



Planning and Tall Building Statement

Proposed Residential Development

At Former Particular Baptist Chapel,
35 Rochdale Road, Manchester

On behalf of City Point Residences Ltd

February 2025

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1. INTRODUCTION

1.1 This Planning and Tall Building Statement has been prepared by Zerum on behalf of the Applicant, City Point Residences Limited (hereby referred to as 'the Applicant'), to support a full planning and EIA application for a residential led development proposed at land known as the Former Particular Baptist Chapel at 35 Rochdale Road, Manchester, hereafter referred to as 'the Site'.

1.2 The description of development is as follows:

"Partial demolition of rear of existing building and erection of a 23 storey residential building comprising 133 units with ground floor commercial unit (Use Class E) and associated works".

1.3 This Statement describes the proposals and examines the planning issues which they raise. It should be read in conjunction with the series of detailed technical reports that also accompany the application.

1.4 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, the determination of the planning application must be made in accordance with the development plan, unless material considerations indicate otherwise.

1.5 The general approach to, and content of, the application has been discussed with planning officers at Manchester City Council ('the Council') as part of formal pre-application engagement undertaken by the Applicant. These discussions have influenced the final scheme presented, and the supporting information that accompanies the application.

THE APPLICANT

1.6 City Point Residences Ltd are a property developer who deliver homes that have been designed to prioritise wellness through an approach which brings together science and services. Their ethos is underpinned by a belief that wellness is the state of body and mind in which residents feel the best version of themselves. Their unique

approach to wellness offers a design that encompasses the physical, mental and spiritual needs of residents.

SUPPORTING APPLICATION DOCUMENTS

1.7 In order to evidence that the design has evolved from a full understanding of the physical and policy context, including social, economic and environmental sustainability considerations, this planning application is supported by numerous documents which demonstrate how the scheme responds appropriately to best practice in design and sustainability, as well as planning policy objectives and requirements. The documents submitted in support of the application are:

- Affordable Housing Statement prepared by Zerum;
- Blue and Green Infrastructure Statement prepared by Zerum;
- Broadband Connectivity Assessment prepared by GTech Surveys Limited;
- Circular Economy Statement prepared by FutureServ;
- Construction Environmental Management prepared by Zerum;
- Crime Impact Assessment prepared by Greater Manchester Police;
- Daylight Sunlight Assessment prepared by WSP (forms part of Environmental Statement);
- Daytime Bat Survey prepared by Rachel Hacking Ecology;
- Design and Access Statement (DAS) prepared by Hodder and Partners Architects;
- Desk Based Archaeological Assessment prepared by Orion;
- Dusk Emergence Survey prepared by EPS;
- Energy Statement prepared by FutureServ;
- Environmental Standards Statement prepared by FutureServ;
- Fire Statement prepared by Jensen Hughes;
- Flood Risk Assessment and Drainage Strategy prepared by Civic Engineers;
- Heritage Statement prepared by Stephen Levrant Heritage Architecture;
- Noise Impact Assessment prepared by Jameson Acoustics;
- Overheating and Ventilation Statement prepared by FutureServ;
- Phase 1 Desk Study prepared by Civic Earth;
- Statement of Community Involvement prepared by Counter Context Ltd;

- Television and Radio Reception Impact Assessment prepared by GTech Surveys Limited;
- Townscape and Visual Impact Assessment prepared by RBMP.
- Transport Statement prepared by SK Transport;
- Travel Plan prepared by SK Transport;
- Utility Statement prepared by FutureServ;
- Viability Assessment prepared by Savills;
- Waste pro forma prepared by Hodder and Partners Architects; and
- Wind Assessment prepared by WSP (forms part of Environmental Statement).

Table 1.1: Drawing List

Drawing Title	Drawing Reference	Size	Scale
Proposed GA Plan Site Location Plan	0658-HOD-BC-00-DR-A(--)001	A1	1:100
Proposed GA Elevation South East	0643-HOD-BC-ZZ-DR-A(--)300	A1	1:100
Proposed GA Elevation South West	0643-HOD-BC-ZZ-DR-A(--)301	A1	1:100
Proposed GA Elevation North East	0643-HOD-BC-ZZ-DR-A(--)302	A1	1:100
Proposed GA Elevation North West	0643-HOD-BC-ZZ-DR-A(--)303	A1	1:100
Proposed Facade Fragments	0643-HOD-BC-ZZ-DR-A(--)380	A1	1:100
Enabling Elevations South West & South East	0643-HOD-BC-ZZ-DR-A(--)390	A1	1:100
Enabling Elevations North West & North East	0643-HOD-BC-ZZ-DR-A(--)391	A1	1:100
Proposed GA Section Section AA	0643-HOD-BC-ZZ-DR-A(--)401	A1	1:100
Proposed GA Section Section BB	0643-HOD-BC-ZZ-DR-A(--)402	A1	1:100
Proposed GA Plan Level 00 Floor Plan	0658-HOD-BC-00-DR-A(--)200	A1	1:100
Enabling Plan Level 00 Floor Plan	0658-HOD-BC-00-DR-A(--)290	A1	1:100
Proposed GA Plan Level 01 Floor Plan	0658-HOD-BC-01-DR-A(--)202	A1	1:100
Proposed GA Plan Level 02 Floor Plan	0658-HOD-BC-02-DR-A(--)203	A1	1:100
Proposed GA Plan Level 03-19 (Typical) Floor Plan	0658-HOD-BC-03-DR-A(--)204	A1	1:100

Drawing Title	Drawing Reference	Size	Scale
Enabling Plan Level 03 Floor Plan	0658-HOD-BC-03-DR-A(--)292	A1	1:100
Proposed GA Plan Level 20 Floor Plan	0658-HOD-BC-20-DR-A(--)220	A1	1:100
Proposed GA Plan Level 21 Floor Plan	0658-HOD-BC-21-DR-A(--)221	A1	1:100
Proposed GA Plan Level M0 Floor Plan	0658-HOD-BC-M0-DR-A(--)201	A1	1:100
Enabling Plan Level M0 Floor Plan	0658-HOD-BC-M0-DR-A(--)291	A1	1:100
Proposed GA Plan Level Roof Plan	0658-HOD-BC-RF-DR-A(--)223	A1	1:100
Proposed GA Plan Typical Room Types	0658-HOD-BC-XX-DR-A(--)280	A1	1:50
Proposed GA Plan 1B2P Accessibility (M2)	0658-HOD-BC-XX-DR-A(--)281	A1	1:25

1.8 The application is supported by an Environmental Statement (ES) through which a number of key topic areas are considered. These include:

- Daylight and Sunlight;
- Greenhouse Gas Emissions;
- Heritage;
- Socio-Economics;
- Townscape and Visual Impact Assessment;
- Wind Microclimate
- Air Quality

1.9 Under Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 an Environmental Impact Assessment (EIA) scoping opinion request was issued to Manchester City Council on 6th October 2024. This was supported by a Scoping Report which identified those environmental topics that would be covered in the Environmental Statement (ES) and those that would be 'scoped out' because it was considered that significant environmental effects were unlikely to result from the development. The City Council confirmed its agreement to the scope of the ES as proposed by the Applicant on 2nd December 2024. The ES is submitted in accordance with the agreed scope, with the consideration of Human Health throughout.

- 1.10 The application is also supported by a full set of plans and elevations, prepared by the scheme architects, Hodder and Partners Architects.

DOCUMENT STRUCTURE

- 1.11 The remainder of this statement takes the following structure:
- **Section 2** – Provides context and describes the site and its surroundings.
 - **Section 3** – Outlines the development proposals.
 - **Section 4** – Sets out the consultation that has been undertaken prior to the submission of the application.
 - **Section 5** – Outlines the Development Plan framework, relevant national policy guidance and any material considerations.
 - **Section 6** – Provides a detailed Tall Building Assessment.
 - **Section 7** – Comprises a detailed analysis of the relevant planning considerations.
 - **Section 8** – Concludes by summarising the main points raised in this document.

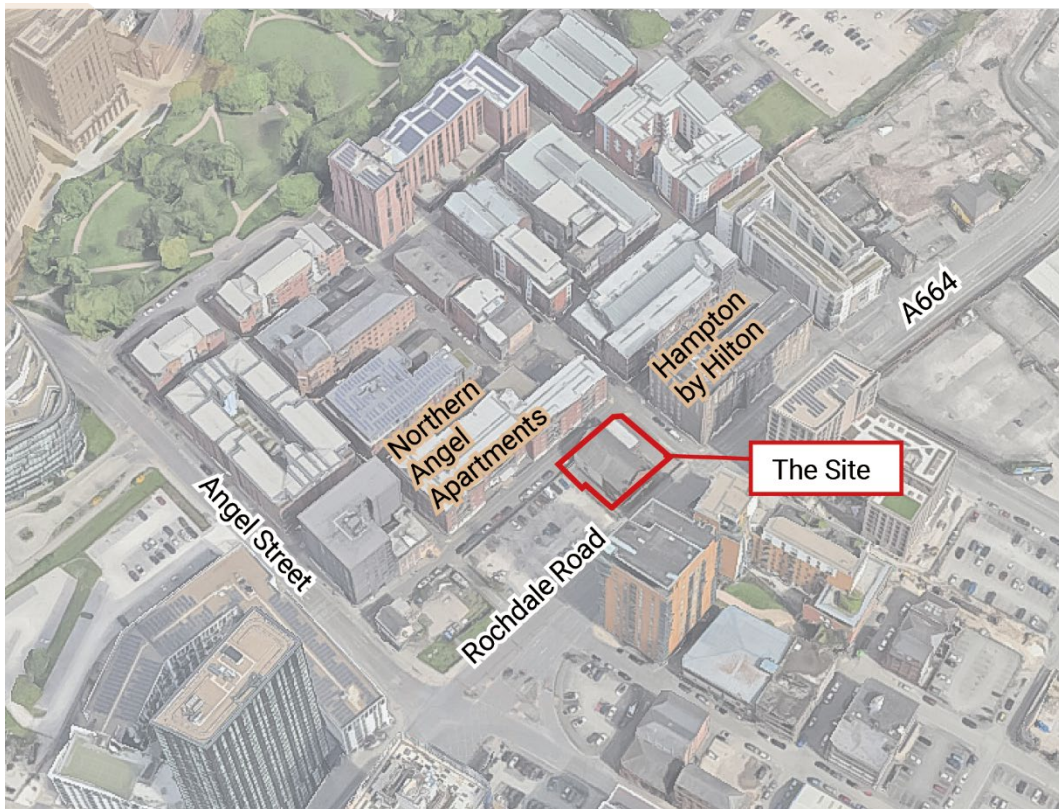
2. DEVELOPMENT CONTEXT

- 2.1 This section briefly describes the site, its surroundings and local setting, and outlines the relevant planning history of the site.

SITE DESCRIPTION

- 2.2 The proposed development site is c. 800sqm and is located within North Manchester, approximately 188m from the City Centre boundary. The site comprises the former Particular Baptist Chapel and its curtilage which includes a car park to the north-eastern side. The plot is also known as 35 Rochdale Road. It is edged by Rochdale Road to the south-east; Sharp Street to the north-east; and Dyche Street to the north-west. The adjacent plot to the south-west is vacant and has consent for the development of a Travelodge.

Figure 2.1 - Site Location Plan



SURROUNDINGS

- 2.3 The area surrounding the site accommodates a range of uses including residential, hotel and commercial. Scales vary from the six storey residential apartments on Dyche Street to the 19 storey residential apartments opposite the site to the southern side of Rochdale Road.
- 2.4 There is a Co-op convenience foodstore 160m from the site. The site is less than 200m from the closest part of the City Centre which offers a range of employment, leisure, retail and services.
- 2.5 Bus stops on Rochdale Road are adjacent to the site, with services into the City Centre, to Manchester Royal Infirmary, Bury Interchange, Middleton Bus Station and North Manchester General Hospital. The site is 400m from Shudehill bus station and 800m from Manchester Victoria Railway station.

SITE ACCESSIBILITY

- 2.6 The site is within easy walking distance of the City Centre where there are many public transport connections. Both Victoria Station and Shudehill Interchange are approximately 10 minutes walking distance from the site, providing train, tram and bus links. From Victoria Station, the Metrolink runs to Rochdale, East Didsbury, Bury and Piccadilly.
- 2.7 There is also excellent access from the site to local bus routes and services around the city. Marshall Street bus stop heading towards the City Centre is directly opposite the site; if heading towards Middleton in the other direction there is a bus stop 30m from the chapel entrance. For buses around the city, with further access to regional and national bus routes from Manchester, Shudehill Interchange can be readily reached as noted above.
- 2.8 Bus stops are also located less than 100m to the south of the site on Cheetham Hill Road. The site is located 200m to the north of the junction with the A6042 Ring Road, a main arterial road providing road access northwards away from the City Centre, and also direct access on to the outer ring road of Manchester City Centre.

- 2.9 The shops, services and leisure facilities in Manchester City Centre are located less than a 10-minute walk to west, within Ancoats and Northern Quarter. Local shops and services are also located along Rochdale Road.
- 2.10 The site is in a highly sustainable location with a range of local services and amenities within easy reach.
- 2.11 The accompanying Design and Access Statements and Transport Assessment provide more detail in terms of site's connections and accessibility.

DESIGNATIONS

- 2.12 The site is not protected by any built heritage designations. It does not contain any statutorily listed buildings, nor does it lie within a Conservation Area. At the time of writing, the Council do not have a local list of heritage assets, however the existing building is considered to be a non-designated heritage asset due to its local historic and architectural interest.
- 2.13 The site is situated within the setting of a number of listed buildings, the closest being approximately 40m to the north of the site boundary. The site is close to the Shudehill Conservation Area, Ancoats Conservation Area and Smithfield Conservation Area.
- 2.14 There are no ecology or environmental designations covering the site and it predominantly consists of built form and hardstanding. There are no trees on the site or on adjacent sites that could be affected by the development.
- 2.15 The site is located within the Air Quality Management Area (AQMA) that covers Manchester City Centre. There is therefore potential for the exposure of future occupants to poor air quality and for emissions generated by the site during operation to increase pollution levels in this sensitive area.
- 2.16 The site is located in Flood Risk Zone 1.
- 2.17 Further details relating to the environmental site context can also be found in the supporting Environmental Statement and Heritage Statement.

PLANNING HISTORY

- 2.18 The planning history undertaken using Manchester City Council's Public Access website revealed that there are limited planning applications associated with the site. Consent was granted in August 2024 for the temporary change of use of the premises from a place of worship to storage and distribution (ref 139072/FO/2024) for a period of 3 years. The case officer considered that the building had not been used for worship for some time. The creation of a storage and distribution use, on a main road corridor, where the surrounding area is a mixture of uses, was therefore considered acceptable in principle, with the officer's report stating as follows:
- 2.19 *"The use would create temporary employment and re-use of the building until long terms plans have been developed."*
- 2.20 Whilst there is no recent planning history associated with the site, its surrounding area has been subject to numerous planning applications for large scale developments in recent years, which illustrate the changing nature of the area. Grants of consent and emerging redevelopment schemes in the surrounding area show its changing profile. These are follows:
- **Car Park Adjacent 25 to 27 Rochdale Road, Manchester, M4 4HT (138365/LE/2023)** – *"Confirmation that planning permission 127537/FO/2020, for erection of a 11 storey 229 bedroom hotel (Use Class C1) with ancillary ground floor bar/restaurant together associated public realm and other associated works, has been lawfully commenced in accordance with section 56 of the Town and Country Planning Act 1990."* This was deemed lawful in December 2023.
 - **Land Bound By Gould Street, Williamson Street, Bromley Street And Bilbrook Street, Manchester, M4 4DD (139811/NMC/2024)** – *"Erection of 9 buildings ranging from 8 to 34 storeys in height to form 1202 residential apartments (Use Class C3a) and ground floor commercial uses (Use Class E) (192sqm) together with associated car parking, new vehicular and pedestrian access, public realm, and scaping and other associated works following demolition of existing structures and buildings."* This application was approved in December 2023.

- **87 Rochdale Road, Manchester, M4 4HY (136574/NMC/2023)** – “Original application consented February 2022 for the erection of a part 11, part 13 storey building to form residential apartments (Use Class C3a) together with the erection of two blocks of 3 storey duplexes (Use Class C3a) to form 237 residential homes in total with associated commercial floor (Use Class E) (132 sqm), basement car parking, landscaping and public realm, and associated engineering and infrastructure works following demolition of existing buildings and structures.” This application was approved in February 2022.

- **25 Rochdale Road, Manchester, M4 4HT (127537/FO/2020)** – “Erection of a 11 storey 229 bedroom hotel (Use Class C1) with ancillary ground floor bar / restaurant together associated public realm and other associated works, approved October 2020.” This application was approved in December 2023.

2.21 It is clear from the above list of surrounding applications (both live and approved) that this area is undergoing significant change and transformation. In addition, the heights of the forthcoming surrounding developments set a direction of travel for building heights in the area.

WIDER SITE CONTEXT

2.22 As outlined above, there are a number of development sites within the immediate context of the site, and these schemes illustrate the level of change in the immediate surrounding area and serve as benchmarks for established building heights. The existing and emerging context has helped identify the scale of development that could be considered appropriate for the site.

2.23 The table below provides an overview of relevant schemes within the vicinity of the site. Full details on these developments can be found in the supporting Environmental Statement.

Table 2.1: Wider Schemes

Scheme	Maximum Height
Existing Context	
The Hallmark Tower	15 storeys
Park Inn by Radisson Hotel	7 storeys

Peninsula Building	16 storeys
Jefferson Place	20 storeys
Under Construction	
Former Boddingtons Brewery site	26 storeys
New Victoria, Corporation Street	26 storeys
Planning Application Approved	
Land bound by Great Ducie Street (Approved)	27 storeys
Former Boddingtons Brewery Site, Dutton Street	26 storeys
No.1 Lord Street (Approved)	16 storeys
Land At Red Bank, Victoria North (Outline Submitted)	55 storeys

STATEMENT OF CONSULTATION

2.24 Consistent with the Council's Adopted Statement of Community Involvement (June 2018), the Applicant has undertaken pre-application discussions with the local planning authority. Both the Applicant and their professional advisors have sought to adopt a 'best practice' approach to both design and delivery. Pre-application discussions with Manchester City Council commenced in advance of the submission of the application and have informed the proposals.

2.25 This site has been subject to pre-application discussions since July 2023. Initial proposals, with a different project team, sought a 44 storey tower alongside retention of the existing Chapel, albeit without comprehensive investigation into the required ground floor facilities and plant.

2.26 Pre-application discussions continued between the Council and the Applicant from February 2024. There have been various revisions made to the scheme as a result of on-going discussions and the feedback received from the Council. In summary, the key changes made to the scheme from February 2024 to this submission, are as follows:

- Further retention of the Chapel structure, resulting in a larger open atrium area;
- Retention of the Chapel roof and barrel vaulting within the open atrium area;
- Further enhancement of the Chapel's internal sense of space;

- Removal of the second balcony, which had initially been proposed in order to provide additional useable space, but was felt to detract from the sense of openness;
- The adoption of a more appropriate 'balance' between the proposed concrete and metal work on the exterior of the building, through the use of appropriate design and careful consideration of the materials of the concrete (type, finish and colour);
- A reworking of the plant and cycle storage space, with officers recognising that a reduction in cycle storage from 100% to 50% provision was reasonable as a large proportion of residents tend to prefer to keep their bikes in their apartments. This resulted in the retention of additional chapel space: the chapel space is only reduced by 3.4m in depth; and
- The increase in height from 20 storeys to 23 storeys, to allow for the further retention of a significant portion of the chapel, thus, allowing the development to be deliverable and viable.

2.27 The Applicant's scheme has therefore taken into consideration the pre-application advice received in 2023, as well as the more recent discussions with the Council. This scheme accepts the benefits of retaining the existing Chapel but in doing so appreciates the complexities of construction and spatial requirements of essential ground floor requirements and structural considerations. It is evident that vigorous consultation has occurred prior to the submission of this application, and therefore, presents a well-rounded scheme that better preserves and enhances the former Chapel and its heritage significance, as well as reducing the impact on the street scene, by reducing the number of storeys significantly from 44 to 23.

2.28 A public consultation exercise has also been undertaken as part of the pre-application engagement process. This included the following:

- A postcard issued to 2,727 addresses within the locality via Royal Mail on Wednesday 25th September 2024, signposting the consultation website.
- A press release issued on Monday 30th September 2024 to a range of local, regional and national media publications.
- A dedicated project website went live at the start of the consultation period on Monday 30th September 2024 - (www.rochdaleroad-mcr.com). This website provided further information on the application proposal and vision for the development.

- The website included a 'Have Your Say' section with a link to an online feedback form so that people were able to offer feedback and provide their views on the proposals. This was formally monitored and recorded.

2.29 Given the scale of the scheme and its compliance with plan policy, we are satisfied that an appropriately comprehensive process of pre-application consultation has been undertaken. Further information is provided at Section 4 of this report and in the submitted Statement of Community Involvement.

3. DESCRIPTION OF PROPOSED DEVELOPMENT

- 3.1 The preliminary sub-sections of this Statement have touched upon the context and content of the application. More detail is provided as part of the submitted Design and Access Statements prepared by Hodder and Partners.
- 3.2 In summary, the application seeks full planning permission for a residential-led development of 23 storeys, providing 133 dwellings (Use Class C3) and with a separate commercial unit forming part of the ground floor, independently accessed from the street. Amenity areas are to be incorporated. The proposals involve the partial retention of the Chapel including its front elevation and partial returns, including the retention of the barrel vaulting and roof structure.
- 3.3 The current proposals deliver 133 dwellings consisting of 40 one-bedroom units (30%); and 93 two-bedroom apartments (70%). It incorporates shared residents' amenity spaces including two amenity terraces. The proposed development will also deliver 89sqm of commercial space in the form of a separate unit. The overall net internal area (NIA) of the proposed development (including plant and bin stores) is 11,407 sqm.
- 3.4 The proposed development will be car-free, reflecting its sustainable location proximity to the City Centre and accessibility by public transport.

DESIGN ETHOS

- 2.30 The overall design ethos of the development is grouped into five key themes, as follows:
- 1) **Revealing the Chapel** - the layout of the proposed residential development has been carefully crafted to incorporate the Chapel as a focal point and primary entrance. This approach honours the historical significance of the building whilst seamlessly integrating it into the new urban fabric.
 - 2) **Stepped Rear Façade** - the presence of an existing six-story residential building on Dyche Street influenced the decision to incorporate a stepped rear façade. This architectural gesture serves to mitigate

overshadowing on neighbouring residences, while also enhancing the visual experience from street level by creating a sense of openness and relief.

- 3) **Receding the Primary Façade** - receding the primary façade was a strategic move to amplify the visibility and prominence of the Chapel. This design choice allows the Chapel to take centre stage, reducing the visual dominance of the new development and ensuring a more harmonious relationship with the existing streetscape.
- 4) **Cantilever over the Pavement** - by setting back the ground-floor commercial unit, additional space is created for pedestrians, enhancing the public realm and offering opportunities for urban biodiversity. The alignment with the adjacent former Baptist Chapel, combined with the cantilevered residential structure, adds a dynamic and dramatic element to the streetscape, while also providing shelter and enriching the pedestrian experience.
- 5) **Contrasting the Existing Heritage Asset** - the façade strategy incorporates a rigid grid of modern materials that deliberately contrasts with the fluidity of the existing Chapel façade. This intentional contrast ensures that the new development stands out as a contemporary addition that complements the historic structure rather than attempting to replicate a historic style, which could risk appearing as pastiche.

SCHEME BENEFITS

- 3.5 The residential-led mixed use development will provide 133 dwellings and 89sqm of commercial space on a prominent site along a key route into the city. It will deliver a suite of substantial economic, social and environmental benefits.
- 3.6 The overarching policy objective of the National Planning Policy Framework (NPPF) (2024) is the presumption in favour of sustainable development. The NPPF at Paragraph 8 indicates that there are three overarching objectives to sustainable development: economic, social and environmental. An assessment of the proposal against the three overarching objectives of sustainable development, as defined in the NPPF, is provided below.

Economic

3.7 The proposed development will contribute to building a strong, responsive and competitive economy. In particular, the Socio-Economics Chapter of the submitted Environmental Statement identifies that the economic outcomes from the proposed development are:

- Generation of both temporary and full-time equivalent (FTE) construction jobs, including higher skilled professionals and lower skilled jobs. It is estimated that the proposals will generate 20 FTE construction jobs during the temporary construction phase. These jobs will be recruited for in accordance with an agreed Local Labour Agreement.
- In addition to the direct employment generated by the proposed development itself, there will be an increase in local employment arising from indirect and induced effects of the construction activity. Employment growth will arise locally through manufacturing services and suppliers to the construction process (indirect or supply linkage multipliers). Additionally, part of the income of the construction workers and suppliers will be spent within Greater Manchester Area, generating further employment (in terms of induced or income multipliers).
- It is anticipated that the proposed development, once completed and operational, could create approximately 29 direct jobs linked to management of the building, the co-working space, ancillary spaces and the commercial unit.
- By creating additional households, the proposals are estimated to generate £1.5 million per annum of additional local spending.

Social

3.8 The proposed development will support the creation of a strong, vibrant and healthy community. In particular, the proposed development will:

- Bring 133 more units to the neighbourhood, providing homes for circa 283 people, which will contribute to meeting City's housing delivery targets.

- The proposed development will contribute to meeting these targets by providing an additional 133 units, which represents approximately 3.8% of the average annual housing target outlined in the PfE Joint Development Plan for Manchester City.
- Contribute to the ongoing regeneration of the area by restoring and converting an existing vacant former Chapel into a viable high-quality residential use, with active uses on the ground floor, in accordance with the Council's regeneration objectives.
- Deliver a sustainable development which is well located within walking distance to shops, local services, jobs, transport links. Additionally, the provision of a high-quality commercial unit with an active frontage is critical to the development of a high-quality sustainable neighbourhood and place-making.
- Attract new residents to the area, which will broaden the skills base to local employers and benefit local businesses by bringing more footfall.

Environmental

3.9 As demonstrated within the accompanying technical reports, the proposed development will positively benefit the natural environment. In particular, the proposed development will:

- Deliver the regeneration of a prominent site, greatly improving the area's appearance and streetscape through the creation of a high-quality building and rooftop landscaping, and public realm.
- Encourage use of public transport by creating car-free development within a highly sustainable location.
- Provide secure cycle storage and visitor cycle parking which will contribute to promoting a more active and healthier lifestyle whilst reducing the reliance on cars for short trips.
- Create development designed to be over 40% beyond current Building Regulations Part L 2021 and therefore far in excess of the requirement; and 15% lower than the 2010 Regulations which form the energy requirement set out in the Manchester City Council Core Strategy.

- Repurposing a vacant building of special architectural interest, which would otherwise be left to degrade if not put into a viable long-term use.

Benefits Summary

- 3.10 In summary, the proposed development represents a sustainable form of development on an underutilised site which will deliver a high quality, visually attractive development. The scheme proposals will deliver substantial economic, social and environmental benefits which have been clearly set out above.

4. CONSULTATION

4.1 This section of the Statement summarises the approach taken to stakeholder and community engagement on the development proposals.

4.2 As set out within the NPPF, early engagement with key stakeholders has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.

PRE-APPLICATION

4.3 A Statement of Community Involvement has been prepared by Counter Context Ltd and is submitted in support of the application. It provides:

- An account of the pre-application consultation undertaken with local residents, local community groups, local Councillors and other key stakeholders about the proposals.
- A summary of the feedback received from these consultees.
- Evidence that this feedback has been considered in the development of the proposals.

4.4 The pre-application community consultation strategy was designed to reflect guidance within Manchester City Council's adopted Statement of Community Involvement (2018) and the NPPF.

4.5 The general approach to, and content of, this application has been the subject of detailed and thorough pre-application discussions with senior officers of Manchester City Council. This was an iterative process across several meetings.

4.6 As set out in the Design and Access Statement and Environmental Statement, the proposed development has undergone a process of design evolution, ensuring the comments raised by officers as part of the pre-application process have been fully considered, and where necessary, appropriately addressed as part of the application.

4.7 The design evolution process included a careful consideration of the development principles for New Cross Strategic Regeneration Framework (which is within close proximity of the site) and early schemes drawn up by Hodder and Partners for the Applicant. As previously stated within Section 1, the key changes to the early versions of the scheme include the following:

- Further retention of the Chapel structure, resulting in a larger open atrium area;
- Retention of the Chapel roof and barrel vaulting within the open atrium area;
- Further enhancement of the Chapel's internal sense of space;
- Removal of the second balcony, which had been proposed as a means of adding useable space but was felt to distract from the sense of openness;
- The adoption of a more appropriate 'balance' between the proposed concrete and metal work on the exterior of the building, through the use of appropriate design and careful consideration of the materials of the concrete (type, finish and colour);
- The provision of 50% cycle provision (rather than 100%), due to the reasoning that residents will prefer to keep their bikes in their apartments. As a result of a smaller cycle store, this has allowed further chapel space to be retained (the chapel space is only reduced by 3.4m in depth);
- The increase in height from 20 storeys to 23 storeys (following an initial reduction from 44 storeys), to allow for the further retention of a significant portion of the chapel, thus, allowing the development to be deliverable and viable.

PUBLIC CONSULTATION

4.8 A public consultation exercise has been undertaken as part of the pre-application engagement process. This included engagement with the key stakeholders and distribution of a consultation flyer in the locality. A feedback email address was made available throughout the course of the pre-application consultation, for interested parties to provide their feedback to the project team. Furthermore, a dedicated project website was created to provide further information on the application proposals.

- 4.9 The project consultation website was online from Monday 30th September 2024 to Monday 21st October 2024. On Wednesday 25th September 2024, 2,727 households and businesses located close to the site were sent a postcard that introduced the proposals and directed recipients towards the consultation website. Online feedback forms were available as part of the virtual exhibition for attendees to record their views. Hard copies of the consultation materials and feedback form were available upon request by those unable to access the internet.
- 4.10 The consultation postcard provided a succinct overview of the application proposals, a link to the dedicated project website, and information how to contact the team to make comments on the proposed development.
- 4.11 Ahead of the consultation launch, an email was issued to the elected members for the Piccadilly ward, within which the site is situated. The email provided an introduction to the Applicant, the site, the proposals and the consultation process. It invited the Councillors to a meeting with the Applicant's team, either in-person or virtually, to discuss the plans in more detail should members wish to find out more. No response was received.
- 4.12 To ensure the wider community was aware of the consultation, a detailed press release was issued to several local media publications including The Business Desk, Place North West, Business Live, About Manchester and BBC News.
- 4.13 In line with the Applicant's commitment to the ongoing stakeholder engagement, once the application has been submitted, the stakeholders will be contacted to make them aware of the submission being made and advising them how they can contact the project team if they require any further information.
- 4.14 Throughout the consultation period, the website received a total of 683 views from 629 unique users. The comments received during the consultation process have been reviewed by the Applicant and design team and where appropriate, changes have been made to the proposal. A summary of the feedback received as part of the public consultation exercise including Applicant's response is summarised below.
- **Building Height:** Some respondents were concerned that the building was too tall and out of scale with the surrounding area. It should be noted that the number of storeys has dropped significantly from original

designs previously presented to the Council (at 44 storeys). The Council have also favoured a 3 storey increase from 20 to 23, as this facilitates a greater proportion of the chapel to be restored and re-instated. As Figure 3.1 illustrates, the surrounding context of the streetscape and public realm adopts a range of building heights from 35 to 10 storeys. It is therefore considered that the proposed increase in density is appropriate for the area due to future development of high-rise residential buildings to the east and north. The small size of the site in terms of footprint means that a tall structure is required to deliver a suitable number of units whilst also ensuring a viable scheme, and as part of that, being able to secure appropriate restoration to the former Chapel.

- **Affordable homes:** Respondents emphasised that a percentage of apartments should be registered as affordable homes. Of the 133 homes included in the proposed development, all will be market homes. This is reviewed fully in the submitted Viability Appraisal. There were also a number of comments which praised the proposal for providing much needed high-density housing.
- **Daylight/Sunlight:** Some responses were concerned that the development would reduce daylight/sunlight levels. These comments were received from residents of Northern Angel. A Daylight/Sunlight Assessment supports this application. In summary, the development's design was largely influenced by ensuring there was no adverse impacts on Northern Angel residents. The existing Chapel aligns closely with the ridge height of Northern Angel, with its eaves significantly lower, meaning it does not obstruct the residents' natural light. The new design respects this by maintaining the boundary threshold at the lower levels and aligning with the Chapel's eaves height, ensuring no encroachment on existing light levels. To further protect the right to light, the proposal introduces a 2.2m setback from the boundary, enhancing access to light for Northern Angel residents and providing visual relief between the buildings. Additionally, the facade steps back again at level 20, reducing the building's visual impact and integrating it more harmoniously with the streetscape.

- **Appearance/aesthetics:** Some respondents questioned the decision to use concrete. As previously outlined, the use of concrete allows for a range of high-quality textured surface finishes as well as the ability to create profiled elements on the facade to add richness. The rigorous grid is complemented by an anodised coloured aluminium for the window frames and cladding to set back recesses to give an accent and interest to the aesthetic. The design team also note the intent of the adjacent New Cross Strategic Regeneration Framework, which seeks to revitalise the area with a selection of iconic buildings that remain sensitive to the surrounding historic architecture.
- **Former Chapel:** A number of respondents praised the decision to integrate the former disused Chapel into the design and that its historic frontage was remaining as part of the scheme. Some respondents noted that while they are supportive of bringing the Chapel back into an active use, the scale of the proposal is too big and represents an overdevelopment of the site. A number of respondents also commented that the design does not respect the Chapel but rather serves to overshadow and encase it. It should be noted that due to the small footprint of the site, in order to facilitate an appropriate number of units to make the scheme viable and thus, offer such substantial and significant restoration and retention, there is little other option than to 'build up.' Additionally, as part of the pre-application discussions, retaining the Chapel's historic fabric and ensuring its retention as much as possible, was a significant material consideration for the Council. As a result, it was agreed that the number of storeys should be increased, in order to make the retention viable.
- **Parking:** Comments criticising the exclusion of car parking from the proposals were raised. The site is in a highly sustainable location: it is within 30m of a bus stop, and 600m of Manchester Victoria train station and tram stop. It is also within a short walk, or cycle, to the City Centre, Furthermore, the proposals also include 50% provision of secure cycle spaces.

4.15 In summary, a comprehensive process of pre-application consultation has been undertaken with the Council and other stakeholders. Further details can be found in the supporting Statement of Community Involvement.

5. PLANNING POLICY

PLANNING AND COMPULSORY PURCHASE ACT 2004

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that when determining a planning application, the decision maker must make their determination in accordance with the development plan unless material considerations indicate otherwise.
- 5.2 Given this obligation, this Section of the Planning Statement considers all material consideration relevant to the application and reviews the development plan for the site which currently consists of the Manchester Core Strategy 2012-2027, adopted in July 2012; saved policies of the Manchester Unitary Development Plan (UDP, 1995); accompanying Proposals Maps (2012); and the 'Places for Everyone' Joint Development Plan Document (2024).

PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990

- 5.3 The application is located close to designated assets. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires decision-makers to have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses. Section 72 requires decision-makers to pay special attention to the desirability of preserving or enhancing the character or appearance of Conservation Areas.

DEVELOPMENT PLAN

- 5.4 As outlined earlier, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the statutory development plan, unless material considerations indicate otherwise. For development management decisions, the development plan for Manchester currently comprises the Manchester Core Strategy (2012), saved policies of the Manchester Unitary Development Plan (UDP, 1995) and accompanying Manchester Proposals Map (2012) and Places for Everyone (2024).
- 5.5 As defined by the Proposals Map, the site is not allocated nor is it located within an area covered by a Strategic Regeneration Framework. It is adjacent to (but outside)

Zone A of the New Cross area, which is located on the opposite side of Rochdale Road. The relevant Neighbourhood Development Framework document (New Cross Strategic Regeneration Framework) is covered for completeness.

Core Strategy 2012 - 2027

5.6 The Manchester Core Strategy was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy.

5.7 It is noted that Manchester's Core Strategy was updated following the adoption of the Places for Everyone (PfE) Joint Development Plan in March 2024, therefore, several Core Strategy policies have been replaced by PfE policies. The two documents must be read alongside each other.

5.8 The following Core Strategy policies are considered relevant to this application:

- Policy SP1 Spatial Principles
- Policy EC3 The Regional Centre
- Policy EC4 North Manchester
- Policy H1 Overall Housing Provision
- Policy H3 North Manchester
- Policy H8 Affordable Housing
- Policy T1 Sustainable Transport
- Policy T2 Accessible areas of opportunity and need
- Policy EN1 Design Principles and Strategic Character Areas
- Policy EN2 Tall Buildings
- Policy EN3 Heritage
- Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure
- Policy EN6 Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies
- Policy EN8 Adaption to Climate Change

- Policy EN14 Flood Risk
- Policy EN15 Biodiversity and Geological Conservation
- Policy EN16 Air Quality
- Policy EN17 Water Quality
- Policy EN19 Waste
- Policy DM1 Development Management

5.9 It is noted that the following Core Strategy policies have been partially replaced by Places for Everyone, and are also considered relevant to this application:

- Policy H1 Overall Housing Provision (partially replaced by Policy PfE Policy JP-S1)
- Policy H2 Strategic Housing Location (partially replaced by Policy PfE Policy JP-1H1)
- Policy H8 Affordable Housing (partially replaced by Policy PfE Policy JP-H2)
- Policy T1 Sustainable Transport (partially replaced by Policy PfE Policy JP-C1)
- Policy EN3 Heritage (partially replaced by Policy PfE Policy JP-P2)
- Policy EN6 Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies (partially replaced by Policy PfE Policy JP-S2)
- Policy EN8 Adaption to Climate Change (partially replaced by Policy PfE Policy HP-S2, JP-S4 and JP-G8)
- Policy EN14 Flood Risk (partially replaced by Policy PfE Policy JP-S4)
- Policy EN15 Biodiversity and Geological Conservation (partially replaced by Policy PfE Policy JP-G8)
- Policy EN16 Air Quality (partially replaced by Policy PfE Policy JP-S5)
- Policy EN17 Water Quality (partially replaced by Policy PfE Policy JP-S4)

5.10 Policy H1 prioritises residential developments on brownfield sites and emphasises the reuse of existing buildings in new developments. The housing trajectory and provision are now replaced by PfE Policy JP-H1.

Manchester Unitary Development Plan (1995)

5.11 The Manchester Unitary Development Plan (UDP) was adopted in 1995 and some policies remain extant notwithstanding the adoption of the Manchester Core Strategy and the NPPF. The saved policies most relevant to this proposal are:

- **Policy DC7 'New Housing Development'** which sets out that 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.
- **Policy DC26 'Development and Noise'** which seeks 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.
- **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.

Places for Everyone (2024)

5.12 The plan is the result of a process that began as the Greater Manchester Spatial Framework (GMSF) in 2014. After the withdrawal of Stockport Council from the GMSF the nine districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) decided to continue to produce a joint plan.

5.13 Places for Everyone (PfE) is therefore a joint development plan of nine Greater Manchester districts, that builds upon the work already undertaken as part of the GMSF and sets out the approach to housing and employment land across Greater Manchester for the next 20 years. This Plan was adopted on 21st March 2024, and:

- Sets out how the nine boroughs should develop up until 2037.
- Identifies the amount of new development to come forward across the 9 districts, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused.
- Supports the delivery of key infrastructure, such as transport and utilities.
- Protects the important environmental assets across the city region.
- Allocates sites for employment and housing outside of the existing urban areas.
- Defines a new Green Belt boundary for Greater Manchester.

5.14 The key policies relevant to the development proposals include:

- Policy JP-Strat1 - Core Growth Area
- Policy JP-Strat 2 – City Centre
- Policy JP-S1 – Sustainable Development
- Policy JP-S2 – Carbon Emissions
- Policy JP-S 4 – Resilience
- Policy JP-5 5 – Flood Risk and The Water Environment
- Policy JP-S 6 – Clean Air
- Policy JP-S7 – Resource Efficiency
- Policy JP-H1 – Scale, Distribution and Phasing of New Housing Development
- Policy JP-H4 – Density of New Housing
- Policy JP-H3 – Type, Size and Design of New Housing
- Policy JP-P1 – Sustainable Places
- Policy JP-C 1 – World Class Connectivity

5.15 Within the PfE, there is an overwhelming support for additional housing within Greater Manchester and high-density residential development is highly encouraged in the most sustainable locations to help meet housing need.

- 5.16 Additionally, Policy JP-Strat1 recognises the City Centre as a key growth area which provides an economic role. Complementary to its economic function sees a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities.

THE NATIONAL PLANNING POLICY FRAMEWORK

- 5.17 The latest version of the National Planning Policy Framework (NPPF) was published in December 2024 and provides a framework within which locally prepared plans for housing and other development can be produced. It is a material consideration in planning decisions.
- 5.18 The NPPF has a clear presumption in favour of sustainable development at its heart (para 11). Sustainable development means that the planning system pursues economic, social and environmental objectives (para 8), although they are not criteria against which every decision can or should be judged (para 9).
- 5.19 Section 4 of the NPPF relates to 'Decision Making'. Paragraph 39 states that Local planning authorities should approach decisions on proposed development in a positive and creative way, with decision-makers at every level required to seek to approve applications for sustainable development where possible. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area.
- 5.20 Section 5 of the NPPF focuses on delivering a sufficient supply of housing. Within this section it is set out how Local Planning Authorities should plan to implement planning policies and how these should be produced in order to meet needs in relation to type, size and tenure of housing (Paragraph 63). In summary, it is the government's objective to significantly boost the supply of homes through utilisation of a sufficient variety of land types which can come forward to meet the needs of various groups with specific needs as outlined in Paragraph 61.
- 5.21 Section 8 promotes healthy and safe communities. Paragraph 96 states that planning decisions should aim to achieve healthy, inclusive and safe places which promote social interaction through design features including the creation of active

frontages; are safe and accessible, so that crime, disorder and fear of crime don't undermine quality of life or community cohesion; and enable and support healthy lifestyles, especially where this would address identified local health and well-being needs, such as through the provision of accessible green space, shops and layouts that encourage walking and cycling.

- 5.22 Section 9 of the NPPF relates to the promotion of sustainable transport. Paragraph 110 highlights that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This will support reductions in emissions and reduce congestion. The sites will make best use of existing sustainable transport modes and of the easy reach of many services and facilities.
- 5.23 Paragraph 116 states that, 'Development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe'.
- 5.24 Development should prioritise pedestrian and cycle movements; facilitate access to high quality public transport; address the needs of those with disabilities and reduced mobility; create places that are safe, secure and attractive with minimal scope for conflicts between various road users; allow for efficient delivery of goods and emergency access; and be designed to enable charging of plug-in and other ultralow emission vehicles (Paragraph 117). Development generating significant movement should provide a travel plan (Paragraph 118).
- 5.25 Section 11 of the NPPF relates to 'Making Effective Use of Land'. Planning decisions should promote the effective use of land by making as much use as possible of previously developed land (Paragraph 124). Furthermore, planning policies and decisions should promote and support the development of under-utilised land, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (Paragraph 125 d).
- 5.26 Paragraph 129 states that planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the

availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services; the desirability of maintaining an area's prevailing character and setting, or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places.

5.27 Section 12 of the NPPF focuses on achieving well designed places. Paragraph 131 sets out that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

5.28 Paragraph 135 sets out that planning decisions should ensure that development:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of

crime, do not undermine the quality of life or community cohesion and resilience.

- 5.29 Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests (Para 137).
- 5.30 Section 14 of the NPPF seeks to meet the challenges of climate change, flooding and coastal change. New development should avoid increasing vulnerability to the range of impacts arising from climate change. It should also be planned in ways which can help reduce greenhouse gas emissions, such as through location, orientation and design as discussed in paragraph 161.
- 5.31 Section 15 looks at conserving and enhancing the natural environment. Planning decisions should contribute to and enhance the natural and local environment by avoiding unacceptable levels of soil, air, water or noise pollution. Additionally, proposals should seek to remediate and mitigate despoiled, degraded, derelict, contaminated and unstable land and provide net gains for biodiversity (Paragraph 187).
- 5.32 Section 16 deals with conserving and enhancing the historic environment. Assets are identified as an irreplaceable resource not to be conserved in a manner appropriate to their significance (para 202). Local authorities should require applicants to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate (para 207).
- 5.33 In determining applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness (para 210).
- 5.34 When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation

(and the more important the asset, the greater the weight should be) (para 212). 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 (para 213).

5.35 Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

5.36 a) the nature of the heritage asset prevents all reasonable uses of the site; and b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and d) the harm or loss is outweighed by the benefit of bringing the site back into use (para 214).

5.37 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 (para 215). The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application (para 216).

NATIONAL PLANNING PRACTICE GUIDANCE

5.38 The NPPG is material consideration in the determination of planning applications. It states that good design is integral to sustainable development, and requires the creation of places that work well for everyone and are adaptable for the long term. It identifies key design issues including local character, safe efficient streets, crime prevention, access and inclusion, and inclusion and cohesive and vibrant neighbourhoods.

5.39 The NPPG 'Making Efficient Use of Land' published on 29 November 2016 and updated on 24 June 2021, states that 'all developments should maintain acceptable living standards. What this means in practice, in relation to assessing appropriate

levels of sunlight and daylight, will depend to some extent on the context for the development as well as its detailed design. For example, in areas of high-density historic buildings, or city centre locations where tall modern buildings predominate, lower daylight and daylight and sunlight levels at some windows may be unavoidable if new developments are to be in keeping with the general form of their surroundings.'

OTHER MATERIAL CONSIDERATIONS

5.40 In addition to NPPF and NPPG, there are a series of other planning policy guidance documents that are relevant to the determination of this application, including:

- Northern Gateway Strategic Regeneration Framework (2019);
- New Cross Strategic Regeneration Framework (2017);
- Places for Everyone (2024);
- Stronger Together: Greater Manchester Strategy (2013);
- Manchester Housing Strategy 2022-32;
- Guide to Development in Manchester Supplementary Planning Document (April 2007) and Technical Guidance (2015);
- Manchester Residential Quality Guidance (MRQG) (December 2017);
- Manchester Climate Change Framework 2020-2025 and Manchester Zero Carbon Framework (2020); and
- Manchester Green and Blue Infrastructure Strategy (2015) and Implementation Plan Refresh 2021-25.

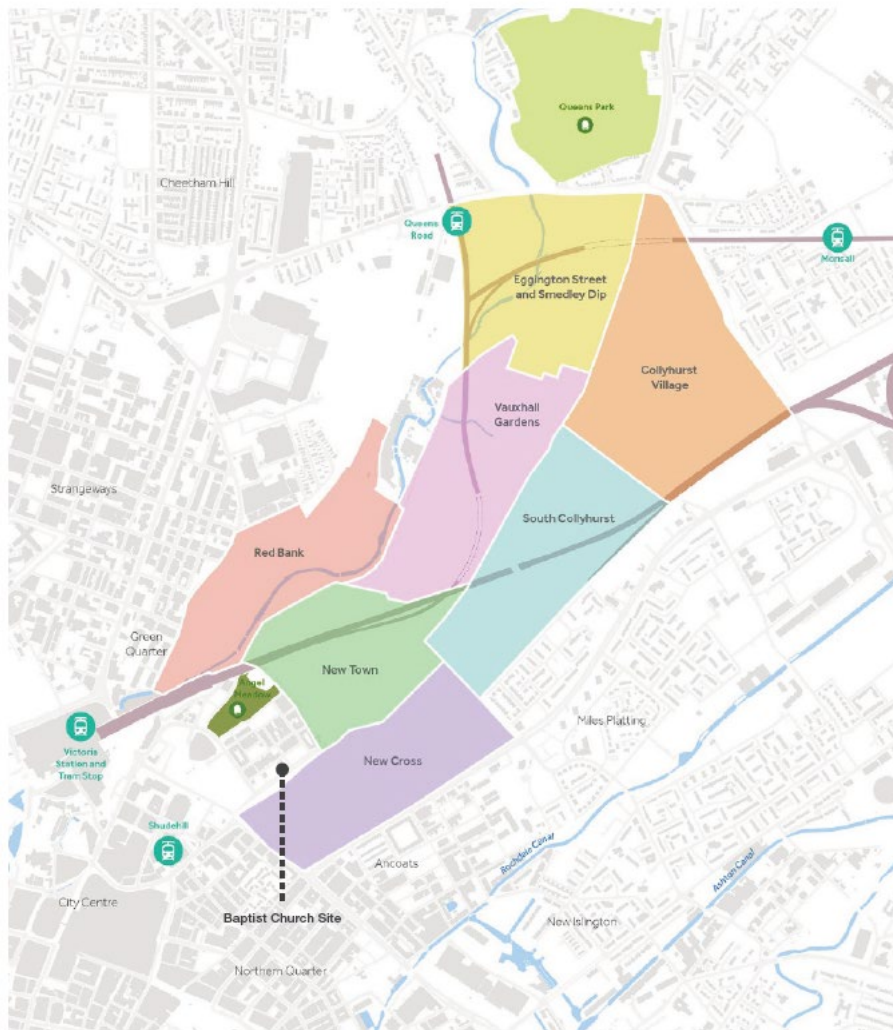
5.41 A summary of the Strategic Regeneration Frameworks and the Places for Everyone JDP is provided below. A summary and appraisal of each of the other documents listed above is provided at **Appendix I** of this Statement.

Northern Gateway Strategic Regeneration Framework (2019)

5.42 The Baptist Chapel site falls just out of the Northern Gateway Strategy Regeneration Framework (SRF) area. The document is considered due to the close proximity to the boundary and due to the significance of this area of Angel Meadow in relation to the success of the SRF, as the below Figure illustrates.

- 5.43 The SRF envisions the creation of 'green links' that will connect key areas across the city. These proposed green links are intended to enhance foot traffic around the site, boost biodiversity, and promote healthier streets.

Figure 5.1: Northern Gateway SRF Zones



Northern Gateway SRF - Neighbourhoods (map not to scale)

- 5.44 These initiatives are likely to encourage new residents within the SRF boundary to incorporate these routes into their daily commutes to and from the city centre. The Framework highlights essential pedestrian and cycling routes that prioritize sustainable travel, incorporating traffic calming. One of these routes runs near the rear of the Baptist Chapel site, connecting the New Town development with NOMA and Victoria Station. Additionally, this route branches off towards New Cross and Ancoats, passing through an area designated as a 'gateway square.'

- 5.45 The introduction of this new gateway square further elevates the importance of the Baptist Chapel site. Situated along a primary link between the proposed gateway square and Angel Square (an existing public space adjacent to the Moda and Co-op buildings), the Baptist Chapel becomes a prominent feature for pedestrians traveling between these two squares.
- 5.46 It is crucial that the Baptist Chapel be sensitively restored and developed to potentially serve as a new landmark building within the Northern Gateway.

New Cross Strategic Regeneration Framework (2017)

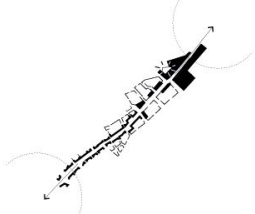
- 5.47 The New Cross Strategic Regeneration Framework (NC – SRF) sits in close proximity to the NOMA and Northern Quarter neighbourhoods and immediately adjacent to Ancoats. This area is currently seeing increasing levels of development activity as it becomes integrated into the wider City Centre.
- 5.48 The NC - SRF sets out a key vision for Rochdale Road, with the purpose of transforming it into a distinctive, high quality point of entry into the heart of the City Centre. A lot of the objectives and visions for this area have focused on improving active frontages and the wider public realm and creating a vibrant and legible connection between the City Centre core and Collyhurst (creating linkages from Area 1 to Area 2 to Area 3).
- 5.49 Three specific character areas have been identified to deal with the frontage:
- **Area 1:** closest to the City Centre and characterised as a 'dense city street' by: shorter setbacks, tree planting and robust buildings providing a coherent and intact street elevation with opportunities for active non-residential uses at ground floor level.
 - **Area 2:** the mid-section characterised as a 'residential boulevard' by: minimum 3 metres setback from existing back of pavement facilitating narrow verge; urban street planting with pavement and/or verge; street frontage at circa 8 storeys; and existing mature trees to the northern end retained and integrated within the street scene.
 - **Area 3:** the north easternmost section characterised as 'buildings in landscape' by: the built form set further back from the street, allowing

verge, tree planting and tree retention; a 'soft' gateway responding to the wider south Collyhurst context; the potential for increased scale of development sat within landscape in this location.

- 5.50 This site is located within close proximity to Area 1, and therefore, will help improve the SRF's objective of creating a vibrant and legible connection, and improve street frontage onto Rochdale Road.

Figure 5.2: Transition and Frontage within NC SRF

Transition and frontage definition



A vibrant and legible connection between the city centre core and Collyhurst

- Existing built form
- Development proposals with planning permission
- Proposed development frontage
- Varied building lines - Rochdale Road defined and enclosed by a varied development frontage line which will create 3 distinctive character areas
- Potential for building to set up building line alignment
- Areas of public realm with soft landscaping
- Areas of public realm with hard landscaping



6. TALL BUILDING STATEMENT

- 6.1 The application is for a 23 storey building, which in the context of its surroundings could be identified as a tall building. The development has therefore been considered against policies and guidance specifically aimed at tall buildings. The most important of these is adopted Core Strategy Policy EN2 and the most recent Historic England Advice Note 'Tall buildings – Advice Note 4' (March 2022).
- 6.2 The following sections consider the proposals against the structure of assessment set out in the Historic England document.

RELEVANT POLICY AND GUIDANCE

Core Strategy 2012 - 2027

- 6.3 Policy EN2 of the Core Strategy sets out that:

'Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline.'

- 6.4 *Proposals for tall buildings will be supported where it can be demonstrated that they:*

- *Are of excellent design quality;*
- *Are appropriately located;*
- *Contribute positively to sustainability;*
- *Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance; and*
- *Will bring significant regeneration benefits.*

- 6.5 *A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views.*

- 6.6 *Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes.*
- 6.7 *Elsewhere within Manchester tall building development will only be supported where, in addition to the requirements listed above, it can be shown to play a positive role in a coordinated place-making approach to a wider area. Suitable locations are likely to relate to existing district centres. The height of tall buildings in such locations should relate more to the local, rather than the City Centre, urban context.*
- 6.8 *By their very size, tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.*
- 6.9 *It will be necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and deliverable.'*

Historic England Advice Note 4 'Tall Buildings' (2022)

- 6.10 Historic England produced an advice note on Tall Buildings (Historic England Advice Note 4: Tall Buildings) in March 2022. The document seeks to guide people involved in planning for and designing tall buildings so that they may be delivered in a sustainable and successful way through the development plan and development management process. It recognises the contribution that tall buildings can make to the skylines, image, character and identity of places.

The Guide to Development in Manchester SPD (2007)

- 6.11 The SPD sets out that building height should be carefully considered. It is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimate. It continues:

'Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations. In established residential areas, significant

variation in height may not be appropriate. Where higher structures are more appropriate, notably in and around the City Centre, they must be informed by all of the principles described in the Guide.'

APPLICATION REQUIREMENTS

6.12 The Tall Buildings Guidance (Historic England Advice Note 4) sets out a check list of information which is likely to be required to support a tall building application in order that its impact can be properly considered. This includes:

- A Design and Access Statement
- A Heritage Statement
- Assessment of context (local and town- or city-wide)
- Assessment of cumulative impacts
- Environmental Impact Assessment (if required)
- Satisfaction of the following design criteria:
 - Architectural quality
 - Sustainable design and construction
 - Credibility of the design
 - Contribution to public space and facilities
 - Consideration of the impact on the local environment (and particularly at ground level)
 - Provision of a well-designed inclusive environment

6.13 The Guidance continues, identifying that a high-quality scheme will have a positive relationship with:

- Topography
- Character of Place
- Heritage assets and their settings
- Height and scale of development (immediate, intermediate and town- or city wide)
- Urban Grain and streetscape
- Open spaces

- Rivers and waterways
- Important views including prospects and panoramas
- The impact on the skyline

6.14 In terms of detailed design criteria, the Guidance advises that delivering architectural quality involves a consideration, amongst other things, of the building's:

- Scale
- Form and massing
- Proportion and silhouette
- Facing materials
- Detailed surface design
- Relationship to other structures
- Impact on streetscape and near views
- Impact on cityscape and distant views
- Impact on the skyline

6.15 Given the likely impact of a tall building on the wider area, the guidance identifies the importance of assessing social and environmental effects. Consideration needs to be given to a tall building's contribution to public space and facilities, both internally and externally, including the provision of a mix of uses (especially on the ground floor of towers), as part of a well-designed public realm.

6.16 Consideration of the impact on the local environment is also important, including microclimate, overshadowing, night-time appearance, light pollution, vehicle movements, the environment and amenity of those in the vicinity of the building, and the impact on the pedestrian experience. Well-designed tall buildings provide an inclusive environment, both internally and externally, taking opportunities to offer improved permeability, accessibility and, where appropriate, the opening up or effective closure of views to improve the legibility of the wider townscape.

6.17 The submitted application documents address the above requirements, notably the Design and Access Statement and Environmental Impact Assessment as well as this Planning Statement. Together, these documents demonstrate how the proposals satisfy the assessment criteria for tall buildings, as required by the Guidance. A response is provided in the next sub-section, to be read alongside these documents.

RESPONSE TO ASSESSMENT CRITERIA

- 6.18 This sub-section summarises the assessment of the development against the key considerations for evaluating the acceptability of tall buildings as set out in Policy EN2 and the Historic England Advice Note.

Location

- 6.19 In line with Policy EN2, the site is sustainably located immediately adjacent to the City Centre. The redevelopment of this unused site will generate significant regeneration benefits to an area which is in transition. It is highly accessible by a range of active travel modes and public transport. It is within easy walking distance of the jobs, services and facilities of the City Centre. The site is served by bus stops and is close to local transport interchanges. Its location thereby aligns with the requirements of EN2.

Assessment of Context

- 6.20 This criterion requires applicants to consider the relationship of the building to its surrounding context, including natural topography, scale, height, urban grain, and streetscape and built form, open spaces, rivers and waterways, important views, prospects and panoramas and the effect upon the skyline.
- 6.21 The project team, in developing the scheme, have taken account of the physical attributes of the site and its surroundings (including topography); neighbouring uses and character; heritage assets; scale and form; urban grain; accessibility, and other statutory designations of relevance.
- 6.22 The Design and Access Statement describes how the placement of the built form has emerged from the aim of reinstating the urban grain. The scale, mass and form of the proposed development has been designed to present a respectful response to its context, ensuring that the design honours the historical significance of the Chapel but also seamlessly integrates into the new urban fabric.
- 6.23 Furthermore, receding the primary façade was a strategic move to amplify the visibility and prominence of the Chapel. This design choice allows the Chapel to take centre stage, reducing the visual dominance of the new development and ensuring a more harmonious relationship with the existing streetscape.

- 6.24 More broadly, the context includes buildings of a range of scales and styles, from lower buildings to upwards of 20 storeys. The scheme has been carefully crafted to pick up on contextual cues while providing its own sense of place and identity. It is considered that the appropriate balance has been struck in this regard.
- 6.25 In relation to urban grain, the proposal respects the building line of the existing former Chapel to the street frontage and return. It also takes the opportunity to reinstate development along the street edge on all sides. This is particularly important to the Rochdale Road thoroughfare, with the insertion of a separate entrance to the proposed commercial unit. It adds vitality and animation to the frontage and contributes to the reinstatement of the urban grain which has been fragmented in this location.
- 6.26 As such it is considered that the proposal has taken appropriate consideration of the existing context.

Architectural Quality

- 6.27 As sought by Policy EN2, the scheme is of an excellent design quality. Significant attention has been devoted to preserving the existing Chapel. This is recognised to enhance the character and appeal of the local area, constituting a landmark that contributes to local identity and regeneration efforts. This allows for a spacious internal lobby space which will accommodate residents' amenity space.
- 6.28 Externally, the character of the new element was carefully considered. Local redevelopment means there is no consistent architectural character. As such, the proposal draws inspiration from the existing Chapel. By interpreting and incorporating key elements from the building, the design responds to the scale and architectural lines of the existing façade, creating a harmonious whole.
- 6.29 The proposal is aligned vertically with the centre line of the existing church. The proposed façade grid echoes the church's primary vertical elements, including the octagonal columns and façade termination lines, ensuring a seamless integration with the existing structure. Horizontally, the stone band courses of the Chapel are used to define façade bays and create a grid reminiscent of the Chapel's original pattern.

- 6.30 The proposal's detailing also aligns with significant architectural elements such as the coping stones and the base of the large arched window, with these prominent features being integrated into the new design. Octagonal columns from the existing building are incorporated into the new design, establishing a strong visual and thematic connection between old and new. The proposal thereby pays homage to the Chapel while integrating into a modern context. The repetition of the octagonal form throughout the new structure reinforces a sense of continuity, tying the entire composition together and ensuring that the church remains a focal point within the integrated design.
- 6.31 The selection of materials reflects a simple palette of high quality, robust materials to create a timeless appearance. Concrete allows for a range of high quality textured finishes as well as offering the option of creating profiled elements on the façade which will add richness. The rigorous grid will be complemented by an anodised coloured aluminium for the window frames and cladding to set back recesses and thereby give an accent.
- 6.32 In this way, form, massing, materials and proportion are carefully considered in context in order to produce a carefully considered design approach. These considerations have been a key driver of the development. The architectural designs are outlined fully within the Design and Access Statement.
- 6.33 The proposed building will also be located on an area of brownfield land that has been vacant for a number of years and detracts from the overall visual appearance of the local area. This is a prominent site on a key route into the city; this proposal therefore offers the opportunity for the site to be put into long-term beneficial use, whilst adopting a high quality contemporary design, that enhances and complements the non-designated heritage asset. In line with Policy EN2, it will contribute positively to placemaking.
- 6.34 As a result of this careful approach to design, the proposal will contribute positively to the surrounding area. As summarised in Section 3 of this Statement and expanded on in the supporting Design and Access Statement, the scale of the proposed building is considered appropriate for the site's location in design terms.

Credibility of the Design

- 6.35 The applicant is experienced in delivering high quality developments through the development process and through commissioning Hodder and Partners Architects has engaged an experienced architectural practice, supported by technical experts in various fields, as outlined below.
- 6.36 The application proposals have been prepared by a client and vastly experienced design team familiar with the issues associated with developing high quality buildings, in City Centre locations and with a track record and capability to deliver a project of exceptional quality. The design team is set out on the table below.

Table 6.1 Design Team

Discipline	Consultant
Architect	Hodder + Partners
EIA Coordinator Planning	Zerum
Air Quality	Redmore Environmental
Archaeology	Orion Heritage
Consultation	Counter Context
Daylight/Sunlight	WSP
Ecology/Bats	Rachel Hacking
Fire	Jensen Hughes
Greenhouse Gas Emissions	Buro Happold
Highways	SK Transport
Heritage	SLHA
Noise	Jameson Acoustics
Socio-Economic	Buro Happold
Townscape and Visual Impacts	RBMP
TV and Radio Reception	GTech
Wind Microclimate	WSP
Sustainability	Futureserv

- 6.37 The scheme has fundamentally evolved (with respect to architectural expression and materiality) in a positive manner to the feedback received from Manchester City Council Officers and the local community during pre-application consultation.

Heritage Assessment

- 6.38 The guidance requires consideration of the effect of the proposals on the historic context, including the need to ensure that the proposal will preserve and/or enhance historic buildings, sites, landscapes and skylines. Tall building proposals must address their effect on the setting of, and views to and from historic buildings, sites and landscapes over a wide area.
- 6.39 This has been fully addressed in the submitted Environmental Statement and Heritage Statement prepared by SLHA. While the site is not statutorily listed nor is it within a Conservation Area, the former Chapel is considered to be a non-designated heritage asset due to its local historic and architectural interest. For this reason, it is to be incorporated into the development.
- 6.40 Heritage and conservation matters are fully considered in the supporting Environmental Statement and Heritage Statement. Overall, the assessment has identified that in the majority of cases, the proposed development would not impact on the ability to appreciate the architectural and historical significance of identified heritage assets.
- 6.41 The local enhancement to the streetscape and pedestrian environment delivered through the proposed development is recognised and identified as having the potential to improve the heritage assets' setting. Therefore, it is considered that the proposed development positively addresses the core planning principles set out in Paragraph 8 of the NPPF and meets with the requirements of Core Strategy Policies CC9 and EN3.
- 6.42 Additionally, as per the guidance outlined within the Historic Buildings Advice Note, it is important to assess the scheme against the below criteria:
- the need to ensure that the proposal will preserve and/or enhance historic buildings, sites, landscapes and skylines, and;

- Tall buildings must address their effect on the setting of, and views to and from historic buildings, sites and landscapes over a wide area.

6.43 It is considered that the height is acceptable in relation to the non-designated heritage asset. This proposal allows the preservation of the former Chapel and its sense of place, both internally and in relation to the wider townscape. The height of the scheme allows a sufficient number of apartments to be included within the scheme for the proposal to remain viable, due to the substantial preservation and restoration works involved in restoring the non-designated asset.

6.44 In terms of the surrounding context and the consideration of impact to other nearby heritage assets, it is considered that the design complements the surrounding landscape. Currently, the site lies redundant with no viable, long-term use. If this continues, the building will deteriorate and ultimately cause a negative impact on the street scene. Additionally, designing the tall building to be sympathetic within the local context using materials, massing, and subtle architectural and functional features has helped to reduce the overall perception of mass,

Townscape Assessment

6.45 A full Townscape and Visual Impact Assessment (TVIA) is included within the Environmental Statement. The TVIA assesses the likely townscape and visual impacts of the proposals upon the application site and surrounding area. Given the nature of the area surrounding the site, the assessment takes into account the potential cumulative impacts of the emerging developments.

6.46 As set out within the Environmental Statement, a series of views were agreed with the Local Planning Authority. These cover 14 viewpoints, grouped as follows:

- Views looking South along Rochdale Road
- Views looking north along Shudehill
- Views looking north along Rochdale Road
- Views looking east along Sharp Street
- Views looking east from Angel Meadow Park
- Views from road network around Corporation Street
- Distant Views from North including Lowry Footbridge and Sand Hills
- Distant Views from Cheetham Hill at St Chad's Street

- Distant Views from River Irwell looking across norther city edge development
- Distant View from Great Ancoats Street looking north

6.47 It is concluded that the majority of receptors will receive a low level to negligible effect on their visual amenity as a result of the proposed development.

6.48 The view that will cause the most impact is Viewpoint VP08 'Users of Sharp Street looking towards the site.' Although the proposed development would be partially obscured by existing buildings, the proposed building will become a dominant element in the middle-distance skyline. It is however considered that this is a positive; the proposed development will help to contain the view and contrast with the lower-level historic buildings, but it will ultimately be a taller element within the vistas.

Sustainable Design and Construction

6.49 The proposed development sets high design standards, which are set out within the Design and Access Statement and the Energy and Environmental Standards Statement (ESS) which accompanies this planning application.

6.50 The ESS outlines that the development will be designed and specified in accordance with the principles of the energy hierarchy and in line with the Manchester's Core Strategy.

6.51 In terms of the building's carbon emissions levels, the proposed development shows the potential for a total reduction in emissions from baseline set by current Building Regulations Part L1a 2021 by 50% on the residential areas. This is in excess of the 15% improvement on Part L1a 2010 required by Manchester Council's Core Strategy (Policy EN6).

6.52 The proposals incorporate passive design measures to reduce the ongoing requirement to consume energy to heat, ventilate and light the building. This will be achieved through improved energy efficient fabric design in excess of the thermal properties set out within the Building Regulations.

6.53 In conclusion, the proposals will deliver an efficient and sustainable scheme, providing a quality development that accords with the guidance provided within the Core Strategy.

Relationship To Transport Infrastructure

- 6.54 Connectivity and transport options are a key component in delivering a successful tall building because of the intensity of use that they represent, arising from their density. The relationship to transport infrastructure; its quality and capacity, should be considered.
- 6.55 Located within Manchester City Centre Fringe, the site is within easy walking distance of the City Centre where there are many public transport connections. Both Victoria Station and Shudehill Interchange are approximately 10 minutes walking distance from the site, providing train, tram and bus links. From Victoria Station, the Metrolink runs to Rochdale, East Didsbury, Bury and Piccadilly.
- 6.56 There is also excellent access from the site to local bus routes and services around the city. Marshall Street bus stop heading towards the City Centre is directly opposite the site. For journeys towards Middleton, there is a bus stop 30m from the Chapel. For buses around the city, with further access to regional and national bus routes from Manchester, Shudehill Interchange can be readily reached.
- 6.57 The proposed development will be car-free and is supported by a Travel Plan which will encourage active travel. In addition, the proposals will include both secure cycle storage and visitor cycle parking which will also contribute to promoting a more active and healthier lifestyle whilst reducing the reliance on cars for short trips. The proposal will generate limited car trips as a result.
- 6.58 A development of height is appropriate when regard is had to the site's highly sustainable location. Achieving a dense scheme makes efficient and effective use of the site in this regard.

Contribution To Public Space and Facilities

- 6.59 This criterion requires developments to interact with and contribute positively to the surroundings at street level, particularly in relation to public realm.
- 6.60 The proposed development achieves this objective through the purposeful intention of reintroducing active uses onto the street. The internal functions have been placed so as to maximise activity to the principal frontage of Rochdale Road, as well as to Sharp Street to a lesser degree.

- 6.61 Further benefits to the public realm are delivered through bringing the redundant building back into active use. This avoids the property becoming derelict, and enhances the experience of the local area for those passing through, including pedestrians, and those who live and work locally. The retention and restoration of the Chapel for a viable use enhances the streetscape for the long term.
- 6.62 The proposed development will include amenity space in the form of amenity terraces to first and 20th level. This will help to mitigate the impact the increased resident population may have on public spaces in the local area and provide flexible new amenity space for residents. The Microclimate Assessment confirms that the terraces will be pleasant spaces.

Consideration of the Impact on the Local Environment

- 6.63 It is important to consider the effect the proposed development will have on the local environment, including microclimate, overshadowing, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

Wind

- 6.64 A Wind Assessment, prepared by WSP is included within the supporting Environmental Statement. The assessment describes the methods used to assess the likely significant effects, the baseline conditions currently existing at the site and surroundings, the potential direct and indirect effects of the development arising from unsuitable or strong winds, the mitigation measures required to prevent, reduce, or offset the identified significant effects and the residual effects. The assessment was performed using the Lawson Criteria (2001).
- 6.65 In summary, the results of the assessment indicate that at ground level, wind conditions remain suitable for the intended uses and no additional mitigation is required. At elevated level, the external terrace at level 01 remains within the safety threshold, and thereby suitable for use.
- 6.66 The residents' terrace on level 20 shows small areas that exceed the safety threshold at the eastern end of the terrace. This will require local mitigation in the form of a 1.5m solid balustrade at the perimeter of the terrace to provide the required wind protection. No other mitigation measures are required.

Daylight & Sunlight

- 6.67 A Daylight & Sunlight Assessment is included in the supporting Environmental Statement to support the planning application. The assessment concludes that the effect of the proposed development once complete, upon the daylight amenity and sunlight of the above-listed properties is considered not be significant. Therefore, no mitigation measures have been recommended.

Air Quality

- 6.68 Air Quality has been considered in the Environmental Statement through inputs from Redmore Environmental. The assessment did not indicate any significant residual air quality effects as a result of the proposed development during any of its phases.

Noise and Vibration

- 6.69 Noise and vibration matters are addressed in the supporting Environmental Statement and Noise Impact Assessment prepared by Jameson Acoustics. The assessment concludes that to achieve appropriate internal noise levels, it will be necessary to provide acoustic façade mitigation. Any construction phase issues can be appropriately dealt with through a Construction Management Plan.

TV, Radio and Broadband

- 6.70 A Television and Radio Impact Assessment has been prepared by GTech and a Broadband Connectivity Assessment has been undertaken by Futureserv. While the proposals may cause interference to the reception of digital satellite television services in areas to the immediate north-west of the site, mitigation solutions exist that would enable restoration of the reception. There would be no other impacts. In relation to broadband, the area benefits from existing infrastructure with a variety of providers present in the surrounding area.

Neighbour amenity

- 6.71 As set out in the Design and Access Statement, the proposals have been carefully designed in respect of neighbour amenity. The rear of the building will incorporate a setback to replicate the current relationship between the existing built form and the

adjacent Northern Angel apartments. There will therefore be no encroachment on existing light levels for residents.

6.72 To further protect amenity, the proposal introduces a setback at ground level of 2.2m and a further setback at level 19. This serves to integrate the building harmoniously with the streetscene and in longer views. From street level, this appears as the building's termination point.

6.73 While the proposed building is clearly larger than the existing built form, the effects fall well within the parameters of acceptability and are accompanied by a range of benefits including enhanced public realm and the construction of a high-quality development which enables the retention of a local non-designated heritage asset.

Provision of a Well-Designed Inclusive Environment

6.74 From an inclusivity perspective, the proposals will create a suitable environment by ensuring the following:

- Disabled users will use the same entrances as other users of the building.
- Level access to the main communal entrances and provision of fully accessible lifts will mean that all apartments will be universally accessible without the need for supervision or assistance.
- Level changes across the site can all be navigated via integrated ramps and lift access.
- All apartments have been designed to meet Approved Document M.
- Communal corridor widths are all 1200mm to allow for passing, whilst the cores and junctions provide extended spaces for stopping, passing and turning.
- Evacuation lifts have been provided to enable easy and safe escape for all users in the event of a fire, along with refuge points within each stair.
- All entrance doors will be of sufficient width as per Part M of the Building Regulations.
- All lifts have in excess of the minimum 1500mm in front for wheelchair turning.
- The level 19 external terrace has level access from the primary circulation route.

Maintaining quality

- 6.75 The guidance advises that it is important that the required high standard of architectural quality is maintained throughout the process of procurement, detailed design, and construction.
- 6.76 In the case of the proposals, the quality of the design will be continued into construction. Further, the applicant intends to construct the development, and the intention is that they will retain the ownership interest. As such, the applicant's priority is to ensure that the aspirational vision for the area is brought forward through genuine high-quality development.

CONCLUSION

- 6.77 It has been demonstrated that the proposals positively contribute to and support the aims of the Core Strategy Policy EN2 on tall buildings, and the relevant Guidance by:
- Providing a building of exceptional design quality, which is appropriately located within the City Centre fringe.
 - Utilising a site that has excellent accessibility to a range of public transport modes, including bus, rail and Metrolink.
 - Bringing back into use a redundant historic building on a prominent site alongside a key route into the City Centre and promoting it for long-term viable use.
 - Incorporating sustainability measures as set out in the supporting Environmental Standards Statement and Energy Strategy.
- 6.78 Planning policy at all levels recognises the need for housing of a range of types particularly on brownfield sites within the urban area, including suitably designed tall buildings. This is reflected in the NPPF, Places for Everyone and the Manchester Core Strategy.
- 6.79 Overall, the proposed development will deliver a high-quality addition to the city and achieves full compliance with respect to the LPA's policies for the development of tall buildings.

7. PLANNING ASSESSMENT

7.1 Having set out the policy background, this Section of the Planning Statement considers the principal issues that are considered relevant in the context of the application:

- Principle of Development
- Design including scale, layout, appearance and landscaping
- Affordable Housing
- Dwelling Mix
- Heritage
- Townscape and Visual Impact
- Highways and Servicing
- Environmental including flood risk and drainage, ground conditions, biodiversity including bats, and archaeology.
- Residential Amenity including noise, air quality, daylight/sunlight, wind and microclimate and TV, radio and broadband.
- Climate Change and Sustainability
- Safety and Security

PRINCIPLE OF DEVELOPMENT

7.2 The proposals seek the delivery of 133 dwellings and a commercial unit in the Regional Centre, on the edge of the City Centre. The principle of delivering development of this type on a brownfield site in a sustainable location aligns with national, regional and local policy drives to increase housing delivery in sustainable locations whilst making best use of the valuable land resource.

7.3 The scheme will bring a redundant site back into viable, long-term use. The proposals will deliver 133 apartments and 89sqm of commercial floorspace along with high quality ancillary residential facilities. The proposed uses are fully compatible with their neighbours and will provide new high-quality development within one of the City's key regeneration areas.

7.4 The redevelopment of under-utilised previously developed land in the Regional Centre for the purposes of meeting housing needs, aligns with the emphasis placed

on brownfield redevelopment by the NPF in general, and specifically in relation to underutilised land (NPPF Paragraph 125 (d)).

- 7.5 The proposed development will provide high-quality residential accommodation which will contribute to the 11,840 new units that are expected to be provided across North Manchester within the current plan period, aligning with local Policy H1 and the strategic delivery of housing set out in both the Core Strategy and PfE.
- 7.6 Delivery of housing in sustainable locations responds fully to the NPPF objective of significantly boosting the supply of dwellings of all types. The proposed development of the site will deliver housing at a suitably high-density which corresponds with its sustainable location. It contributes to the Core Strategy aim of delivering 20% of the City's new residential development in North Manchester.
- 7.7 The proposed scheme will integrate successfully with the surrounding proposed and existing developments. It will contribute to the emerging, vibrant community which will be distinct in both design and character. This constitutes a significant regeneration benefit.
- 7.8 It has been demonstrated, therefore, that the principle of the proposed development closely aligns with and helps to support the vision for Manchester and the Regional Centre. It responds to specific development needs that are set out by the Council in the Development Plan and other material considerations listed above. The proposed development thereby accords with the NPPF, the NC-SRF, and Core Strategy Policy H1.
- 7.9 The proposed development includes commercial space with active frontage to Rochdale Road. This is in accordance with the NC – SRF and Core Strategy Policies EC3 and EC4. The site is located within a sustainable location and close to public transport services, including Shudehill Interchange. The additional floorspace will provide a new offer in this part of the City Centre Fringe / Regional Centre. It will feature a characterful space adjacent to a restored building and will offer substantial architectural merit, as well as a strong sense of place.
- 7.10 The principle of residential development is also established within the New Cross SRF, which is located adjacent to the site. It encourages that area to have active uses on the ground floor, to help promote a vibrant and legible connection between the

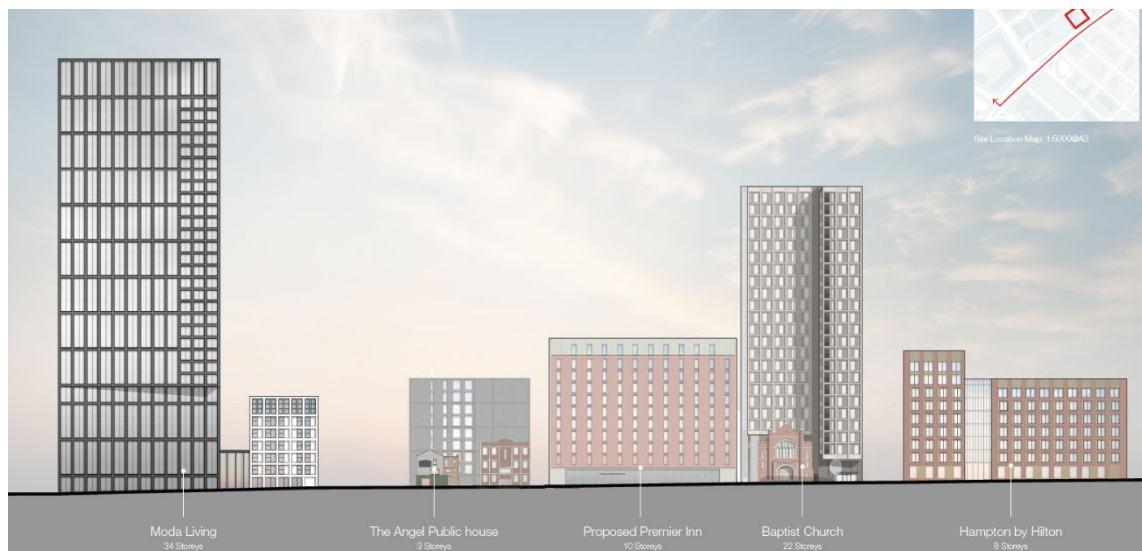
City Centre core and Collyhurst. The site is ideally situated to contribute to this aim and the principles of the Northern Gateway SRF.

DESIGN

Scale

- 7.11 The previous Section of this report comprises the Tall Buildings Statement and should be read alongside this section to fully demonstrate compliance with Core Strategy Policy EN2 and the relevant guidance.
- 7.12 The height, scale and massing of the proposal has been directly influenced by the surrounding context, and the proposed massing in the Northern Gateway Strategic Regeneration Framework. Development in the vicinity of the site is varied, with a 19 storey apartment block on the opposite side of Rochdale Road, and six storey apartments on Dyche Street. Towards the City Centre, Moda tower reaches 34 storeys.
- 7.13 The site directly adjacent to the Baptist Chapel is the proposed Premier Inn, which is currently under construction and will comprise a 10 storey building. The structure to the east comprises 8 storeys. The proposal will serve to bridge the overall difference in height between the taller buildings to the west and the lower rise residential buildings located towards North Manchester. This is illustrated below.

Figure 3.1: Proposed Street Elevation



- 7.14 Given the close proximity of the emerging Premier Inn, the design of the proposed development has been carefully considered. Specifically, from levels 03 to 22, glazing is minimised directly onto the adjacent site. This will serve to protect privacy and avoid overlooking. It is also considered to be a sensitive, aesthetically pleasing design response. Additionally, the setback provides a sense of visual and physical relief between the two buildings, preventing the new development from appearing overly imposing or overbearing.
- 7.15 Stepped massing has been introduced to the rear façade to give space back to the street (Dyche Street). Additionally, the façade along Rochdale Road has been pushed in, to help increase visibility of the Chapel, and to create a sense of space and openness.
- 7.16 It is clear that site-specific considerations have informed the design, and these have included the relationship with the existing and future built context, including nearby heritage assets. Further assessment of heritage impacts is set out below.
- 7.17 The limited site size was taken into account in considering the scale of the proposals. Retention of the Chapel also plays a role. Significant space is required at levels 1 and 2 to accommodate the structural apparatus required to construct the tower over the existing Chapel. This reduces the amount of useable floorspace which can be accommodated there.
- 7.18 Ultimately, the scale of the proposals has been arrived upon following careful assessment of the design approach; townscape impacts; heritage matters; microclimate effects; and the other material considerations set out in the above Tall Buildings Assessment section of this report. It demonstrates that the proposals comply fully with Policies EN1, EN2 and the NPPF in relation to developing at suitable densities in sustainable locations.

Layout

- 7.19 The siting of the proposed development has been influenced by a number of constraints and opportunities. These include the size of the site and the incorporation and reinstatement of the former Chapel, but also the opportunity to create a new landmark building which will contribute to the ongoing regeneration of the area

whilst restoring, enhancing and contributing towards the re-use of an existing building.

- 7.20 The proposed layout has principally been driven by the retention of the Chapel, to be accessed by the building's original entrance. A separate commercial unit is placed adjacent to the Chapel with its own entrance so as to facilitate access from the street. This creates an active frontage to Rochdale Road whilst respecting the 'secondary' function of Sharp Street and Dyche Street.
- 7.21 The proposed layout maximises the residential footprint of the available site, in line with policy objectives at the national and local level. At the same time, it has been built with practicalities to the forefront. For this reason, space has been allowed for a crane to be located on site during the construction period. Consideration has been given to the complexities of constructing the new building and maintaining site access during the construction process, whilst still maintaining as much as the former Chapel as possible.
- 7.22 The format of the entrance area is to be retained through the placing of ancillary spaces and stairs. The design incorporates the grand double height space, showcasing a vaulted ceiling within the original Chapel. The space is activated through ancillary residential facilities which are continued on the mezzanine level.
- 7.23 To preserve as much of the original volume as possible, the rear of the ground floor accommodates essential services including plant, bin and bike stores (also accessible from Dyche Street). This arrangement allows the main space to remain largely intact, maintaining its original character, welcoming upon entry as it was before its unfortunate deterioration.
- 7.24 The careful use of space ensures that the scheme is efficient and user-friendly. It has been designed to maximise activity onto Rochdale Road, making the public realm more attractive and encouraging active travel as well as feelings of community and local belonging. This has benefits for regeneration as well as the heritage benefits of retaining the Chapel. The layout complies with design best practice as set out in policy and guidance.

Appearance

- 7.25 The ongoing redevelopment of the area has led to a lack of a consistent architectural character. The proposal therefore draws inspiration from the Baptist Chapel itself. The Design and Access Statement explains further how the proposals reference both the materiality and rhythms of the Chapel.
- 7.26 By reinterpreting and incorporating key elements from the Chapel, the design responds to the scale and architectural lines of the existing façade, creating a harmonious whole. It responds to its surroundings whilst introducing a carefully considered new piece of modern townscape which enhances local character.
- 7.27 The building has been designed in relation to its neighbours, historical references and the emerging buildings around it. As set out in the Design and Access Statement, there is a mix of existing materials in the vicinity of the site, ranging from older red brick buildings to more modern cladded buildings with larger areas of fenestration.
- 7.28 The proposals use a simple palette of high-quality robust materials. Concrete allows for a range of high quality textured surface finishes as well as the ability to create profiled elements on the facade to add richness. Anodised coloured aluminium will give an accent to window frames and cladding to set back recesses.
- 7.29 The proposal incorporates the former Chapel, embodying the past while incorporating a high quality contemporary element. This approach serves to underline and enhance a sense of place. It aligns with the objectives of local policy in relation to regeneration and high quality place-based design.

Landscaping

- 7.30 The nature of the site and the constraints posed by the existing built form mean that there are limited opportunities for landscaping. The proposals incorporate two terraces which will be carefully landscaped at the detailed design stage to provide welcoming amenity spaces. They will comprise high quality spaces of visual amenity and relaxation, aligning with the principles of the scheme and complementing the building's spa and wellness amenities. They will provide adaptable spaces which can support residents' varied aims.

- 7.31 The development will enhance the public realm through the delivery of a high quality scheme with active frontage which retains a characterful public building. It therefore generates an environmental enhancement for the locality. The submission is accompanied by a Blue and Green Infrastructure Statement which sets out the site's contributions in this regard.
- 7.32 This approach is consistent with best practice design and regeneration ambitions in relation to high density urban schemes in the Regional Centre.

AFFORDABLE HOUSING

- 7.33 Policy H8 addresses affordable housing requirements at the local level, but its target was replaced by PfE Policy JP-H2. This policy states that it is important to provide a diverse mix of values and tenures without setting a specific affordable homes target. The Manchester Housing Strategy (2022) identifies a delivery target of 10,000 new affordable homes between 2022 and 2032.
- 7.34 All 133 homes included in the proposed development will be market homes. The application is accompanied by a Viability Assessment which demonstrates that the proposed development is not able to deliver affordable homes. The lack of affordable delivery must be balanced against the positives of the scheme which include environmental and economic benefits. It is acceptable in policy terms that schemes be exempt from affordable provision where its delivery would make the scheme impossible to deliver. This approach aligns with national policy in this regard.

DWELLING MIX

- 7.35 The scheme will deliver 133 dwellings comprising 40x one-bedroom units and 93x two-bedroom units. This is a mix of 30% to 70%. All properties are in the form of apartments. This aligns with the NPPF to provide additional dwellings which respond to local need. Local policy recognises that the form of new dwellings in sustainably located parts of the Regional Centre will be in the form of apartments.

HERITAGE

- 7.36 The application is accompanied by a Heritage Statement prepared by Stephen Levrant Heritage Architecture. The site comprises the Particular Baptist Chapel, which was constructed between 1907 and 1908 to replace a much older chapel on

the same site. The building is not statutorily listed and was rejected for listing by Historic England in 2023. However, it has been identified as a non-designated heritage asset by the Council. The site is not located within a Conservation Area but is located within the setting of a number of listed buildings.

- 7.37 The Heritage Statement seeks to understand the potential heritage impact on the heritage fabric, significance and setting of the Chapel as a non-designated heritage asset and the potential for indirect effects on the setting of surrounding heritage assets. It contains a Significance Appraisal which provides a detailed evaluation of the relative architectural and historical interest of the site and heritage assets in the surrounding area.
- 7.38 Review of the townscape within a 500m area of the site identified 49 designated heritage assets. Following a review of density, typology and alignment of buildings, this was reduced to only 11 designated heritage assets with the potential to be susceptible to indirect impacts from the development. These are the focus of subsequent assessment. They comprise 10 Grade II listed buildings and the Shudehill Conservation Area.
- 7.39 The Visual Impact Assessment demonstrates that the proposed development would enhance the currently dilapidated character of the streetscape and introduce a sense of cohesion into this part of Rochdale Road, which is currently fragmented and disparate in character.
- 7.40 The Impact Assessment demonstrates that the proposed development would result in a minor adverse indirect impact on three identified designated heritage assets: the Warehouse on the west corner of the junction with Simpson Street, the Sharp Street Ragged School and the CIS Tower. This results from the introduction of a new, tall element within the setting of the established low-rise setting of the first two listed buildings. In relation to the CIS Tower, the impact comprises the asset being obscured from one viewpoint, meaning that the listed building cannot be appreciated from this location.
- 7.41 The scheme is found to constitute a moderate adverse impact on the non-designated heritage asset. This arises from changes and additions required to facilitate the works, which will require the removal of historic fabric. However, this impact, and the impact upon the settings of the three listed buildings set out above,

must be set within the context of the site being in an extremely poor condition, requiring significant investment to ensure its heritage interest is not completely lost.

- 7.42 The proposed development will facilitate the retention of significant elements of the structure including its façade. It will ensure its longevity within the streetscene as part of a vibrant new use. It will generate considerable benefits to the structure itself and the wider urban environment. It will deliver heritage benefits and will result in a positive contribution to the vitality of this part of the city centre.
- 7.43 The indirect impact on the three listed buildings is not considered to cause harm to the assets. Even if it were considered to constitute harm, this would be fully outweighed by the broader benefits of the scheme in relation to retention of a non-designated heritage asset; delivery of 133 high quality homes and a commercial unit in a sustainable urban location; and the associated social, economic and environmental benefits that are listed throughout this Statement.
- 7.44 The impact on the non-designated heritage asset must be weighed up with a balanced judgement required in relation to the scale of harm or loss and its significance. The proposal enables the retention of significant parts of the Chapel, including the principal front façade and the spatial character of the nave, in a long-term viable use. The Heritage Statement identifies this as a beneficial direct impact of the proposals. This sits alongside the other identified benefits including delivery of homes; regeneration of a derelict site on a key route into the City Centre; and the associated economic, social and environmental benefits arising from the redevelopment.
- 7.45 The proposal is therefore concluded to fully align with the relevant legislative tests and those set out in national policy and Core Strategy Policy EN3 in relation to heritage impact.

TOWNSCAPE AND VISUAL IMPACT

- 7.46 The application includes a Townscape and Visual Impact Assessment undertaken by RBMP. It sets out key views which were agreed with the Council and are summarised as follows:
- Views looking South along Rochdale Road
 - Views looking north along Shudehill

- Views looking north along Rochdale Road
- Views looking east along Sharp Street
- Views looking east from Angel Meadow Park
- Views from road network around Corporation Street
- Distant Views from North including Lowry Footbridge and Sand Hills
- Distant Views from Cheetham Hill at St Chad's Street
- Distant Views from River Irwell looking across norther city edge development
- Distant View from Great Ancoats Street looking north

7.47 In relation to the construction phase, the report notes that while there will be impacts, these will be temporary and will facilitate regeneration. Such impacts are considered 'low' within the wider urban context.

7.48 A detailed account is provided of the experience from each viewpoint and how it will change when the scheme is developed. Potentially sensitive visual receptors are identified and assessed. Most receptors are road and pedestrian users of the highways and public open spaces in the area. While these latter receptors are considered more sensitive, the development's impact on their visual amenity is expected to be minimal or negligible. This is due to the ongoing regeneration and development of the area.

7.49 Where views of the site are possible, the overall massing harmonises with existing developments on and around Rochdale Road and will eventually be further integrated as new developments emerge. While views of the proposed development from within the surrounding historic quarter, particularly Sharp Street, will introduce a taller element to the typically lower-level historic and infill buildings, views over the historic assets will be preserved. The building will contribute to the overall increase in massing, as exemplified by the Mount Yard building.

7.50 The TVIA concludes that the proposals represent an opportunity to positively develop the site in townscape character terms with little adverse impact on the potentially sensitive visual receptors in the area.

HIGHWAYS AND SERVICING

7.51 The application includes a Transport Statement and Travel Plan prepared by SK Transport. The Transport Statement notes that the building line is set back to allow the

footways to be widened on the principal frontages of the site. An additional dedicated on-street parking bay for disabled users is to be provided by the applicant on Sharp Street.

- 7.52 Cycle parking is generally required at one secure space per dwelling. However, officer preference at the pre-application stage was to provide a cycle store capable of meeting 50% provision. This approach would facilitate the retention of a greater proportion of the Baptist Chapel. This is in the recognition that many people, particularly in a scheme of this nature, will have valuable bicycles which they prefer to keep in their apartments, despite the presence of secure, communal storage.
- 7.53 The store therefore provides space for 67 bicycles, which is considered appropriate for the scale of the development whilst having the added benefit of enabling a greater retention of the Chapel's open internal space. The cycle store is located on the ground floor with internal access off the core, and direct outdoor access from Dyche Street.
- 7.54 The site is found to be accessible for those with mobility needs. It benefits from good pavements, public transport options and access to the cycle network. The site has a GMAL of 8, which indicates an exceptional level of accessibility by public transport.
- 7.55 No car parking is proposed as part of the scheme, due to the site's excellent accessibility by foot, bicycle and public transport to a range of local services and to the facilities of the City Centre. The location of the site and the nature of the development means that residents are not likely to own a car. This approach is considered a positive, as it will contribute to the aim of reducing reliance on the private car, with associated social and environmental benefits.
- 7.56 The Transport Statement confirms that provision of zero parking spaces is fully acceptable. Trip generation will be minimal, comprised of servicing and taxi movements only. The development is therefore not anticipated to have an impact on highway operation.

Refuse Strategy and Servicing

- 7.57 The refuse store is located to the rear of the building, conveniently located by use by residents. The Council's Waste Storage and Collection Guidance for New Developments (Version: 7.00) advises 56.76sqm of space for this number of residential

units. The proposals provide 73.7 sqm which allows for 27x 1100l bins and 6x 240L bins meaning they will require emptying more frequently via a supplementary private collection.

- 7.58 Waste and recycle bin containers will be rotated by the on-site team to ensure all bins are fully used. The store also has an external door located on the corner of Dyche Street and Sharp Street. Loading activity including refuse collection is to take place from a new marked loading bay to be provided on Sharp Street, as agreed with officers. Management staff will take refuse to the collection area and return the bins promptly. The frequency and timings of collections will be agreed with the local authority.
- 7.59 Further details are outlined in the Design and Access Statement and Transport Assessment.

ENVIRONMENTAL

Flood Risk and Drainage

- 7.60 The site is located in Flood Risk Zone 1 and is less than 1 hectare in size. There is therefore no requirement for a Flood Risk Assessment to support this application. A Flood Risk Statement and Drainage Strategy is submitted in support of the application, prepared by Civic Engineers. It provides a full justification for the proposal's suitability in relation to flood risk and drainage.
- 7.61 The site is found to be at low, very low or insignificant risk from the various sources of flooding. The proposed surface water drainage strategy is considered against the hierarchy of drainage options. This finds that infiltration is not possible due to the poor infiltration of till which comprises the site's superficial geology; and the limited opportunities for successful infiltration due to the building's footprint taking up much of the site. The closest surface water body is not considered a viable discharge point due to distance. There are no surface water sewers within the vicinity of the site.
- 7.62 It is therefore proposed to discharge to the combined water sewer running north of the site. Separate connections for the surface and foul water are proposed. An outline plan showing the intended discharge point is included in the Flood Risk Statement and Drainage Strategy.

- 7.63 It is proposed to discharge at 5l/s, as agreed with UU, through the use of a Hydrobreak flow control into the existing combined sewer that runs north of the site. Calculations are included in the report. The proposed surface water drainage strategy reduces the flood risk from surface water to the site and downstream areas by significantly reducing runoff from the site and into the public sewer. It is shown that for the 1 in 2, 1 in 30 and 1 in 100 year storm events, restricting the site to 5l/s in all storm events results in a betterment of 85% for the discharge for the 1 in 100 year storm event in the existing scenario.
- 7.64 It is proposed to manage the full surface water runoff from the site through the use of Geocellular attenuation under the building plot. SuDS features were considered for the development but the restrictions on the possibility of infiltration, lack of public or open space on the site and commercial viabilities result in the requirement to use a Geocellular attenuation tank.
- 7.65 The tank is proposed to provide a total of 40m³ effective storage. The required attenuation volume has been calculated using the Causeway Flow software for up to the 1 in 100 year storm event + 40% climate change allowance. The report covers matters of maintenance and management and ensuring water quality.
- 7.66 Foul water collected from the developed is proposed to be discharged into the existing combined water sewer that runs north of the site.
- 7.67 Given the above, and the more detailed assessment in the supporting statement, it is clear the proposal is in accordance with the requirements of Policy EN14 of the Core Strategy. There is no reason why this development should not be granted planning permission in relation to flood risk and drainage.

Ground Conditions

- 7.68 A Phase 1 Desk Study has been prepared by Civic Earth in support of this planning application. The report aims to evaluate potential human health, environmental and geotechnical risks and constraints associated with the site. This includes a review of available historical mapping and environmental disclosure reporting; a summary of the anticipated ground conditions and associated geotechnical and geoenvironmental constraints; preliminary qualitative contamination source-

pathway-receptor risk assessment; and recommendations for ground investigation and further assessment, as required.

- 7.69 The report finds Goad Insurance plans from 1962 which identified the presence of a petrol filling station to the southwest, and two garages with sunken fuel tanks to the southeast and northeast. Furthermore, two underground storage tanks were located on the adjacent site along the site boundary of Rochdale Road. These were found to have stored fuel for the former petrol filling station. Additional historic mapping is consulted and recorded.
- 7.70 A review of publicly available online risk mapping indicates that the site is located within an area of moderate risk from unexploded ordnance (UXO). It is therefore recommended that a UXO risk assessment is undertaken for the site to identify whether mitigation measures are required for investigation and development of the site.
- 7.71 The site's geology is considered. Three records of surface ground workings are identified within 250 of the site. Available mapping from the Coal Authority indicates that the site is not located within a Development High Risk Area. However, a Consultants Coal Mining Report has been obtained for completeness. At this stage, based on the current available data, it is considered unlikely that the effects of historical coal mining will pose a risk to the site's surface stability. Furthermore, there are no records of mining cavities within 250m of the site.
- 7.72 A preliminary qualitative risk assessment has been undertaken for the site based on the findings of the conceptual site model and the potential contaminant linkages that may exist at the site in accordance with the October 2020 Land Contamination Risk Management Guidance. The magnitude of risks are identified and found to be generally low to moderate resulting from potential contaminants associated with the current and former uses of the site and surrounding area, and potential made ground associated with the current and former development of the site.
- 7.73 It is considered that an intrusive ground investigation is required to assess for the identified contaminants of concern, to evaluate the potential contaminant linkages through soil, leachate and groundwater sampling, and enable a remediation strategy to be developed, if required. This investigation should include laboratory analysis of soil and groundwater samples for the identified contaminants of concern

and a ground gas monitoring programme to confirm the ground gas regime at the site.

- 7.74 The appraisal concludes that while intrusive investigation is required, the site is fully capable of being made safe and suitable for the proposed use. Remediation, as required, will be dealt with as part of the planning conditions. The remediation and reuse of suitable brownfield sites is encouraged by policy, and is fully suitable in planning terms.

Biodiversity

- 7.75 There are no ecological or environmental designations covering the site and it predominantly consists of hardstanding. Due to the site's characteristics and location, it has limited potential to support protected species and there are no protected or sensitive habitats on the site or within its immediate vicinity. There are no statutory or non-statutory nature conservation designations on the site. There are no trees on the site or on adjacent sites that could be affected by the development.
- 7.76 A Daytime Bat Survey was carried out by Rachel Hacking Ecology in April 2024. The site was found to be surrounded by suboptimal or unsuitable habitat for foraging bats. No evidence of bat activity was found during the survey. However, the building was found to offer a number of potential entry points that are large enough for bats to access and the roof void lining could offer suitable roosting features. The site was deemed to have low potential to support roosting bats.
- 7.77 A Dusk Emergence Survey was therefore undertaken by EPS in July 2024. The survey confirmed that the site offers low potential to support roosting bats. No evidence of bats was recorded during the survey and therefore it was recommended that the proposed building works can proceed.
- 7.78 In terms of Biodiversity Net Gain, this scheme is de minimis as the development is below the statutory threshold of 25sqm of onsite habitat.
- 7.79 The proposals will have no direct or indirect adverse effect on statutory or non-statutory designated sites for nature conservation, nor will they have any adverse impacts on priority habitats. This scheme is therefore fully in line with Policy EN15 Biodiversity and Geological Conservation.

Archaeology

- 7.80 An Archaeological Desk Based Assessment prepared by Orion Heritage is submitted in support of the application.
- 7.81 The assessment concludes that based on the information within the Greater Manchester Historic Environment Record supplemented by historic mapping and documentary research, the study site is considered to have a low potential for archaeological remains dating to all periods.
- 7.82 Documentary evidence relating to the chapel indicates that the southern boundary frontage of the chapel was used as a burial ground during the 18th century and the potential for associated burials cannot be discounted. Although the significance of previously unrecorded archaeological deposits cannot be fully determined at this stage, available evidence suggests that any such deposits would be of no more than low/local significance.
- 7.83 The groundworks associated with the construction of the proposed development have the potential to have below ground impacts upon any archaeological deposits which may survive within the study site. However, impacts can be mitigated for in advance of, or during construction works.
- 7.84 Having regard to the above, it is considered that the proposals are in accordance with Paragraph 203 of the NPPF and Core Strategy Policy EN3.

RESIDENTIAL AMENITY

Noise

- 7.85 The application includes a Noise Impact Assessment prepared by Jameson Acoustics. The noise climate on the site was found to be dominated by road traffic from Rochdale Road. The other roads surrounding the site are minor access roads with relatively low traffic flows.
- 7.86 The assessment finds that acceptable internal noise levels within new dwellings can be achieved through the appropriate specification of façade elements and appropriate ventilation and overheating mitigation solutions that removes or restricts reliance on openable purge doors, particularly for dwellings overlooking Rochdale

Road. Acoustically-enhanced double glazed windows will be required for façades facing Rochdale Road, reducing to more conventional double glazing to the rear elevation. Purge doors may require additional mass layers to maintain the acoustic performance of the completed frame system.

- 7.87 The calculations demonstrate that acceptable noise levels are expected to be achieved for the roof garden located on the 20th floor, in line with BS 8233.
- 7.88 Plant noise emission limits have been proposed so that future plant installations do not adversely impact on the locality.
- 7.89 Noise impacts from the operation of the ground floor commercial unit and residential amenity spaces within the converted Chapel element have been considered and suitable noise criteria have been proposed to mitigate the risk of adverse noise impacts. Recommendations are made in relation to the gym space.
- 7.90 For the commercial unit, the approach should be to provide shell only constructions achieving Building Regulations Part E sound insulation requirements. This will allow future tenants to introduce acoustic enhancements to suit their operation. This can be controlled by condition.
- 7.91 Therefore, subject to compliance with the recommendations of the assessment, the proposals are suitable from a noise perspective and will provide high quality, suitable homes in this regard.

Overheating

- 7.92 An Overheating and Ventilation Statement has been prepared by Futureserv. The proposals are found to be compliant with Building Regulation Guide O Overheating and CIBSE TM59 overheating assessment. They will provide comfortable living standards in this regard.

Air Quality

- 7.93 Air Quality has been considered at Chapter 13 of the Environmental Statement which was prepared by Redmore Environmental. It confirms that the site is located within an Air Quality Management Area (AQMA).

- 7.94 The proposed development has the potential to cause the exposure of future occupants to elevated pollution levels. Dispersion modelling was therefore undertaken. Annual mean pollutant concentrations were predicted to be below the relevant AQOs and Interim Target at second floor level, the lowest residential units. Further assessment above this height was not considered necessary.
- 7.95 Based on the findings of the assessment it is therefore considered unlikely that future occupants will be exposed to exceedances of the relevant AQOs and Interim Target.
- 7.96 It is also relevant to note that there are no car parking spaces associated with the proposed development. Air quality impacts as a result of operational phase road vehicle exhaust emissions will therefore not be significant.
- 7.97 A Construction Environmental Management Plan will support the scheme in order to reduce potential effects associated with fugitive dust emissions during construction as far as practicable. Based on the inclusion of these measures, air quality effects associated with dust emissions are predicted not to be significant.
- 7.98 In conclusion, no significant residual air quality effects are expected as a result of the proposed development during any of its phases. It is therefore clear that the proposed development accords with NPPF and Core Strategy Policy EN16.

Daylight/Sunlight

- 7.99 A Daylight/Sunlight Assessment prepared by WSP is included within the Environmental Statement. It has been undertaken to determine the likely loss of light to adjacent buildings and open amenity areas resulting from the proposed development.
- 7.100 Sensitive receptors, such as adjacent residential properties, schools, and other buildings that rely on natural light for their operation, are identified. These areas are where occupants reasonably expect to receive daylight and sunlight, including the proposed amenity areas within and off-site. Surrounding open amenity spaces, such as gardens and playgrounds that may be affected by the application site, are also part of the assessment.

7.101 To establish the likely significant effects of the proposed development upon the amount of daylight and sunlight received by properties adjacent to the site. The assessment was undertaken in accordance with the methodologies set out in Building Research Establishment (BRE) (2022).

7.102 The assessment considered the impact on the following buildings (sensitive receptors).

Table 7.1: Sensitive Receptor Names & Uses

Receptor ID	Description/Location	Sensitivity	Building Use
A	Northern Angel	High	Residential
B	25 Rochdale Road	Medium	Hospitality
C	Hampton by Hilton	Medium	Hospitality
D	Ancoats gardens	High	Residential
E	10 Rochdale Road	High	Residential
F	Skyline Chambers	High	Residential
G	Corner Building	High	Residential
H	Grey Building	High	Residential
I	Krupa Building	High	Residential
J	12 Rochdale Road	High	Residential
K	Halo Building	High	Residential
L	Sharp Street	High	Residential
M	Courtyard Building	High	Residential
N	11 Dyche St..	High	Residential

7.103 The assessment showed that while some significant adverse impacts on daylight and sunlight levels are identified for a few receptors, such as Northern Angel, Hampton by Hilton, and 12 Rochdale Road, most receptors remain unaffected. These impacts stem from the proximity of certain buildings and existing poor baseline conditions, which are common challenges in dense urban areas.

7.104 The effect of the proposed development upon the daylight amenity and sunlight of the above-listed properties is considered overall, to be not significant. Amenity and living standards for existing and proposed residents will be fully suitable. The proposals align with policy requirements in this regard.

Wind and Microclimate

- 6.80 A Wind Assessment, prepared by WSP is included within the supporting Environmental Statement.
- 6.81 In summary, the results of the assessment indicate that at ground level, wind conditions remain suitable for the intended uses. At elevated level, the external terrace at level 01 is within the safety threshold, and it would be suitable for its proposed use.
- 6.82 The residents' terrace on level 20 shows small areas that exceed the safety threshold at the eastern end of the terrace. This will be suitably mitigated through installation of a 1.5m solid balustrade at the perimeter of the terrace to provide the required wind protection. No other mitigation measures have been identified as necessary.
- 6.83 A suitable microclimate will be achieved surrounding the development and within its entrances and amenity spaces. The proposals are fully suitable in this regard.

Television, Radio and Broadband

- 7.105 A Television and Radio Impact Assessment and a Broadband Connectivity Assessment prepared by GTech have been submitted in support of the application.
- 7.106 A signal survey and reception impact assessment have been undertaken to determine the potential effects on the local reception of television and radio broadcast services from the proposal. The proposed development is not expected to impact the reception of DTT (Freeview) services.
- 7.107 The use of cranes during construction and the proposed development itself are likely to cause issues in relation to the reception of digital satellite television services in a well-defined area to the immediate northwest up to 175m from the base of the proposed structure. Should satellite dishes be located and in use in this area, repositioning them to new locations where views of the south-eastern skies are no longer obscured would restore services for any affected user. If this is required, it is advised that a registered antenna installer undertakes all required work.
- 7.108 Alternatively, the use of DTT receiving equipment or TV over broadband and fibre would offer viewers alternative sources of broadcasts if satellite dishes cannot be

relocated or cannot be moved to a new location where the signal shadow no longer impacts optimal signal reception.

- 7.109 The assessment concluded that the proposed development is unlikely to adversely impact the reception of VHF(FM) radio broadcasts due to the existing good coverage in the survey area and the technology used to encode and decode VHF(FM) radio signals.
- 7.110 A Broadband Connectivity Assessment has been undertaken by GTech to determine the current availability of broadband services near to and adjacent to the proposed site. It finds that existing broadband infrastructure and good connectivity is already available in the study area, with existing fibre installed along streets adjacent to the site. Fast download speeds are likely to be experienced.
- 7.111 In summary, the proposed development is not expected to impact the reception of DTT (Freeview) services nor VHF(FM) radio and is well served by high quality broadband infrastructure. Should a small number of digital satellite television service users experience issues with reception, their dishes can be repositioned or they can switch to alternatives which will not be affected by the proposal.
- 7.112 It has been demonstrated that the proposal will be fully suitable in terms of reception and broadband connectivity.

CLIMATE CHANGE AND SUSTAINABILITY

- 7.113 An Energy Statement has been prepared by Futureserv in support of the planning application. It highlights the energy/carbon emission profile of the scheme and assesses the options available for reducing energy consumption and associated CO2 emissions in accordance with local policy and guidance.
- 7.114 The proposals incorporate passive design measures to reduce the ongoing requirement to consume energy to heat, ventilate and light the building. This will be achieved through improved energy efficient fabric design in excess of the thermal properties set out within the Building Regulations.
- 7.115 Energy efficient building services will be designed to further reduce the carbon footprint of the site, beyond the passive measures, using:

- Increased Hot Water Generating Efficiencies.
- Reduced Standing Losses from Pipes and Cylinders.
- Energy Efficient LED Lighting.
- Improved Lighting Controls.
- Low Energy Motors in Pumps and Fans.
- Efficient Heat Recovery in relevant systems and.
- Enhanced heating controls – Wi-Fi enabled.
- Combined natural and mechanical ventilation systems.

7.116 In terms of building's carbon emissions levels, the proposed development shows potential for a total reduction in emissions from baseline set by current Building Regulations Part L1a 2021 by 50% on the residential areas. This is in excess of the 15% improvement on Part L1a 2010 required by Core Strategy Policy EN6.

7.117 The application includes an Environmental Standards Statement prepared by Futureserv. It demonstrates how the proposals have been brought forward in the context of a strong commitment to sustainability and provides an overview of the relevant policy context by identifying the broad framework of sustainability challenges and relevant opportunities.

7.118 It covers environmental design, energy, water management, waste management and biodiversity. Each area is assessed against the relevant policy backdrop. It demonstrates how matters of sustainability are woven through the various strands of the proposals.

7.119 The application submission includes a Circular Economy Statement prepared by Futureserv. It illustrates the circular economy principles embedded in the proposals, highlighting the materials, design and waste management which have been developed to accord with relevant policy. The document sets out key objectives: to conserve resources, increase efficiency and source sustainably; design to eliminate waste, including design for adaptability; and manage all streams of waste sustainably. The report explains how each of these principles are applied specifically to the project. The following measures are set out:

- Materials with a low environmental impact, which are responsibly and locally sourced will be prioritised during development. Where possible, existing materials from the existing building to be demolished will be reused/recycled to reduce the demand for new materials.

- The enhanced fabric and efficient building services with the installation of water efficient systems will ensure that the proposed development has a smaller carbon footprint due to reduced operational resource consumption.
- The development has been designed for longevity, flexibility and adaptability through use of detachable and durability standard materials.
- Waste arising during demolition, construction, and excavation will be minimised through the implementation of a Waste Management Plan, which will be used to ensure that there is adequate management and storage of demolition/construction waste takes place. Opportunities for the possible recycling of construction from excavation works will also be considered in line with best practice.
- The implementation of the operational waste strategy has been designed to encourage the occupants to segregate their waste at source and maximise the potential for recycling.

7.120 The report includes a monitoring framework section which explains how the application of the principles is to be upheld.

7.121 Having regard to the above, it has been demonstrated that the proposals comply with Policies EN4 and EN6 of the Core Strategy and the wider sustainability drive of the Council and national planning policy.

SAFETY AND SECURITY

7.122 Careful consideration has been given to the fire safety design of the building, the site layout and access, and facilities for firefighting. The proposed development will ensure that emergency vehicles will have access to the site from Rochdale Road. Further information on fire safety is contained within the supporting Fire Statement prepared by Jenson Hughes.

7.123 In terms of the building's fire safety, the following have been incorporated to provide a safe living space:

- All final escapes located at ground level within 18m of the fire service parking point and in sight of the wet rinser inlet.
- A fire hydrant available within 90m of riser inlet for the building.

- A firefighting stair at least 1100mm wide and means of escape provided for every level of the building, complete with evacuation lift and mechanically ventilated lobbies.
- A firefighting lift opening within 7.5m of the firefighting stair.
- Hose coverage to every part of the building within a route suitable for laying a hose., within 60m from a fire main outlet.
- Firefighting core provided, Enclosed in at least 2 hours fire resisting construction.
- Fully sprinkler and fire alarm serviced.
- Either natural or mechanical ventilation provided to areas of common corridors and any other lobbies connecting directly to the stair.
- Separate ventilation and sprinkler system provided to commercial unit.

7.124 A Crime Impact Assessment prepared by GMP is submitted in support of the application. The proposed development incorporates the following principles:

- Active frontages which activate natural surveillance.
- Building entrances located on active public spaces and routes, with clear visual access between inside and outside at all entrances.
- Strategic inclusion of overlooking of other uses, whilst maintaining privacy to dwellings.
- Secure boundaries between commercial units and residential units.
- Well-lit entrances and public spaces.
- Secure boundaries between residential units and access to roof.
- Balustrades to balconies meet the required 1.1m for safety.
- Level 15 roof terrace protected with 2.8m high, half solid, half permeated at 1.1m height parapet.

7.125 The residential accommodation within the building will benefit from a keypad system to reduce the risk of unauthorised entry to this part of the development. In addition, the reception area will be manned by a concierge during the day.

7.126 The Crime Impact Statement highlights the area to the far western side of the site and the recessed doorway to the Chapel frontage as potentially providing opportunities for anti-social behaviour. The site will be well managed and is not anticipated to provide such opportunities. As set out in the Statement, lighting, CCTV and tactile paving can be used to deter loitering.

8. SUMMARY AND CONCLUSIONS

8.1 This Planning and Tall Building Statement has been prepared by Zerum on behalf of the applicant, City Point Residences Limited, to support a full planning and EIA application for a residential led development proposed at the former Particular Baptist Chapel at 35 Rochdale Road.

8.2 The description of development is as follows:

“Partial demolition of rear of existing building and erection of residential tower of 23 storeys comprising up to 133 dwellings with a ground floor commercial unit (Use Class E) with associated works”.

8.3 The application has been considered against the policies of the current development plan and national government guidance. It has been illustrated that the proposal conforms to the criteria set out within these policies and that the principle of development is acceptable. This report clearly demonstrates that the proposed development has policy support and aligns with national policy.

8.4 The proposed development will deliver high-quality residential-led within the Manchester City Centre fringe area, transforming a redundant brownfield site through the imaginative partial retention of the vacant former Chapel building. The proposals will make a notable contribution to meeting the Council's housing targets and will act as a catalyst for further regeneration of the area, in line with the adjacent New Cross SRF.

8.5 The proposals will bring forward the following social, economic and environmental benefits:

- Create 133 dwelling units within the neighbourhood, providing homes for circa 283 people, which will contribute to meeting City's housing delivery targets. This represents approximately 3.8% of the average annual housing target outlined in the PfE Joint Development Plan for Manchester City.
- Deliver the regeneration of a prominent building and site on a key route into the City Centre, contributing to the improvement of the area's appearance and streetscape through the creation of a high-quality building.

- Contribute to the ongoing regeneration of the area through delivery of a high-density, high-quality residential development with active uses on the ground floor including a commercial unit and ancillary residential facilities.
- Bring £1.5 million per annum of additional local spending.
- Deliver a sustainable development which is well located within walking distance of shops, local services, jobs and transport links.
- Encourage use of public transport by creating car-free development within a highly sustainable location.
- The provision of 89sqm of additional commercial floorspace.
- Attract new residents to the area, which will broaden the skills base to local employers and benefit local businesses by bringing more footfall.
- Generate 20 FTE construction jobs during the temporary construction phase.
- Increase in local employment arising from indirect and induced effects of the construction activity.
- Create approximately 29 direct jobs linked to management of the building and the ancillary commercial spaces.
- Provide secure cycle storage and visitor cycle parking which will contribute to promoting a more active and healthier lifestyle whilst reducing the reliance on cars for short trips.

8.6 The NPPF makes it clear that there is a 'presumption in favour of sustainable development' running through the decision-taking process. Having regard to the above, it is clear that the proposals represent a sustainable form of development and therefore are consistent with the NPPF's core principles.

8.7 This report clearly demonstrates that the proposed development has the support of local policy and is aligned with national policy. The principle of development is fully acceptable.

APPENDIX I: SUMMARY OF OTHER MATERIAL CONSIDERATIONS

STRONGER TOGETHER: GREATER MANCHESTER STRATEGY 2013

The Greater Manchester Strategy, Stronger Together (2013), is the sustainable community strategy for the Greater Manchester (GM) City Region.

The vision for Greater Manchester is that by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to, and benefit from, sustained prosperity and a high quality of life.

To achieve these ambitions, the Strategy sets out a programme of vigorous collective action based on reforming public services and driving sustainable economic growth to deliver prosperity for all.

The proposed developments will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy. Delivering appropriate housing supply to meet the demands of a growing economy and population, adjacent to a major employment centre and in a well-connected location, will assist in the promotion of sustained economic growth.

The application proposals will meet or contribute towards meeting a number of the strategy's 'Creating the Conditions for Growth' priorities, including:

- Revitalising the City Centre.
- Creating a successful space that nurtures success.
- Stimulating the housing market.
- Improving connectivity locally.
- Building the Manchester global brand.

MANCHESTER HOUSING STRATEGY 2022-2032

Manchester Housing Strategy explains how the Council is going to deliver homes residents want and need whilst also considering the role of housing in the context of the Our Manchester Strategy, its contribution to the economic recovery of the city, and our ambitions towards zero-carbon.

The past two decades have seen Manchester undergo a period of huge growth, leading to more people choosing to live and work in the city creating a greater demand for home than ever. To meet this demand, the city needs more new properties than at any time since 2008, creating new and diverse neighbourhoods.

The strategy sets a target of delivering 36,000 new homes by 2032, with just under a third of these (10,000 over the next ten years) being affordable homes. The delivery of affordable homes will focus on providing as many social rented homes as possible.

The strategy is built around the following four vision principles:

1. Increase affordable housing supply and build more new homes for all residents.
2. Work to end homelessness and ensure housing is affordable and accessible to all.
3. Address inequalities and create neighbourhoods where people want to live.
4. Address the sustainability and zero-carbon challenges in new and existing housing.

GUIDE TO DEVELOPMENT IN MANCHESTER SUPPLEMENTARY PLANNING DOCUMENT (2007) AND TECHNICAL GUIDANCE (2015)

The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.

MANCHESTER RESIDENTIAL QUALITY GUIDANCE (2017) (MRQG)

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the

guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live. The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical; Make it future proof;
- Make it a home; and
- Make it happen.

The space standards proposed are the same as the minimum standards in the London Housing Design Guide which the Council previously guided development towards.

The MRQG requires good quality residential developments to exhibit an active ground floor to facilitate animated and interesting streets which the development makes provisions for. Public realm should be an integral part of all new residential development to ensure that Manchester's neighbourhoods are attractive, vibrant and successful. Landscaping and new public realm forms an integral part of the application proposals. The MRQC also requires residential development to be functional and offer practical solutions to waste management, recycling facilities, cycle parking and storage.

MANCHESTER CLIMATE CHANGE FRAMEWORK 2020-2025 AND MANCHESTER ZERO CARBON FRAMEWORK (2020)

In November 2018, MMC made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are as follows:

- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;
- To adopt a carbon budget and emit only a maximum of 15 million tonnes CO₂ for the period 2018-2100. This has been transposed from a global carbon budget which has been calculated as “likely” to maintain global temperature change within 2°C as agreed in the Paris Agreement; To achieve a 13% year-on-year reduction in citywide CO₂ emissions from 2018 to achieve this carbon budget.
- To achieve a 13% year-on-year reduction in citywide CO₂ emissions from 2018 to achieve this carbon budget.

A draft Manchester Zero Carbon Framework was developed that sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38. On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. The motion declares that climate change is a serious risk to Manchester's future and committed to embedding the issue as an integral part of the Council's decision-making, making sure that all key decisions are taken with the City's target of becoming zero-carbon by 2038.

The Manchester Climate Change Framework 2020-25 is the City's high-level strategy for tackling climate change. It has been produced by the Manchester Climate Change Partnership and Agency and it sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport.

The framework focuses on meeting the following objectives by 2025:

- **Objective 1 – Staying within our carbon budgets**

This involves taking action in three areas:

- Direct CO₂ emissions: staying within our 15 million tonne carbon budget for 2018-2100, including reducing the CO₂ emitted from our homes, workplaces and ground transport by at least 50% during 2020-25;
- Aviation CO₂ emissions: working with UK Government to ensure that all flights from Manchester Airport are in line with the Paris Agreement and a limited carbon budget for UK aviation emissions; and

- Indirect CO2 emissions: understanding and taking action on the things that we consume and which generate greenhouse gases through their production, transportation and disposal.

- **Objective 2 – Climate adaptation and resilience**

Adapting the city's buildings, infrastructure and natural environment to the changing climate and increasing the climate resilience of City's residents and organisations.

- **Objective 3 – Health and wellbeing**

Improving the health and wellbeing of everyone in Manchester through actions that also contribute to our objectives for CO2 reduction and adaption and resilience, with particular focus on those most in need.

- **Objective 4 – Inclusive, zero carbon and climate resilient economy**

Ensuring that Manchester establishes an inclusive, zero carbon and climate resilient economy where everyone can benefit from playing an active role in decarbonising and adapting the city to the changing climate.

GREEN AND BLUE INFRASTRUCTURE STRATEGY (JULY 2015)

The Manchester Green and Blue Infrastructure Strategy and Action Plan aims to build on investment to date and create a high quality, well maintained green and blue spaces which are integral part of neighbourhoods. The objectives of the Strategy include using appropriate infrastructure to create successful neighbourhoods and support the city's growth.

The strategy sets out that urban green spaces, including private gardens, pocket parks, street trees, verges, green roofs and green walls are all considered to be green infrastructure. These types of infrastructure play an important role as part of Manchester's overall resource.

The Strategy identifies a number of actions, including embedding green infrastructure as part of residential development and within City Centre developments. The Strategy recommends that Developers should consider how

green and open space can work best to achieve this and form an integrated part of the overall scheme.