from Longworth Street. Each car parking space will include an electric vehicle charging point to encourage sustainable transport modes.

5.31 The proposed development provides 100% parking provision which is considered acceptable considering the highly sustainable and accessible location of the site. This is evidenced by the site being served by a comprehensive network of walking and cycling routes linking into the city centre and beyond.

5.32 Each dwelling benefits from 4no. bin stores and a cycle store within the private garden.

5.33 It is also important to note that the site is located in close proximity to Deansgate which has access to a range of bus services connecting to key destinations both within the city centre and further afield. The nearest tram stop is located a five minute walk from the site providing services across Greater Manchester. The nearest train station is located at Deansgate-Castlefield, adjacent to the tram stop, which provides additional services around the Manchester area and national rail services.

5.34 The Trip Generation exercise detailed within the Transport Statement, prepared by SLR, shows that the proposal will generate a negligible amount of traffic during peak periods with this level also below the Department for Transport significance thresholds, confirming that the development will not have a detrimental impact on highway operation or road safety.

5.35 It is considered that the site significantly benefits from its highly sustainable location and therefore the retention of the existing access arrangements alongside what is considered a suitable parking provision on site is in line with policies JP-Strat2 and JP-C8 of PfE, policies SP 1, H1, T2, DM 1 of the CS as well as Chapter 9 of the NPPF as well as the Residential Quality Guidance.

Technical Considerations

Air Quality

5.36 The Air Quality Assessment, prepared by Hydrock, confirms that the background pollutant concentrations in the locality of the site are well within National Air Quality Objectives and therefore the proposed development will be suitable for natural ventilation.

5.37 A qualitative construction dust risk assessment has been undertaken in line with IAQM guidance for the Construction Phase. Through good practice and implementation of appropriate mitigation measures outlined, it is expected that the release of dust would be effectively controlled and mitigated, with resulting effects considered to be 'not significant'. All dust impacts are considered to be temporary and short-term in nature.

5.38 Modelled UK-AIR background concentrations, Defra PCM roadside concentrations, and local air quality monitoring data have been used to establish baseline air quality at the Site and surrounding locale. Predicted background concentrations of NO2, PM10 and PM2.5 at the Site and surrounding locale are all below the relevant AQALs. Local air quality monitoring has shown exceedances of the annual mean AQAL for NO2 in recent years, along major roads.

5.39 By following screening criteria provided in EPUK & IAQM guidance the need for detailed assessment of potential operational phase impacts has been scoped out of this assessment, as vehicle traffic movements and the energy strategy associated with the Proposed Development are not expected to trigger the indicative criteria for further assessment, As such, it is not anticipated that any significant adverse impacts on local air quality will occur and the Proposed Development is considered to be compliant with the NPPF and relevant local planning guidance.

5.40 A simple exposure assessment has been undertaken to ensure that location of the Proposed Development is suitable for residential use. Based on the data reviewed, the Proposed Development is not expected to introduce receptors into an area of poor air quality.

5.41 From the evidence presented, and by following the guidance provided herein, the Proposed Development will comply with all relevant air quality policy including PfE Policies JP-S5 and JP-G8, JP-C8 CS Policies EN 16 and DM 1 and Chapter 15 of the NPPF.

Archaeology

5.42 The Archaeological Desk-Based Assessment, prepared by Archaeological Research Services Ltd, details the archaeological potential of the proposed development and assesses the impact of the development on any buried and upstanding archaeological remains, the historic built environment, and access their significance.

5.43 According to the Desk-Based Assessment, the most likely remains to survive beneath the footprint of the building would be Post-Medieval foundations or possibly basements. As these remains are considered too low of a heritage significance and their destruction a major magnitude of change, the overall negative impact concerning these would be considered slight / moderate.

5.44 Further to this although they hold only a low potential for survival, remains dated to Prehistoric or Romano-British period would be considered of medium heritage significance. Therefore their destruction (also a major magnitude of change) would be considered to be moderate / large negative impact.

5.45 The Desk Based Assessment is accompanied by Written Scheme of Investigation, prepared by Archaeological Research Services. The aim of the evaluation is to determine the presence of absence of

archaeological remains that may be affected by the proposed development and where possible to establish their significance. The Investigation provides the coverage, methodology and monitoring arrangements in order to determine where possible the significance of any found archaeological remains.

5.46 Based on the report findings the archaeological factors are not considered to be a significant constraint and therefore the proposals are considered to align with JP-G1, JP-P2 of PfE, EN 1, EN 3 and DM 1 of the CS as well as Chapter 16 of the NPPF.

Drainage Strategy

5.47 The Drainage Strategy, prepared by Hydrock, provides information on the existing site's drainage and summarises the potential drainage connections, including how this will mitigate any potential risk of flooding determined to be present.

5.48 The supporting report concludes that the proposed new building will be drained into separate surface water and foul networks, combining with a new chamber before outfalling to a new chamber built on existing United Utilities combined sewer within Longworth Street.

5.49 An attenuation tank is to be provided to ensure the proposed surface water discharge ate of 1.2l/s can be achieved exceeding a 50% betterment to existing brownfield runoff rates.

5.50 The works to the existing buildings at 8 / 8a St John Street will utilise existing drainage infrastructure.

5.51 On the basis of the above the development is therefore in accordance with PfE Policies JP-S4 and JP-P1, CS Policies CC 1, H 1, EN 8, EN 14, EN 15, EN 17 and DM 1, and Section 14 of the NPPF.

Energy and Ventilation

Energy

5.52 The Energy Compliance Strategy, prepared by CWC, has been produced in order to demonstrate the proposed methodology in relation to the Mechanical and Electrical service strategy to achieve compliance with Manchester City Council Strategy Documents for the site.

5.53 The report clarifies the approach to sustainable design and summaries many of the measures that have been incorporated within designs, to achieve a sustainable low energy / carbon building. These are highlighted below:

- Sustainable Building Fabric Designs:
  - The building's fabric will be designed in a manner to meet minimum requirements defined in Approved Document, Part L, Volume 1 (Building Regulations).
- Avoidance of Overheating:
  - A dynamic thermal model will be used to assess the risk of overheating as defined within Part 'O' of the Building Regulations.
- Air To Water Heat Pump:

- The new build element of the development to comply with planning requirements, 20% of the energy demand of the dwelling hall be from a renewable energy contribution. Air-to-water heat pumps is proposed to provide the domestic hot water generation and heating for he dwelling.

↘ Mechanical Ventilation with Heat Recovery:
- It is proposed that each dwelling is provided with a 'mechanical ventilation with heat recovery' (MVHR) unit. This ensures that 85% of heat extracted from bathrooms and kitchens will be captured and used to heat the incoming air supply.

↘ Intelligent Lighting:
- Low-energy LED luminaires are proposed throughout the dwelling.

↘ Low Flow Appliances:
- Sanitary appliances and white good are selected to achieve a low water flow rates without compromising functionality.

Ventilation

5.54 The Ventilation Statement, prepared by CWC, has been in order to provide recommended ventilation rates and energy conservation measures in order to comply with Document Part L and Part F, Volume 1 and 2.

5.55 In addition to this the ventilation and controls strategy will aim to enhance the energy conservation requirements where feasible in order to minimise carbon emissions associated with ventilating the building. The ventilation systems will be designed in line with good practice for avoidance of nuisance noise and enhancement of air quality with the following being produced; Air Quality Assessment, Noise Impact Assessment and Overheating Assessment.

5.56 The proposals partially accord with PfE Policy JP-S2, as the development will not necessarily be operationally net zero carbon at first occupation. However, the all-electric approach and on-site PV and green infrastructure means there is the opportunity to achieve net zero carbon in the future.

5.57 The proposals are therefore in line with PfE Policies JP-S1, JP-S3, JP-S6 and JP-P1, CS Policies SP 1, CC 1, EN 4, EN 5, EN 6 and EN 8, the Manchester Residential Quality Guidance and Section 14 of the NPPF.

ESS

5.58 Further to the above, Environmental Standards Statement has been prepared by Turley to support the application. Please refer to the document for more information.

Ground Conditions

5.59 The Ground Conditions Desk Study Report, prepared by Hydrock (now Stantec), formulates a preliminary Ground Model and Initial Conceptual Site Model of the site to identify and make a preliminary assessment of any potential geo-environmental and geotechnical risks to the proposed development.

5.60 The report concludes the following:

↘ It is considered that it is unlikely that the site would be classified as Contaminated Land under Part 2A of the EPA 1990;

- The overall risk from land contamination is low for the current development, as it is covered by hard standing or buildings limiting the possibility of contact with the soils, as well as risk of significant rainwater infiltration leading to leaching;
- The overall risk for the redevelopment site is assessed to be low to moderate, but this would need to be confirmed with an intrusive investigation, testing and assessment of the results of the investigation.

5.61 The planning application is also supported by a Construction Phase Plan and Method Statement and Risk Assessment, both produced by Hydrock.

5.62 On the basis of the above including the recommendation of an intrusive site investigation, the proposed development is considered to be in accordance with PfE policy JP-S1, CS policies EN 17 and EN 18, as well as chapter 15 of the NPPF.

Noise

5.63 The External Building Fabric Assessment, prepared by RBA Acoustics, has been carried out in relation to the noise levels likely to be incident on the proposed building facades and to provide acoustic performance specifications such that acceptable internal noise criteria can be achieved. The report details the results of the noise survey and sets out the acoustic performance requirements of the external building fabric elements.

5.64 The report concluded that the noise levels presented within the report have been used in the assessment of the glazing requirements to ensure suitable internal noise levels are achieved at the proposed development with reference to local authority requirements.

5.65 Based on the above it has been determined that Double Glazing with High acoustic performance secondary glazing will be required for all facades of the development.

5.66 On this basis, the proposals are therefore in line with PfE Policy JP-P1, CS Policy DM1, UDP Policies DC26.1 – 26.6 and Section 15 of the NPPF.

Transport

5.67 Transport Statement has been prepared by SK Transport and submitted as part of the application to review the transport network and previous assessment to allow an understanding of if there have been any changes that will impact on access to the development. The TS shows that there have been no substantial changes to road safety patterns, the accessibility level of site or nearby parking arrangements. The development will continue to generate a minimal number of trips as was the case with the consented scheme.

5.68 It is concluded that the consented scheme also accords with Policy JP-C8 (Transport Requirements for New Developments) of PfE in that it provides facilities for pedestrians, and cyclists, and is located adjacent to good quality, existing public transport facilities.

5.69 Considering the above the proposal is in line with Policies JP-C8, Policy JP-S2 of PfE, and other policies of the Local Plan, as well as Section 9 of the NPPF.

Ecology

5.70 Ecological Impact Assessment has been undertaken by Ecus to carry out an ecological desk study and an Extended UK Habitat Classification (UKHab) survey to inform an assessment of the ecological value of the Site and its potential to support notable or protected habitats and species.

5.71 The EcIA identified a number of ecological constraints to the proposed works requiring the following recommendations:

- Bats - Building has been classed as Moderate due to multiple potential bat roost features. It is therefore recommended that following the completion of three presence / absence surveys undertaken between July – August 2024, surveys confirm the continuing use of the building onsite as a common pipistrelle roost. As such, works should proceed under a Natural England Bat Mitigation Class Licence (CL21) – Annex B, via a 'Registered Consultant'.

- Birds - Nests were identified in two of the rear courtyard trees. Potential nesting site within the open-air brick cavity on the building's northern wall. It is therefore recommended that felling of trees and renovation works to the building should be undertaken outside of the nesting bird season (March to August, inclusive).

- If this is not possible, both the trees and wall cavity need to be checked for active nests by an ecologist a maximum of 24h before the work begins. If an active nest were to be discovered, an exclusion zone around the nest would need to be established and adhered to until the chicks fledged (to be monitored and confirmed by an ecologist).

Biodiversity Net Gain

5.72 In terms of Biodiversity Net Gain, relevant calculations have been carried out and submitted as part of the application.

5.73 Please refer to the Biodiversity Net Gain document for more details.

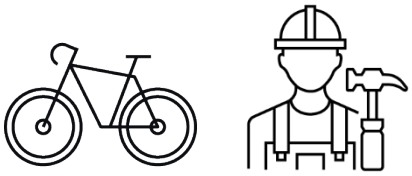
6

Planning Balance

6. Planning Balance

6.1 The proposal has been considered against the Development Plan and any material considerations in accordance with Section 38(6) of the Planning and Compulsory Planning Act 2004. To summarise this position, the below sets out the scheme against the three dimensions of sustainable development as defined by paragraph 8 of the Framework.

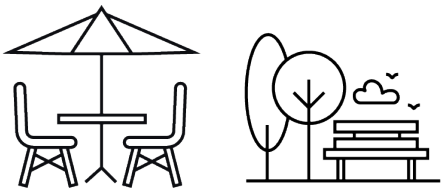
Economic Benefits



The proposal will provide a net increase in 3no. residential dwellings on a brownfield site, **increasing the residential offering and choice in a well sought-after area.**

- The proposed development will bring a largely vacant brownfield site into viable use.
- Provision of both temporary and full-time equivalent jobs during the construction period.
- Council tax contributions per annum in perpetuity following the scheme's completion, supporting job growth within the public sector in Manchester.

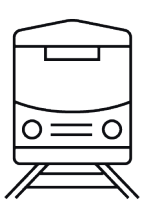
Social Benefits



Through its highly sustainable site location, the scheme will support a modal shift in transport choices and encourage healthy lifestyles.

- The development will provide high quality 4-bedroom residential accommodation for future families, in a well-connected city centre location.
- The proposed development will encourage the provision of small-scale housing delivery which can bring housing to the market in a shorter period of time.
- Support of improvements in quality of like for future residents through enhanced amenity provision as part of the scheme.

Environmental Benefits



Redevelopment of a brownfield site including an underutilised rear courtyard area to deliver appropriate dense development, **resulting in residential development without a negative impact on the immediate environment.**

- The reuse of a brownfield site will reduce pressures on greenfield and green belt land.
- Provision of landscaping to courtyard area increasing the amount of greenery across the site.
- Close proximity to local services, amenities and public transport will encourage future residents to travel sustainably.
- The proposal introduces a number sustainable elements highlighted within the Energy Compliance Strategy to achieve a low energy / carbon building.
- No designated nature conservation site will be affected by the proposed development.

6.2 Overall, the proposed development would deliver valuable economic, social and environmental benefits such that would deliver sustainable development. It would make a valued contribution to the offer within the locality and support employment opportunities within the area.

6.3 In considering the planning balance on the proposals, the scheme has been evidenced to providing a sustainable development for a sector of society with specific needs such that the benefits of allowing the proposal would outweigh any adverse impacts which may arise as a result. It is therefore considered that the proposals accord with the Development Plan and consequently the proposals should be approved without delay in accordance with paragraph 11(c) of the NPPF and the policies of the Development Plan.