



MAY 2024

Planning Statement

33-41 Cheetham Hill Road, Manchester

Iceni Projects Limited on behalf of
ZX Cheetham Hill Developments
Limited

May 2024

ICENI PROJECTS LIMITED
ON BEHALF OF ZX
CHEETHAM HILL
DEVELOPMENTS LIMITED

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1. INTRODUCTION

1.1 This Planning Statement has been prepared by Icení Projects Limited ('Icení') on behalf of ZX Cheetham Hill Developments Limited ("the Applicant") in support of a planning application for the redevelopment of 33-41 Cheetham Hill Road, to deliver a part 17 / part 23 storey building to accommodate residential apartments (Use Class C3), along with ancillary residents' amenity facilities, a ground floor commercial unit (Use Class E), hard and soft landscaping and other ancillary works, hereafter referred to as the 'proposed development'.

1.2 This application is submitted in full. The proposed description of development is as follows:

Demolition of existing on-site buildings and structures and development of part 17 / part 23 storey building to accommodate residential apartments (Class C3), along with ancillary resident amenity facilities, ground floor commercial unit (Use Class E), cycle parking, hard and soft landscaping and other ancillary works.

1.3 The purpose of this Planning Statement is to provide Manchester City Council ('MCC') with an overall summary of the existing site and surroundings; the relevant planning history for the site and to provide justification for the Proposed Development in the context of Manchester City Council's Development Plan and national planning policies. Furthermore, this Planning Statement demonstrates that the scheme detailed in this planning application:

- Is fully aligned with the Economic, Social and Environmental pillars of the NPPF.
- Is fully aligned with the relevant policies as set out in the Manchester City Council Development Plan.
- Accords with the relevant policies as set out in the Great Ducie Street Strategic Regeneration Framework ('SRF').

Submission Documents

- 1.4 In addition to this Planning Statement prepared by Iceni Projects as part of the planning application, the following documents and drawings have been prepared and submitted in support of this planning application:

Drawing Number	Revision Number	Description
CHR-HBA-ZZ-01-DR-A-080101	P01	Proposed Level 1 (Typical to Level 16) Plan
CHR-HBA-ZZ-17-DR-A-080117	P01	Proposed Level 17 Plan
CHR-HBA-ZZ-18-DR-A-080118	P01	Proposed Level 18 (Typical to Level 22) Plan
CHR-HBA-ZZ-RF-DR-A-080123	P02	Proposed Roof Plan
CHR-HBA-ZZ-ZZ-DR-A-080020	P01	Site Plan - Proposed
CHR-HBA-ZZ-ZZ-DR-A-080002	P01	Location Plan - Proposed
CHR-HBA-ZZ-00-DR-A-080030	P01	Refuse Store Plan - Proposed
CHR-HBA-ZZ-00-DR-A-080100	P01	Proposed Ground Floor Plan
CHR-HBA-ZZ-ZZ-DR-A-080405	P01	Proposed Tower B - Amenity Floor Bay Study
CHR-HBA-ZZ-ZZ-DR-A-080404	P01	Proposed Tower A - Amenity Floor Bay Study
CHR-HBA-ZZ-ZZ-DR-A-080403	P01	Proposed Tower A - Ground Floor BOH Bay Study
CHR-HBA-ZZ-ZZ-DR-A-080402	P01	Proposed Tower A - Roof Level Bay Study
CHR-HBA-ZZ-ZZ-DR-A-080401	P01	Proposed Tower A - Typical Upper Floor Bay Study
CHR-HBA-ZZ-ZZ-DR-A-080400	P01	Proposed Tower A - Ground Floor Bay Study
CHR-HBA-ZZ-ZZ-DR-A-080301	P01	Proposed Section B-B
CHR-HBA-ZZ-ZZ-DR-A-080300	P01	Proposed Section A-A
CHR-HBA-ZZ-XX-DR-A-080203	P01	Proposed Elevation - Gibson Place
CHR-HBA-ZZ-XX-DR-A-080202	P01	Proposed Elevation - Site Boundary to South
CHR-HBA-ZZ-XX-DR-A-080201	P01	Proposed Elevation - Cheetham Hill Road
CHR-HBA-ZZ-XX-DR-A-080200	P01	Proposed Elevation - Carnarvon Street

Drawing Number	Revision Number	Description
CHR-HBA-ZZ-ZZ-DR-A-080001	P01	Location Plan - Existing
19868 - SF - XX - XX - DR - L - 1002	P02	Landscape Plan - Ground Floor
19868 – SF - XX – 17 – DR - L - 1003	P01	Roof Terrace - Landscape Plan
Document title	Author	
Air Quality Assessment	IDOM Merebrook Limited (IDOM)	
Archaeological Desk Based Assessment	Salford Archaeology	
Broadband Connectivity Statement	Futureserv	
Biodiversity Metric & Report	E3P	
Construction Management Plan	Zephyr X Cheetham Hill Developments Ltd	
Crime Impact Statement	Greater Manchester Police	
Design and Access Statement	Hawkins Brown	
External Lighting Strategy	Futureserv	
Environmental Standards Statement including Energy Strategy	Futureserv	
Environmental Statement, which includes the following technical chapters: • Climate Change • Built Heritage • Human Health • Townscape & Visual Impact • Socio -economic • Daylight, sunlight and overshadowing • Wind microclimate	Iceni Projects	
Fire Statement Form	Maze Fire Consulting	
Fire Strategy Report	Maze Fire Consulting	
Flood Risk Assessment	Renaissance	
Geo-environmental Investigation	WML Consulting	
Heritage Statement	Stephen Levrant Heritage Architecture	
Local Labour Agreement	Zephyr X Cheetham Hill Developments Ltd	
Nocturnal Bat Survey	E3P	
Noise Impact Assessment	Jameson Acoustics	
Operational Management Strategy	Urban Bubble	
Outline Drainage Strategy	Renaissance	
Preliminary Roost Assessment and Ecological Walkover	E3P	

Drawing Number	Revision Number	Description
Statement of Community Involvement	Counter Context	
Summertime Internal Environment Report (including Ventilation Strategy)	Futureserv	
Transport Assessment incl. Interim Travel Plan	SK Transport	
TV Reception Survey	Astbury / Global Security Systems (NW) Limited	
MCC Waste Management Proforma	Hawkins Brown	
Wind Assessment	ArcAero	

2. APPLICATION SITE AND BACKGROUND

Site Description & Context

- 2.1 The site is located at 33-41 Cheetham Hill Road and is approx. 0.11ha in size. See image 2.1 and 2.2 for site location.

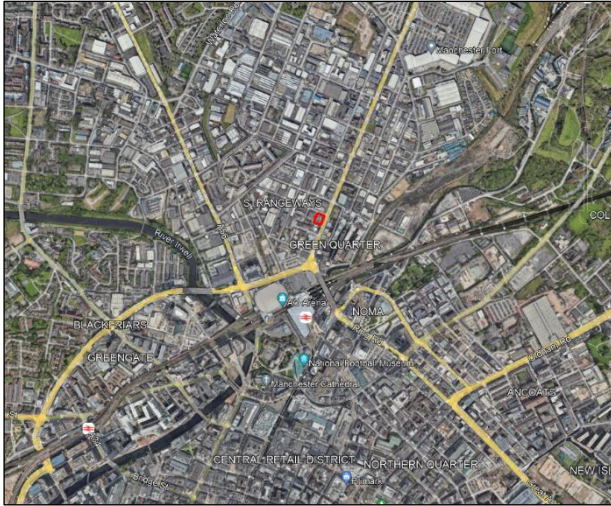


Figure 2.1 - Site Location within the wider context of Manchester City Centre. Source: Google Earth, 2024.



Figure 2.2 – Site location – within its immediate context. Source: Google Earth, 2024.

- 2.2 The site comprises brownfield land, formally used as a car wash & dealership. It lies around 0.5km north of Victoria Station and is bound by a range of residential and mixed-use developments, reflecting its proximity to the City Centre. The site has frontages to Carnarvon St, Gibson Place and Cheetham Hill Road with two existing vehicle access points from Cheetham Hill and one existing vehicle access from Carnarvon St.
- 2.3 The site has a frontage to Cheetham Hill Road (A665) which is a main artillery road leading in and out of North Manchester. To the east of Cheetham Hill is the Green Quarter, which has seen large amounts of tall mixed-use residential developments in recent years, showing a propensity for further residential development in this region of the city.
- 2.4 The Site is also within proximity to emerging developments such as 1 Park Place and the former Boddingtons Brewery Site.
- 2.5 The nearest listed buildings to the Site are the Roman Catholic Church of St Chad and Presbytery (and churchyard walls) on Cheetham Hill Road (Grade II), the former synagogue at 19 Cheetham Hill Road (Grade II) and various structures associated with HMP Manchester (Strangeways) (Grade II).

- 2.6 The nearest Conservation Areas are the Cathedral and Shudehill Conservation Areas, which are located to the south of the Site.
- 2.7 The site is occupied by a disused building, canopy structure and area of hardstanding associated with its previous use. There is also some limited vegetation present.
- 2.8 The site is not allocated or designated for any particular use within the Manchester City Council Local Plan and has no SHLAA or HELAA reference. However, the Site is situated within an Air Quality Management Area.

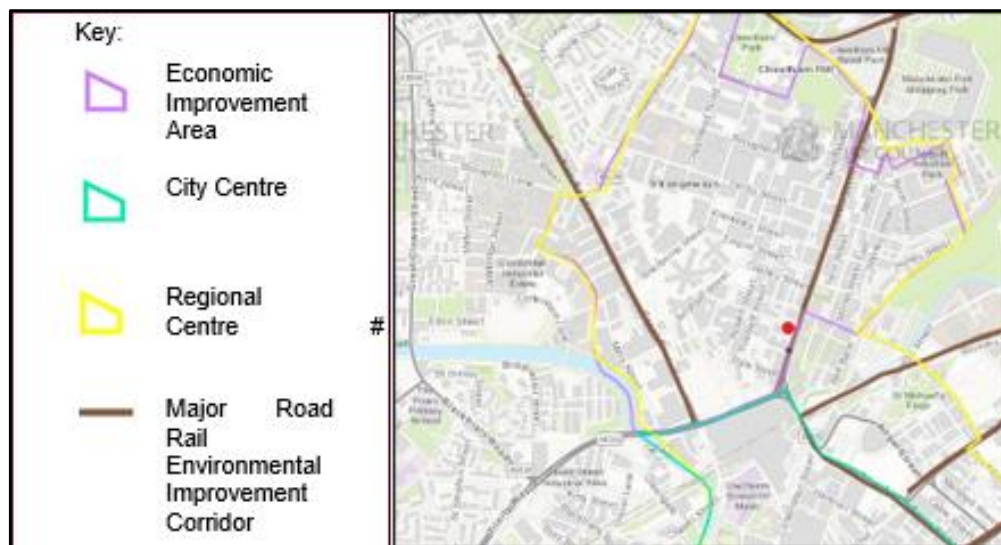


Figure 2.3. MCC Local Plan Policies Map - Site highlighted in solid red. Source: MCC Local Plan, 2012.

- 2.9 As shown in figure 2.3, the site falls within the Regional Centre, as designated by Core Strategy Policy EC3 (Regional Centre) and is also within the area defined by Core Strategy Policy H3 as 'North Manchester'. In addition, it forms part of an Economic Improvement Area, as defined by UDP Policy CC10 (Economic Improvement Area), which covers the wider Strangeways and lower Cheetham Hill Road areas.
- 2.10 Core Strategy Policy EC3 (The Regional Centre) encourages new development within the Regional Centre for employment-generating uses, including offices and other commercial developments. It also identifies housing as an appropriate use within the Regional Centre and, subject to site and location details, states that this will generally be a location where higher density residential development is appropriate.
- 2.11 Core Strategy Policy H3 states that over the lifetime of the Plan, North Manchester will accommodate around 20% of the City's new residential development. The policy gives priority to family housing and other high value, high quality development where this can be sustained. It also notes that high density housing will be permitted within the parts of North Manchester that fall within the Regional Centre

(Strangeways and Collyhurst) as well as along high frequency public transport routes. The Site falls within the Strangeways area of the Regional Centre.

- 2.12 UDP Policy CC10 encourages a continued high level of economic activity within the Economic Improvement Area, recognising particularly the needs of the existing wholesale trades operating within these areas. The policy states that permission will be granted for the redevelopment of sites only where the proposals incorporate sufficient parking and servicing for their own needs, subject to a proper balance of other planning requirements.

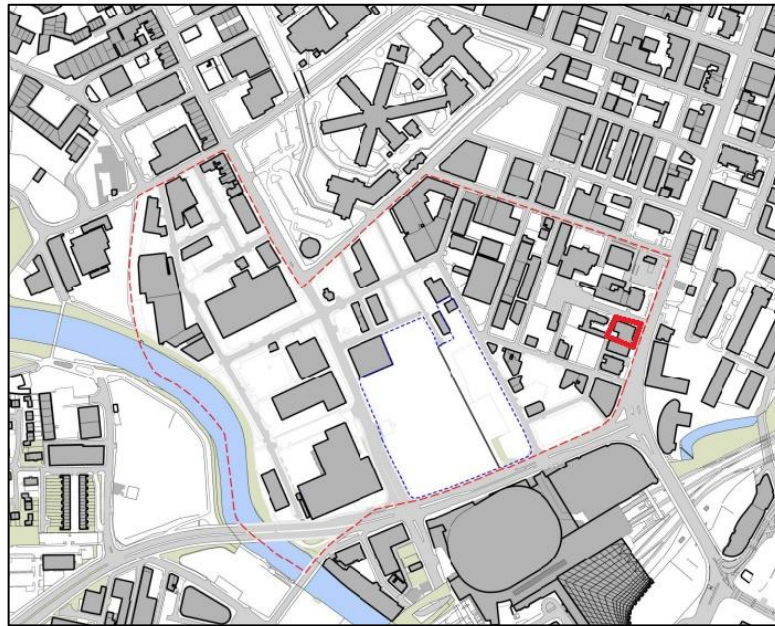


Figure 2.4. Site in the context of the Great Ducie Street SRF boundary - Site highlighted in solid red. Source: MCC Local Plan, 2018

- 2.13 The site also falls within the Great Ducie Street Strategic Regeneration Framework (SRF) areas (as illustrated in Figure 2.4. The framework area covers the area to the north of the City Centre, extending northwards from the Manchester Inner Ring Road adjacent to the Manchester Arena. It incorporates but does not include the former Boddingtons Brewery Site.
- 2.14 Adopted in November 2018, the Great Ducie Street SRF is a material consideration for determining planning applications for sites contained within this framework area. The framework identifies the Site as an appropriate location for a landmark / gateway building, which comprises residential uses, leisure uses on the ground floor with further residential use on the upper floors.
- 2.15 The Site is therefore in a highly sustainable location for the proposed development, with all the infrastructure required to support the proposed development in situ, including community infrastructure, pedestrian and cycle infrastructure, and public transport connectivity.

Planning History

- 2.16 The site has been subject to various planning applications over the years, the most pertinent are summarised in Table 2.1 below.

Table 2.1 Summary of relevant applications

Application ref.	Description	Status
114607/FO/2016	Proposed erection of an 8-storey building to create a 147-bedroom Hotel (Use Class C1) with two basement levels of car parking providing 86 spaces, and a restaurant, back of house area and wc's to the ground floor, following the demolition of the existing buildings	Allowed at Appeal (May 2018).
103354/FO/2013/N1	Erection of a two-storey mixed use development comprising of 417 square metres retail (Use Class A1) at ground floor and a gym (Use Class D2) at first floor and associated car parking, landscaping and boundary treatment. Following demolition of existing building.	Approved (November 2013)

- 2.17 There are also a number of nearby relevant planning applications, which have been summarised in Table 2.2 below.

Table 2.2 Summary of nearby relevant applications

Application reference and location	Description	Status
138302/FO/2023 1 Park Place	Erection of a part 25 and part 15 storey residential building comprising 154 apartments (Use Class C3a) with ground floor commercial uses (Use Class E), together with associated resident's amenity space, cycle parking, substation, servicing, and associated landscaping works following demolition of existing buildings	Approved (February 2024)
138553/NMC/2023. Land Bounded By Cheetham Hill Road,	Non-material amendment to planning permission 124193/JO/2019 to amend condition 2 (Approved drawings) to insert an additional internal staircase	Approved (December 2023)

Application reference and location	Description	Status
Lord Street & Fernie Street.	and AOV, amend number of car parking spaces, remove sub-basement and change the commercial space to resident's amenity space.	

Pre-Application Discussions and Public Consultation

- 2.18 Prio to Iceni's appointment, and in advance of submitting the planning application, the Applicant engaged in formal pre-application discussions with MCC.
- 2.19 A range of activities were undertaken, including an online consultation exercise that ran from Friday 3rd – Thursday 16th November 2023. This event was publicised via a postcard distributed to residents and businesses in the vicinity of the Site, introducing the proposals and inviting then to visit the consultation website and provide feedback via an online form or by email. Responses from a total of 11 people were received as part of this process, the majority of whom expressed support for the proposals.
- 2.20 Ahead of the launch of the consultation, the local ward councillors for Cheetham, where the Site is located, were contacted with an introduction to the scheme and the offer of a briefing. The Applicant also provided a briefing to MCC's Executive Member for Housing and Development.
- 2.21 Full details of the pre-application community consultation process that was undertaken are provided within the Statement of Community Involvement prepared by Counter Context, which is submitted in support of the planning application.

3. THE PROPOSED DEVELOPMENT

3.1 This planning application seeks Full Planning Permission for the following:

Demolition of existing on-site buildings and structures and development of part 17 / part 23 storey building to accommodate residential apartments (Class C3), along with ancillary resident amenity facilities, ground floor commercial unit (Use Class E), cycle parking, hard and soft landscaping and other ancillary works.

3.2 The key components of the development proposal can be summarised as follows:

- 237 new residential apartments, delivered across a building comprised of part 17 and part 23 storeys, and comprised of the following mix:
 - 82 no. 1 bedroom apartments (35%)
 - 155 no. 2 bedroom apartments (65%)
- Car free development (with loading and service bays provided).
- Provision of 237 on site cycle parking spaces:
 - 50% contained within ground floor store (via Sheffield stand and racking system)
 - 50% contained within apartments.
- Combined amenity apspace set across two areas:
 - A ground floor concierge, lobby and seating area; and
 - The 17th floor internal amenity space and a connecting external roof terrace:
- Provision of ground floor commercial space.
- The main entrance for the development will be situated along Cheetham Hill Road, with secondary entrances provided on Carnarvon Street and on the Southern elevation.

4. PLANNING POLICY

- 4.1 This section identifies the principal planning policy considerations which have informed the development proposals, and which provide the context for the consideration of this planning application.

The Development Plan

- 4.2 Section 38(6) of the Planning and Compulsory Purchase Act requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The current development plan consists of:

- Manchester City Council Local Plan - Core Strategy (2012) and saved policies of the Unitary Development Plan (1995).
- Greater Manchester Places For Everyone ('PfE') Joint Development Plan (2024).

- 4.3 Other material considerations include:

- National Planning Policy Framework (2023).
- National Planning Practice Guidance (2023).
- Great Ducie Street Strategic Regeneration Framework (2018).
- Manchester Residential Quality Guidance (2016).
- Manchester Green and Blue Infrastructure Strategy (2015).
- Guide To Development in Manchester Supplementary Planning Document and Planning Guidance (2007).
- Guidance on tall buildings published by Historic England: Advice Note, March 2022

National Planning Policy Framework

- 4.4 The National Planning Policy Framework (NPPF) details the planning policies for England and how these should be applied. The most relevant chapters are summarised below.

Table 4.1 Relevant National Planning Policy

Achieving Sustainable Development	Paragraph 7 – “The purpose of the planning system is to contribute to the achievement of sustainable development, including the
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	provision of homes, commercial development, and supporting infrastructure in a sustainable manner”. Paragraph 11 – “Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means: c) approving development proposals that accord with an up-to-date development plan without delay”.
Decision Taking	Paragraph 47 – “Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing”.
Delivering a sufficient supply of homes	The overall aim should be to meet as much of an area’s identified housing need as possible, including with an appropriate mix of housing types for the local community. Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the total number of homes to be available for affordable home ownership.
Promoting healthy and safe communities	Planning policies and decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings which promote social interaction, are safe and accessible, and enable and support healthy lifestyles.
Making effective use of land	Planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs.
Achieving well-designed places	Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.

Places For Everyone (March 2024)

4.5 Places for Everyone (‘PfE’) is a regional level policy document adopted by nine out of ten Greater Manchester local authorities, including Manchester City Council. The document was adopted in March 2024 and is designed to cover the period between 2022-2039. The document is designed to set the policy framework to create the conditions for inclusive economic growth, provide opportunities for provision of much needed homes and protect and enhance the natural environment. The Places for Everyone spatial strategy seeks to deliver sustainable, inclusive growth. It has 4 key spatial elements:

- Significant growth in jobs and housing at the core.
- Inner Area Regeneration of those parts of Manchester, Salford and Trafford surrounding the Core Growth Area.
- Boosting the competitiveness of the northern districts.

- Sustaining the competitiveness of the southern districts.

4.6 A summary of the most pertinent policies is detailed below.

Table 4.2 Relevant PfE policies

Policy Number	Policy Synopsis
Policy JP-Strat1: Core Growth Area	Complementary to, but not at the expense of the economic function, the Core Growth Area will see a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities.
Policy JP-Strat2: City Centre	The increasingly important residential role of the City Centre will be expanded. Development will generally be high density. It will enable people to take advantage of the access to education and training and the extensive public transport offer, reducing the need to travel to work whilst supporting economic growth and reducing levels of poverty.
Policy JP-S1: Sustainable Development	Where planning applications for residential development are accompanied by an energy statement, best practice thresholds contained within Table 5.1 (Best Practice Thresholds for Reducing Energy Demand and Onsite Renewable Energy Generation within residential developments) should be seen as the starting point in relation to reducing energy demand and onsite renewable energy generation.
Policy JP-S2: Carbon and Energy	Unless it can be demonstrated that it is not practicable or financially viable, new development will be net zero carbon which applies to regulated operational carbon emissions (from adoption). As an interim measure, development should be consistent with the 2022 Part L Building Regulations. New development should incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations,
Policy JP-S4: Flood Risk and the Water Environment	An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the Northwest River Basin Management Plan and managing flood risk. This includes by expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible. Development should

Policy Number	Policy Synopsis
	achieve greenfield run-off rates unless it is demonstrated to be impracticable. As a minimum, residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations.
Policy JP-S5: Clean Air	Planning applications should be determined having regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction
Policy JP-H3: Type, Size and Design of New Housing	Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies. All new dwellings must comply with the nationally described space standards; and be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.
Policy JP-H4: Density of New Housing	New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design. Regard should be had to the minimum densities set out in the table on page 147-148 of the PfE document.
Policy JP-P6: Health	To help tackle health inequality new development will be required, as far as practicable, to be supported by a Health Impact Assessment for all developments which require to be screened for an Environmental Impact Assessment.
Policy JP-C8: Transport Requirements of New Development.	Greater Manchester will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

The Manchester Local Plan Core Strategy (2012)

- 4.7 The Manchester City Council Local Plan Core strategy sets out the spatial strategy and the vision for the Borough for the period 2012-2027 and was formally adopted in 2012. An addendum to the Core

Strategy was adopted in 2024 to reflect the adoption of the PfE Joint Development Plan. The policies summarised below are most relevant to the proposal.

Table 4.3 Relevant Local Plan Policies

Policy Number	Policy Synopsis
Policy EC 3 The Regional Centre	Housing will also be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.
Policy H 1 Overall Housing Provision	New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.
Policy H 2 Strategic Housing Location	The key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure as set out in the energy policies (EN4 - EN7).
Policy H 3 North Manchester	High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes as well as along high frequency public transport routes.
Policy H 8 Affordable Housing	New development will contribute to the City-wide target for 20% of new housing provision to be affordable.
Policy T 1 Sustainable Transport	the Council will support proposals that improve choice by developing alternatives to the car and take account of the needs of road users according to a broad hierarchy consisting of, in order of priority: 1. pedestrians and disabled people 2. cyclists, public transport, 3. commercial access, 4. general off peak traffic, 5. general peak time traffic
Policy T 2 Accessible areas of opportunity and need	Car parking standards are maximums and cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate. All major planning applications should be supported by a proportionate Traffic Impact Assessment and Travel Plans.

Policy Number	Policy Synopsis
Policy EN 1 Design Principles and Strategic Character Areas	Central Arc Character Area - Significant areas of employment are found where this area overlaps with the fringe of the City Centre such as at Strangeways which is a large, distinctive, entirely industrial area. The opportunity exists for development on a large scale using innovative urban design solutions. These should use District Centres and key nodes of public transport as focal points and involve existing communities.
Policy EN 2 Tall Buildings	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. 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.
Policy EN 4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development	Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. Where appropriate new development and retrofit projects will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes.
Policy EN 6 Target Framework for CO2 reductions from low or zero carbon energy supplies	This policy has largely been replaced by PfE Policy JP-S2
Policy EN 8 Adaptation to Climate Change	All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.

Policy Number	Policy Synopsis
Policy EN 14 Flood Risk	development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding.
Policy EN 15 Biodiversity and Geological Conservation	Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity.
Policy EN 16 Air Quality	When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.
Policy EN 18 Contaminated Land and Ground Stability	Any proposal for development of contaminated land must be accompanied by a health risk assessment.
Policy PA 1 Developer Contributions	Where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance.
Policy DM 1 Development Management	All development should have regard to the following specific issues: - Appropriate siting, layout, scale, form, massing, materials and detail. - Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. - Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. - Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes. Community safety and crime prevention. - Design for health. - Adequacy of internal accommodation and external amenity space. - Refuse storage and collection. - Vehicular access and car parking. - Effects relating to biodiversity, landscape, archaeological or built heritage.

Policy Number	Policy Synopsis
	- Green Infrastructure including open space, both public and private. - Flood risk and drainage.
Policy DM 2 Aerodrome Safeguarding	Development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.

Great Ducie Street Strategic Regeneration Framework ('SRF') (November 2018)

- 4.8 The Great Ducie Street SRF was adopted in 2018 and is a material planning consideration, to be considered by the Local Planning Authority in the determination of planning applications in the SRF area. It provides a set of site wide principles and parameters which will guide the evolution and regeneration of this area. It is noted that the SRF area represents an opportunity to create a genuinely mixed-use neighbourhood with a strong sense of place and community.
- 4.9 Within the SRF, the Site is located within the Park Place Character Area. Within the area, the SRF notes that the rectilinear street grid of the warehouse district is clearly evident and is a significant contributor to the character of the area. Further, it is acknowledged that the busy Cheetham Hill Road to the east and the wall of HMP Manchester to the west, both constrain movement around the character area.
- 4.10 The SRF suggests that both new commercial and residential development within this character area will be supported and development should facilitate opportunities for improved public realm and the creation of new pedestrian routes that better connect the character area to the rest of the SRF area. Within the document, the indicative masterplan for this area indicates that the Site at 33-41 Cheetham Hill has the potential to be a landmark/gateway building with an active frontage and is likely to be circa 20 storeys in height.

5. MATERIAL PLANNING CONSIDERATIONS

- 5.1 This section reviews the key planning considerations arising from the Proposed Development. It provides a reasoned justification for the Proposed Development in the context of relevant policy.

Principle of Development

Locational sustainability and regeneration benefits

- 5.2 It has been acknowledged in recent planning decisions within MCC that regeneration is an important planning consideration. As noted within the committee report for the determination of a planning application at 1 Park Place, Cheetham Hill (approved at planning committee January 2024):

“The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is a crucial link between economic growth, regeneration and the provision of new homes and, as the City’s economy continues to grow, more homes are required to fuel and complement it. Manchester is the fastest growing city in the UK. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires additional housing. Providing the right quality and diversity of housing for the increasing population is critical to maintaining growth”.

- 5.3 In this regard, the delivery of a further high quality, high density development within the designated Regional Centre should be supported, as it is critical to maintaining growth in the City. Development at the Site would be brought forward in line with the objectives of the Great Ducie Street SRF, by providing homes in a highly sustainable well-connected location. The Site’s location contains all the infrastructure required to support the proposed development in situ, including community infrastructure, pedestrian and cycle infrastructure and public transport connectivity. The site is within a 10-minute walk of Victoria station, Manchester Arndale, Shudehill, the Northern Quarter, Angel Meadows, New Cross and the Manchester College Campus. The site is within a 15-minute walk of the City Centre Core Retail Area (Market Street), Piccadilly Gardens, Ancoats, and City Centre Salford. The site is within a 25-minute walk of Salford Central Station, Piccadilly Station and Deansgate Station.
- 5.4 Further, the proposed development replaces an existing brownfield site with low density low quality uses with a high-density, high-quality mixed-use development with active frontages. The proposed development therefore provides an opportunity to redevelop an under-utilised site and meets an identified need for housing where land supply could be used more effectively, in line with NPPF paragraph 124 (d).

5.5 The development would create 129 construction FTE jobs supported on-site during the build period and a further 219 off-site indirect FTE jobs. These jobs have a GVA worth £23.5 million per year. A condition for a local labour agreement would ensure discussions can take place with the applicant to fully realise the benefits of the proposal.

5.6 Taking the above into account, it is clear that the Site will be located in a sustainable location and the development will contribute to the ongoing regeneration of the Great Ducie Street area and the aims and ambitions of the SRF.

Housing & Commercial offering

5.7 When considering more specifically what the Site will deliver, the creation of 237 apartments, including both one (no. 82 dwellings) and two bedroom properties (no. 155 dwellings), will be highly attractive to young professionals and young families who need to be within easy reach of the City Centre. The apartments include both one bed, one and two person, and two bed, three and four person dwellings, and all meet the requirements of nationally described space standards and the Manchester Residential Design Quality Guidance standards.

5.8 The ground floor of the scheme includes a resident lobby/amenity space, cycle store and commercial space, which would be most suited to a retail or food and drink offering. Active frontages to Cheetham Hill Road created by these ground floor uses would bring increased footfall and improve natural surveillance in the locality.

5.9 Considering the above, the principle of the proposed development closely aligns with, and helps to support, the vision for Greater Manchester. The proposal is considered to be consistent with the National Planning Policy Framework, Core Strategy policies, EC3, H2, H3, EN1 and DM1 and the vision contained within the Great Ducie Street SRF.

Affordable Housing

5.10 The delivery of affordable housing either on-site or off-site will be discussed in further detail during the course of the planning application's determination period.

Design and Setting

Proposed Site Layout

5.11 The siting of the proposed development has been influenced by a number of constraints, including the size of the site and adjacent land uses, and the desire to create a new landmark building which will contribute to the ongoing regeneration seen in this region of the City, and meet the expectations within the Great Ducie Street SRF.

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- 5.12 The proposed layout maximises the residential footprint to be delivered at the Site, whilst ensuring sufficient spaces for vehicular and pedestrian movements during the construction and operational phases of the building. The scheme prioritises pedestrian activity by placing active frontages along Cheetham Hill Road and the future pedestrian route to the South. The resident's lobby and commercial unit are accessed from a sheltered pedestrian route on Cheetham Hill Road, at the base of the tallest section of the building. Meanwhile, a commercial active frontage is maximised along Carnarvon Street, along with provision for two accessible parking bays and a lay-by for drop off and servicing. Gibson Place provides a frontage for servicing access for refuse and plant and will continue to be a vehicular access route in the SRF that will continue South when future plots are realised. Overall, the footprint of the building responds appropriately to its defining edges and immediate context.

Massing

- 5.13 The scheme's massing generally reflects the parameters of the SRF, with the delivery of a part 23 and part 17 storey building. The building form steps down, with the tallest element located to the north of the Site. This stepping creates interest and relief in the elevation along Cheetham Hill Road, increasing the number of dual aspect apartments. Further, it allows a roof terrace to be created at a mid-point in the building, to provide an interesting and useable amenity area. The active frontages are pushed back at ground floor to create sheltered entrances and ensure the micro-climate and pedestrian experience is comfortable.

Design

- 5.14 The design of the building has evolved during the course of pre-application discussions. First, a rational facade grid was established to align with the regular window openings of the internal room layouts. The design team then tested a variety of options that looked to define the interlocking blocks through difference of materiality, tone, and facade emphasis. Whilst warm red tones of masonry were initially proposed for the primary façade material, as a direct reference to the immediate local context, a more contemporary, neutral palette was selected as the project developed. Ground floor, mid-level amenity level and roof level bay studies have been provided within the Design & Access Statement which show the exact detailing of the scheme at each of these levels.
- 5.15 The design of the scheme has been developed with consideration to Core Strategy policies EN 1 (Design Principles and Strategic Character Areas), Policy EN 2 (Tall Buildings) and Policy DM 1 (Development Management).
- 5.16 The design has also considered its potential to attract crime, and the design team have sought advice from Greater Manchester Police ('GMP'). A Crime Impact Statement prepared by GMP assessed the scheme and suggested an area of concern existed in the building layout and design:

- Access to the bicycle store and side of the building – it was considered by GMP that the southern elevation of the building, where the bicycle store is located, could potentially become a generator of antisocial behaviour (such as loitering).
- Monitoring of the space to the rear of the building to prevent misuse – it was deemed that the rear of the building is not well overlooked, and this could leave it vulnerable to antisocial behaviour or criminality, such as loitering or defacement to the building.

5.17 In response to these comments, the design team are able to clarify that these areas will be illuminated and have CCTV coverage, as per the recommendations by GMP. The scheme will seek to achieve a Secure by Design accreditation, and this can be conditioned within the Decision Notice.

Townscape and Visual Impact

5.18 A Townscape and Visual Impact Assessment ('TVIA') has been prepared by Chris Burnett Associates and submitted in support of the application, in form of a chapter within the Environmental Statement.

5.19 The TVIA examines the impact that the Proposed Development will have on the townscape character of Manchester City Centre focussing on those areas immediately surrounding the Proposed Development in particular. A computer modelling process was employed to provide an accurate series of Type 4 verified (AVR) Level 3 (fully rendered) and Level 2 (white block mass) images which illustrate and inform the nature of the impact of the Proposed Development on a series of selected Representative Viewpoints, and on the surrounding townscape character.

5.20 Although it is not possible to provide one single summary value for the impact the Proposed Development will have on Manchester City Centre it is possible to summarise the effects in general terms. In the overwhelming majority of viewpoints, the Proposed Development has been judged to have minor, negligible or no effect on townscape and visual receptors. With the remaining cases, the effects are judged to have a moderate effect which is significant. The effects are all judged to be beneficial in nature and the reason for this lies primarily with the design of the building itself from street level upwards. The assessment is able to conclude that the Proposed Development not only fits within the tall building cluster at this location but improves the view and the dynamic experience of those travelling along Cheetham Hill Road.

5.21 In light of the conclusions made, it is considered that the scheme is able to demonstrate compliance with Core Strategy Policies EN 1 (Design Principles and Strategic Character Areas); CC6 (High density development); CC 9 (Design and Heritage) and EN2 (Tall Buildings). The scheme also aligns with the thrust of Chapter 12 of the NPPF ('Achieving well-designed and beautiful places').

Heritage

- 5.22 The Site contains no listed buildings and is not located within a conservation area. However a Heritage Statement has been carried out by Stephen Levrant Heritage Architecture and submitted in support of this planning application, which focuses on assessing the indirect impact of the Proposed Development on the surrounding historic environment, i.e. its visual impact and setting impact. The report provides a summary of the Site and its heritage context and sets out the relevant policy context. The report then goes on to provide a significance appraisal of the Site, heritage assets in the setting of the Site and nearby Conservation Areas. The report then provides a Heritage Impact Assessment (HIA) of the proposed scheme, considering its impact on a number of different viewpoints.
- 5.23 The assessment notes that as the Site no longer contains any evidence of built form or historic fabric, it yields no heritage interest. Further, the Site is located near to seven listed buildings and two conservation areas. However, due to the distance from these assets and the low height of existing perimeter hoarding, the negative character and appearance of the existing Site is not intervisible from the setting of any identified listed buildings or either conservation area.
- 5.24 The Heritage Impact Assessment aims to identify the potential impact the Proposed Development could have on an appreciation of the significance of heritage assets in the locality of the Site. The assessment has been informed by an understanding of the character and form of the Proposed Development, and by a series of views that have been prepared which show the scheme in its context, which includes heritage assets. Out of the fourteen views prepared by Chris Burnett Associates for the Townscape and Visual Impact Assessment, a selection of six were used in the HIA to consider the heritage impact of the scheme.
- 5.25 After an assessment of the existing and proposed views, the perceived indirect (visual) impact upon the nearby heritage assets by the proposed development was considered to be largely neutral (8 out of 10 of the assets), with some 'minor adverse' (one asset -the Grade II Listed former Synagogue) and 'negligible-to-minor adverse' impact (one asset -Grade II Listed Roman Catholic Church). It is recognised that within certain views, particularly short range views of the Site, the Proposed Development will incur a greater visual change and incur a level of harm upon the settings of heritage assets within the view. However, this should be balanced with the acknowledgment that the Site as existing has an adverse impact on the local streetscape, it does not contribute to the settings of any identified heritage assets, and the Proposed Development will actively remove the adverse visual impact the Site currently presents and introduce activity and vibrancy to this fragmented streetscape within the immediate setting of the listed buildings.
- 5.26 Where proposals have been demonstrated to result in instances of adverse impact upon the built historic environment, the perceived level of harm (in this case, 'less than substantial' harm) is

required to be outweighed by the public benefits brought about by the Proposed Development as per the requirements outlined within the NPPF paragraph 208. In this regard, it is clear that the public benefits to be generated from the development outweigh the less than substantial harm to nearby heritage assets. The public benefits include:

- Creation of 237 high quality residential apartments to support sustainable, city centre living, capable of addressing a wide range of housing needs, including housing for young professionals, young couples and families.
- New residents would bring household spending to the immediate locality and to the City Centre.
- Maintenance of a healthy residential development pipeline for Manchester City Council.
- Creation of 129 construction FTE jobs supported on-site during the build period and a further 219 off-site indirect FTE jobs.
- Creation of operational stage employment opportunities via on-site building management staff, and the ground floor commercial floorspace.
- Contribution to the ongoing regeneration of the Great Ducie Street SRF area to support wider Local Plan objectives, through high quality architecture and place making.
- A gain of 100% habitat units, generating an uplift in biodiversity in the locality.

5.27 With the above in mind, it can be concluded that the development is demonstrably consistent with Core Strategy Policy EN2 (Tall Buildings), and the requirements set out within the NPPF at Chapter 16.

Residential Amenity

5.28 A development scheme such as this has the potential to create impacts on existing neighbouring residential amenity. Further, it is recognised that future residents of this scheme should be afforded with a high level of residential amenity, with an expectation that the development will allow them to live comfortably. The following aspects of residential amenity are considered below:

- Communal amenity space
- Space standards
- Accessibility
- Refuse storage and collection

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- Noise impact & ventilation
 - Air quality impact
 - Wind microclimate
 - Sunlight, daylight and overshadowing

Communal amenity space

- 5.29 Provision of communal space is provided on both the ground floor (a concierge space) and level 17. The ground floor concierge space will include facilities such as a front desk, parcel delivery store and lounge seating area. Floor 17 proposes a combination of internal amenity space and a roof-top terrace exclusively available to residents which will provide outdoor seating options. The internal amenity space on floor 17 will provide a flexible space suitable to be fitted out in a variety of ways (subject to later detail), which could accommodate lounge areas, a cinema room or private dining area for example.
- 5.30 The provision of amenity space aligns with the expectations of Core Strategy Policy H1 which notes that all proposals should make provision for appropriate useable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs).

Residential Space Standards

- 5.31 The apartments have been developed with open plan layouts that are legible and flexible for residents. Half of the apartments enjoy dual aspect views with a feature corner window creating a high-quality open plan living / dining / kitchen area. All of the dual-aspect apartments have two bedrooms and are positioned at the corners of the plan. All of the apartments meet the requirements of the Nationally Described Space Standards and Manchester's Residential Quality Guidance.

Accessibility

- 5.32 All apartments have been designed to align with the criteria set out in Approved Document M4(1), with 10% of the homes designed to allow for adaptation to meet the needs of occupants over time, as described in Approved Document M4(2).

Refuse storage & collection

- 5.33 Each flat will have a dedicated space to accommodate the refuse requirements. The proposed refuse strategy is outlined within the Design and Access Statement and Waste Management Proforma submitted with this application. The residents store will be accessed directly from the lift lobby; they will take their refuse from the apartments to the ground floor drop off area. A larger store will be accessed by the management company, only to rotate bins and organise them for collection. The commercial aspect to the development will have its own separate refuse storage which will also be

managed. The scheme is aligned with Core Strategy Policy DM1 which notes that all development should have regard to the provision of appropriate refuse storage and collection facilities.

Noise Impact & Ventilation

- 5.34 The NPPF states that the planning system should contribute to and enhance the natural and local environment, by preventing new/existing development from contributing to or being put at unacceptable risk from air pollution or noise.
- 5.35 A Noise Impact Assessment has been carried out by Jameson Acoustics in support of this submission. A five day noise assessment was conducted at the Site in June 2023, with measurements taken at two positions on the Site. It was clear from the on-site assessment that the dominant noise in the surroundings of the Site is from road traffic, primarily on Cheetham Hill Road.
- 5.36 However, these noise impacts can be sufficiently mitigated to achieve acceptable acoustic conditions within new dwellings. This can be achieved through the appropriate specification of façade elements and appropriate ventilation and overheating mitigation solutions that removes reliance on openable windows, particularly for dwellings overlooking Cheetham Hill Road. Preliminary guidance on suitable specifications and solutions for framed external window/door systems have been provided within the report. Acoustically enhanced double glazed windows will be required for façades facing south, Cheetham Hill Road and Carnarvon Street, reducing to more conventional double glazing on the west elevation. The internal noise targets that can be achieved through these interventions can be conditioned as part of the planning permission to ensure that they are met. Jameson Acoustics also provided an assessment of the outdoor living space (the roof terrace) and have been able to confirm that the calculations demonstrate that acceptable noise levels are expected to be achieved.
- 5.37 Further, noise generated from the operation of the development (via plant and the commercial unit) can be mitigated to prevent adverse noise impacts on the locality and structurally connected dwellings. For the commercial unit, Jameson have suggested that the approach should be to provide a shell only construction achieving Building Regulations Part E sound insulation requirements. This will allow future tenants to introduce acoustic enhancements to suit their operation, and the Local Authority can secure this through a suitably worded planning condition. For plant, noise emission limits have been proposed so that future plant installations do not adversely impact on the locality. Again, these limits can be conditioned.

Air Quality Impact

- 5.38 Developments can introduce new receptors into an area of poor air quality. They can also increase emissions of air pollutants during their construction and operational phases and/or create a building configuration that inhibits effective pollution dispersion.

- 5.39 An Air Quality Assessment has been carried out by IDOM in support of this application. The report provides an assessment of the baseline air quality position within the locality of the Site. It then goes on to provide an assessment of the impact of the development at both the construction and operational phases.
- 5.40 In terms of the baseline position, the Site is situated within an Air Quality Management Area (AQMA) which has been declared by the Greater Manchester Combined Authority (GMCA) in respect of annual Nitrogen Dioxide ('NO₂') concentrations. The main source of air pollution in the vicinity of the Site is anticipated to be transport emissions from the surrounding road network, particularly Cheetham Hill Road. Whilst the Site is located within an AQMA, at present, based on the background data, the baseline concentrations of NO₂ are expected to be below, but close to the annual mean air quality objectives (AQOs). Concentrations of existing inhalable particulate matter ('PM₁₀' and 'PM_{2.5}') are also expected to be below the relevant AQOs.
- 5.41 Detailed dispersion modelling has been undertaken as part of the air quality assessment, and as part of the modelling exercise, concentrations of key air pollutants (NO₂, PM₁₀ and PM_{2.5}) have been predicted along the roadside façade of the proposed development to determine whether any mitigation to reduce future occupants' exposure is required. The results of the assessment indicate that concentrations along the Cheetham Hill Road façade of the proposed building are predicted to be well below the relevant AQO in the opening year of the development, so the site is therefore considered to be suitable for the proposed development.
- 5.42 In terms of the construction impact, the IAQM guidance indicates that construction impacts on local air quality can be divided into four key areas. The dust emission magnitude from each of these activities is expected to be as follows:
- i. Demolition – small.
 - ii. Earthworks – small.
 - iii. Construction – medium.
 - iv. Trackout – small.
- 5.43 However, the potential dust emissions magnitude for each of the site activities needs to be considered alongside the sensitivity of the surrounding area. When this is taken into account, the risk of dust impacts with no mitigation is summarised below:

	Demolition	Earthworks	Construction	Trackout
Dust soiling	Low	Low	Medium	Low
Human Health	Negligible	Negligible	Low	Negligible

	Demolition	Earthworks	Construction	Trackout
Ecological	n/a	n/a	n/a	n/a

5.44 The report considers that risks can be mitigated using appropriate management and dust suppression techniques commensurate with the level of risk and secured via planning condition. Provided appropriate mitigation is employed for the duration of the construction works the overall effect on local air quality is judged to be ‘not significant’.

5.45 The report provides a number of recommendations to mitigate potential air quality impact during construction and operational phases, the most pertinent being:

- Securing a Travel Plan and ensuring the measures within this are deployed when the building opens.
- Following best practice construction techniques to ensure construction dust is kept to a minimum.

Wind Microclimate

5.46 Core Strategy Policy EN 2 (Tall Buildings) notes that ‘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’.

5.47 To consider the impact of the scheme on the local micro-climate, the submission is supported by a wind microclimate assessment. The industry standard criteria for such assessments are commonly referred to as the Lawson criteria. Architectural Aerodynamics (the appointed consultant) use the London Docklands Development Corporation (LDDC) variant of the Lawson Criteria. The LDDC variant of the Lawson criteria applies a single percentage probability of exceedance of a range of wind speeds related to different pedestrian uses and considers the impact on both safety and comfort.

5.48 The report considers the existing, baseline situation, and the impact of the proposed development. With regards to the existing context, it has been determined that wind conditions within and around the existing site satisfy the criteria for pedestrian safety and are deemed comfortable for intended users.

5.49 When considering the proposed development, the assessment has determined that following the introduction of the proposed scheme and other tall building schemes that have recently been granted planning permission in the locality, wind conditions from both a safety and a comfort perspective remain materially similar to the existing scenario. Correspondingly, acceptable wind conditions exist

at ground level and at the Level 17 roof terrace. Pedestrian safety nor comfort is therefore compromised.

Ecology & Biodiversity

Bat Roost Potential

- 5.50 The site at present has limited to no vegetation and holds limited arboricultural and ecological value. A Preliminary Bat Roost Assessment and Ecological Walkover was completed by E3P in June 2023. The existing building on Site was assessed as having moderate bat roosting potential due to a missing fascia on the south-west facing aspect and damaged brickwork on the north-east facing aspect of the building. Both of these features lead into the building, and thus have the potential to support roosting bats on a regular basis. As such, two nocturnal bat surveys are required on the building between May and September, with at least one of the surveys between May and August.
- 5.51 A nocturnal survey was subsequently completed in August (a dusk emergence survey) and September 2023 (a dawn re-entry survey). During the course of the two surveys, a minimal degree of bat activity was recorded, with common pipistrelle making up the entirety of bat activity. No bats were observed emerging or re-entering the surveyed building in relation to the potential roost features. Based on the survey data, E3P concluded that bats are roosting within the local area, but not within the site itself or adjacent to the site.

Biodiversity Net Gain

- 5.52 In respect to biodiversity, delivering 'biodiversity net gain' ('BNG') has become mandatory for certain types of development under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Where applicable, developers must deliver a BNG of 10%. This means a development will result in more or better quality natural habitat than there was before development.
- 5.53 In the case of this Site, delivery of BNG is not mandatory because the Site meets the following exception 'A development that does not impact a priority habitat and impacts less than 25 square metres (5m by 5m) of on-site habitat'.
- 5.54 Despite this, the Applicant has chosen to complete a BNG assessment to consider what uplift the development will create to biodiversity. A BNG report was completed by E3P alongside the BNG metric. According to the output from the metric, the development will see creation of 0.04 habitat units and as the baseline biodiversity on the site is considered to be zero due to the lack of habitats, any habitat creation on site will result in a 100% net gain.
- 5.55 Taking the above into consideration, the proposed development accords with the relevant ecology policies as set out in the NPPF, Places for Everyone and Core Strategy documents.

Flood Risk and Drainage

- 5.56 A Flood Risk Assessment ('FRA') has been carried out by Renaissance Structural and Civil Engineering and has been submitted in support of this application. The report highlights that the site is within flood zone one, representing the lowest category of flood risk. The Site is not at risk of flooding and will not cause any increase in flood risk elsewhere once the proposed sustainable drainage system is operational.
- 5.57 Renaissance have also provided an outline drainage strategy alongside the FRA which confirms that the development will have a dedicated surface water network that will collect the rainwater from the proposed building and surrounding hard standing areas. The network will then discharge under gravity to a new connection into an existing 300 diameter public combined sewer within Carnarvon Street, to the north of the site, subject to a section 106 agreement under the Water Industry Act.
- 5.58 The surface water discharge from the site is to be limited to 3.0 l/s using a flow control device within the final manhole of the surface water network prior to combining with the foul water network and discharging into the combined public sewer. Proposed discharge rates are to be confirmed with the Lead Local Flood Authority and United Utilities ('UU') as part of the detailed design, however a pre-development enquiry was issued to United Utilities and UU confirmed approval in principle to a connection to the combined sewer at 3.0 l/s. Restricting the run-off to this rate would result in a 93% betterment from the existing run-off rates, therefore complying with the requirements outlined in the Non-Statutory Technical Standards for Sustainable Drainage.
- 5.59 Taken the above into consideration, it has been shown that the proposed development is compliant in respect of flooding matters and accords with Policy EN14 of the Core Strategy.

Transport and Highways

- 5.60 A Transport Assessment has been undertaken by SK Transport in support of the proposed development, in line with scoping previously agreed with Highway Officers at MCC. The report provides an assessment of the potential impacts of this development from a highway context.
- 5.61 Due to the site's location and proximity to the City Centre, the development proposed will be car free. Although plans show that loading/service bays will be provided, in addition to two accessible parking bays and one car club parking bay to serve the development and promote a car share scheme. The applicant will fund the modifications required to the existing TRO to accommodate these spaces and these works will be undertaken as part of the Section 278 Agreement package.
- 5.62 Cycle parking will be provided within the building at a rate of 1 space per dwelling. 50% of the cycle parking would be provided within a communal cycle store (Sheffield Stands) on the ground floor and

50% will be located within the apartments. In total, provision has been made to accommodate up to 237 bicycles.

- 5.63 The Transport Statement provides an assessment of the Site's accessibility and considers that the Site is highly accessible by public transport, and well located in relation to local services and amenities, meaning future residents will be able to predominantly rely upon walking, cycling and public transport for most of their day to day journeys. The site has a Greater Manchester Accessibility Level ('GMAL') of 8 which is considered to be an 'exceptional' level of accessibility.
- 5.64 The report also provides an assessment of the likely trip generation level to be created by the development. The assessment shows that the development will not be associated with a significant level of traffic during the critical peak network hours, or across the day. Further, when considered in the context of the baseline use of the Site (a car sales / servicing facility), the proposal will not significantly increase the traffic flows associated with the Site. Vehicle movements associated with the Site are most likely to be from refuse and servicing activities. The Transport Statement has also considered existing highway safety, and it has been confirmed that there are no accident hotspots on the site frontage. Therefore, the assessment confirms that the development will not have an impact on highway operation or road safety.
- 5.65 Given the above, the proposals clearly accord with Core Strategy Policies CC5, T1 and T2. Most importantly, the development complies with NPPF paragraph 115, which states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Sustainability and Energy

- 5.66 Built environment sustainability is incorporated within policy and regulation at a national and local level. The Climate Change Act 2008 and the National Planning Policy Framework set out national frameworks by which to mitigate climate change, achieve reductions in carbon dioxide emissions, and deliver development that is aligned with the presumption in favour of sustainable development.
- 5.67 Specific policies in the Local Plan seek to minimise the impact of new development with respect to carbon dioxide emissions and environmental impacts, whilst also ensuring new development is resilient to the impacts of projected climate change. Places for Everyone Policy JP-S1 states that new development will have a critical role to play, and all new homes and commercial/industrial buildings will need to achieve net zero carbon by 2028.

5.68 Policy JP-S2 includes an expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable; be net zero carbon, which applies:

- From adoption– to regulated operational carbon emissions.
- From 2028 - to all emissions 'in construction'.

5.69 Further, the Policy notes that as an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies

5.70 In line with the requirements of the Development Plan, and in order to demonstrate the proposed scheme's commitments to delivering sustainable development, an Environmental Standards Statement is submitted as part of this application. This Statement sets out the measures to be employed within the design of the proposed development in order to minimise resource and water consumption; details the potential means by which the proposed development may minimise carbon dioxide emissions; and demonstrates how the proposed design will ensure the scheme will be resilient to future climate change.

5.71 The proposed Energy Strategy has been prepared by Futureserv and confirms that the scheme will incorporate energy efficiency measures in its building services to reduce the carbon footprint of the site, using highly efficient heat generation plant, heat recovery systems and energy efficient and highly controllable lighting, and low flow water taps. Overall, the carbon emissions from the proposed development indicate compliance with the 2021 Building Regulations Part L1 by achieving a 21.39% reduction in target carbon emissions, and a 21.66% reduction in primary energy on day one in non-domestic areas. It has also demonstrated potential for a total reduction in emissions from baseline set by current Building Regulations Part L1 2021, by 67.8% in the residential areas.

5.72 Overall, the scheme closely aligns with the thrust of the policies as outlined in Places for Everyone and the Core Strategy.

Ground Contamination and Pollution

5.73 The National Planning Policy Framework states that local planning authorities should ensure that land is suitable for its new use, taking account of various matters, including pollution arising from previous uses. This is endorsed by Policy JP-S1 of the Places For Everyone Plan, which notes that 'In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively'.

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- 5.74 To consider contamination on Site, a Geo-environmental Investigation and Assessment has been carried out by WML Consulting which supports the proposed development. The objective of the assessment was to provide geotechnical recommendations for construction design purposes together with a geo-environmental risk assessment in terms of possible ground contamination. This report follows on from an earlier Phase I and Phase II report completed by ESI Environment Specialists. These reports are included as an appendix to WML's report.
- 5.75 The WML report considers that as the development will include the demolition of existing structures, this should not proceed until an appropriate Asbestos survey of the existing building has been undertaken and any Asbestos Containing Materials (ACM) removed by an appropriately licensed contractor. Further, due to the Site's historic use, there is potential for underground hydrocarbon storage tanks (UST's) to remain in situ, however anecdotal information suggests that they have already been removed. Nevertheless, it is recommended that care should be taken during the surface strip and a careful examination undertaken should be completed to ensure that the UST's have been suitably remediated.
- 5.76 The Site has been considered to represent very low ground gas risk. Further, the report suggests that chemical analyses indicates that the Site does not appear to have been impacted by significant and / or widespread contamination sources. However, contamination risk cannot be completely ruled out at this stage, and it is considered that a direct contact pollution linkage is plausible in proposed soft landscaped areas. It is therefore recommended that these should be capped with a geotextile membrane overlain by clean sub-soil and topsoil to provide a clean cover and thus remove any localised pollution linkages. It is also considered that as there is an underlying principle aquifer and a requirement for a piled foundation, a piling risk assessment will be required prior to the commencement of the proposed redevelopment. This risk assessment can be secured via a planning condition, along with a standard ground investigation planning condition which requires the Applicant to report any unexpected contamination found on site during construction to the Local Authority and investigate and remediate it as required.
- 5.77 It is considered that a detailed analysis of the potential for contamination has been provided by the Applicant, and as such, the development accords with the relevant pollution and contamination policies as set out in the NPPF, Places For Everyone, and the Core Strategy.

6. PLANNING BALANCE AND CONCLUSION

6.1 This planning application has been prepared on behalf of ZX Cheetham Hill Developments Limited, seeking approval for the demolition of existing on-site buildings and structures and development of a part 17 / part 23 storey building to accommodate residential apartments (Class C3), along with ancillary resident amenity facilities, ground floor commercial unit (Use Class E), cycle parking, hard and soft landscaping and other ancillary works.

6.2 The Proposed Development will provide significant positive economic, social and environmental benefits, most notably:

- Delivery of 237 apartments in a sustainable, accessible edge of centre location.
- A car free development, which will deliver cycle parking infrastructure, two disabled parking bays and a car club parking bay, to support the promotion of accessibility via sustainable transport methods.
- Delivery of a scheme which contributes to the ongoing regeneration of the Cheetham Hill area, as set out in the Great Ducie Street SRF.
- Delivery of a ground floor commercial unit, which will widen the choice of local amenities and enhance the street level pedestrian experience in the Cheetham Hill area.
- Creation of 129 construction FTE jobs supported on-site during the build period and a further 219 off-site indirect FTE jobs.
- Creation of operational stage employment opportunities.
- Delivery of additional council tax revenue to MCC.
- Increased spending at local shops and services by the introduction of new residents in the immediate locality of the Site, and hence an overall increase in footfall in the area.
- Enhanced passive surveillance by the addition of more 'eyes on the street', potentially leading to a safer, and more pedestrian friendly environment around Cheetham Hill Road, which is currently dominated by vehicular traffic.

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- 6.3 Paragraph 11 of the NPPF applies the presumption in favour of sustainable development and requires decision makers to consider whether relevant development plan policies are up to date. Decision taking is identified in Part (c) and (d) of Paragraph 11, which states:

Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed⁷; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework as a whole.

- 6.4 As the planning analysis in this report demonstrates, the scheme accords with both local and national policy, whilst providing numerous economic, social and environmental benefits that weigh in support of the scheme being granted planning permission. Therefore, the proposals should be approved without delay in accordance with Paragraph 11(c) of the NPPF.
- 6.5 Paragraph 38 of the NPPF states that local planning authorities should approach decision making on proposed developments in a positive and creative way. They should use the full range of tools available to them and work proactively with applicants to secure development that will improve the economic social and environmental conditions of the area. In this regard, the Site presents a brownfield development opportunity capable of delivering social, economic and environmental benefits to the wider area, and the planning application should be approved without delay.