



Planning Statement

Cross Keys, New Cross

Client: Cross Keys Estates Ltd

Date: 24/05/2024

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1. Introduction

- 1.1 This Planning Statement has been prepared by Enabl on behalf of the applicant, Cross Keys Estates Ltd. The statement accompanies a planning application for proposed development at Cross Keys Street, New Cross, Manchester.
- 1.2 This statement sets out the conformity of the proposals with the development plan and relevant national policy, as well as any other material considerations having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990.

Scheme Description

- 1.3 The submitted planning application is seeking planning consent for:

Erection of part 8-, part 9-storey residential building (Use Class C3) comprising 99no. residential units with communal space, landscaping, infrastructure and other associated works.

Application Documents

- 1.4 This Planning Statement should be read alongside the Architectural plans and drawings and supporting documents submitted to accompany the planning application. The application documents comprise:
- Design and Access Statement, prepared by Tim Groom Architects;
 - Landscape Design Document (including Green/Blue Infrastructure Statement), prepared by Layer Studio;
 - Air Quality Assessment, prepared by Redmore Environmental
 - Crime Impact Statement, prepared by Greater Manchester Police;
 - Daylight & Sunlight Amenity Impact Assessment Report, prepared by Proximity;
 - Fire Statement Form, prepared by Hydrock;
 - Transport Assessment (including Travel Plan Strategy), prepared by SLR;

- Flood Risk Assessment (including Proposed Surface Water Drainage), prepared by Civic Engineers;
- Phase 1: Preliminary Risk Assessment, prepared by LK Group;
- Heritage Statement, prepared by Stephen Levrant Heritage Architecture;
- Desk Based Assessment, prepared by Archaeological Research Services Ltd;
- Noise Impact Assessment Report, prepared by Jameson Acoustics;
- Site Walkover and Biodiversity Net Gain Letter Statement, prepared by E3P;
- Broadband Connectivity Assessment, prepared by GTech Surveys Ltd;
- Television and Radio Reception Impact Assessment, prepared by GTech Surveys Ltd;
- Energy & Environmental Standards Statement, prepared by Novo Integration Ltd;
- External Lighting Assessment, prepared by Novo Integration Ltd;
- Ventilation Statement, prepared by Novo Integration Ltd;
- Financial Viability Statement, prepared by CBRE;
- Management Plan, prepared by CERT Life; and
- Planning Statement (this document), prepared by Enabl.

2. Site and Surroundings

- 2.1 The site is situated in New Cross, Manchester. It is a rectangular plot of land, approximately 0.13ha, bound by Goulden Street to the north-east, Chadderton Street to the south-east, Marshall Street to the south-west and Cross Keys Street to the north-west.
- 2.2 It currently comprises a surface car park accessed from Cross Keys Street.
- 2.3 The site enjoys a highly sustainable city centre location and is easily accessible via walking, cycling and public transport. It is within a three-minute walk of five bus stops: New Cross (Stop EF), Thompson Street, Rochdale Road, and Marshall Street stops in both directions. These stops provide regular bus connections to Shudehill Interchange and Piccadilly Gardens, Collyhurst, Monsall, Blackley, Middleton, Langley, Rochdale, Crumpsall, Harpurhey, Moston, Oldham, Heywood, Bury, Miles Platting, Newton Heath, Failsworth, Hollinwood, Uppermill, Shaw and Crompton.
- 2.4 Shudehill Interchange is a six-minute walk west of the site and Piccadilly Gardens is a twelve-minute walk south of the site. Both offer tram and bus connections across Greater Manchester.
- 2.5 Due to its location just outside the city centre, the site is surrounded by a mixed of uses, including retail, commercial and leisure, offices, and residential. Figure 1 below illustrates the site in the context of its surroundings.



Figure 1. Site Location

- 2.6 In regard to New Cross itself, the area is characterised by a rectilinear street grid comprising largely-uniform blocks of built form with some surface car parks, bound by Swan Street, Rochdale Road, Oldham Road and Thompson Street.
- 2.7 Further details of the site location, context, surroundings and accessibility can be found in the Design and Access Statement, prepared by Tim Groom Architects, submitted as part of this application.

Site Designations

- 2.8 According to the Interactive Proposals Map, the site is within the Regional Centre and the North Manchester Regeneration Area. The site is within the City Centre Fringe and just outside the *designated* City Centre (140m south-west).
- 2.9 However, for the purposes of Places for Everyone, the site is considered to be within City Centre as well as the Core Growth Area.
- 2.10 It is also within sub-area 3 (Harpurhey, Lightbrowne and Collyhurst) of the Unitary

Development Plan.

- 2.11 The site is identified in the 2023 Strategic Housing and Land Availability Assessment (SHLAA) and Brownfield Land Register (BLR) as having capacity for 80 flats in the next 1 to 5 years (SHLAA/BLR ref. Picc2303).
- 2.12 There are no listed buildings on the site. New Cross contains three Grade II listed buildings: Former Police and Ambulance Station, 8, Cable Street and Former Midland Bank.
- 2.13 The site is not in a conservation area. New Cross is directly adjacent to both the Ancoats and Smithfield conservation areas and in close proximity to the Stevenson Square and Shudehill conservation areas.
- 2.14 It is in Flood Zone 1 and has a low risk of flooding from surface water.
- 2.15 The site is within the Manchester Air Quality Management Area.
- 2.16 It is within The Coal Authority's Coal Mining Reporting Area but is not considered a Development High Risk Area.

Planning History

- 2.17 The site's planning history is indicative of New Cross' regeneration and evolution over time. Applications relate to the reuse and demolition of the former Chadderton Street School which once occupied the site. More recent applications relate to the site's current use as a surface car park.

Reference	Description	Decision
025299	Use of disused school as a building contractors stores and alterations to external elevations, including bricking up of windows, widening of access points and increasing the height of boundary walls	Approved 29 October 1985
101827/DEM/2013/N1	Application for prior notification of proposed demolition of building	No Objection 23 May 2013

104212/FO/2013/N1	Retrospective planning permission for the use of land as a proposed temporary car park for 49 spaces for duration of 2 years.	Temporarily Approved 08 April 2014
108833/FO/2015/N1	Continuation of use of land as a temporary car park for 48 spaces for duration of 3 years.	Approved 30 June 2015
121596/FO/2018	Continuation of use of land as a temporary car park for 48 spaces for duration of 18 months	Approved 28 November 2018

Table 1: Planning History

3. Proposed Development

3.1 The proposed scheme is for a part 8-, part 9-storey residential development providing 99no. residential units of different types and sizes. This includes:

- 4no. 1-bedroom townhouses/mezzanine units;
- 5no. 2-bedroom townhouses;
- 1no. 3-bedroom townhouse;
- 27no. 1-bedroom apartments; and
- 62no. 2-bedroom apartments.

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

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

Erection of part 8-, part 9-storey residential building (Use Class C3) comprising 99no. residential units and associated communal space, landscaping and other associated works.

3.4 In addition to residential accommodation, the following is provided on site:

- Landscape public realm space to front of main entrance;
- 2no. secure bike storage areas;
- Entrance foyer;
- Residents roof terrace at level 8 with associated indoor amenity space; and
- Ancillary plant, substation and refuse storage.

Internal Layout

- 3.5 At ground floor level, access is provided from Goulden Street with adjacent landscaping and public realm. The lower ground floor level includes two separate bike stores of 35.3m² and 32.2m² in size with additional ancillary areas including a refuse storage area, water storage area as well as substation, generator, and plant space. To the north-west side of the lower ground floor are the ground floor areas of 3no. 1-bedroom mezzanine units with defensible space to the frontage which can be accessed from the courtyard space to the north of the site.
- 3.6 The upper ground floor level includes the mezzanine level of the aforementioned mezzanine units along with the ground floor level of an additional 7no. townhouses which are raised above street level, located along Marshall Street. These include a mix of 1no. 1-bedroom townhouse, 5no. 2-bedroom townhouses and a single 3-bedroom townhouse to the western corner.
- 3.7 Level 1 includes the upper floor levels to the townhouses fronting Marshall Street along with an additional 7no. apartments making up the northern area of the floor level. The apartment mix on this floor includes 2no. one bedroom apartments and 5no. two bedroom apartments.
- 3.8 The internal layout is repeated through levels 2 to 5 with a mix of apartments including 5no. one-bedroom apartments and 8no. two-bedroom apartments.
- 3.9 Level 6 sees a slight change to the internal layout of levels 2 – 5 with 3no. 1-bedroom apartments to the Marshall Street side of the development changing to 2no. 3-bedroom apartments. Otherwise the internal layout remains the same.
- 3.10 The general arrangement of level 7 sees a change to the layout of apartments from those at lower levels with those facing Cross Keys Street and Goulden Street being split into 2no. 2-bedroom apartments with an associated terrace area wrapping around the corner of the building.

- 3.11 Level 8 includes 1no. bedroom apartment as well as 6no. 2-bedroom apartments. These are located to the south-east side of the building, whilst the north-west side includes a terrace area accessed from the central core of the building. Level 8 also includes an area of internal amenity.

Design

- 3.12 The proposed development introduces a residential building designed in an L shape, split between two separate blocks of eight and nine storeys.
- 3.13 The orientation of the proposal aims to connect the wider circulation of the urban block with the main entrance being located to the northern side of the development at ground level. This allows for a connection to existing pedestrian routes through New Cross. The townhouse/duplex units to the south side facing Marshall Street continue the existing run of residential dwellings along the street.
- 3.14 The L shape design of the development provides courtyard space and a clear entry point to the development whilst the stepped built form ties into the strong historical warehouse typologies of the area and a variation in the massing on site.
- 3.15 The proposed design includes a connecting element situated between the masses. This is stepped back from the façade adding a contemporary element to the design above ground level.
- 3.16 An articulated façade seeks to tie in elements of the local vernacular whilst adding contemporary aspects. The development includes chamfered corners which mirror warehouse typologies whilst the introduction of new materials and forms add character.
- 3.17 A raised floor slab to Marhsall Steet provides the duplex townhouses provides separation from the street, whilst a sunken area to the courtyard of Goulden Street creates the opportunity for mezzanine units. Further to this the setback of the apartments at level seven breaks up the massing and introducing private terraces.

- 3.18 The façade rhythm of the proposed development has been designed in a typical 2:1 of 1:1 rhythm with a strong grid appearance. This has been complemented with vertical elements framed with brick piers, brick sawtooth detail and lintels over windows with stone and ornate detailing including masonry headers.
- 3.19 The base of the development used pigmented concrete in a green colour with sawtooth detailing. The main body of the façade is to be brought down with piers and opened up to create permeability. Window frames are to be constructed with brushed brass accents tying in with green textured concrete and light brickwork.
- 3.20 The middle section of the development ties in with the warehouse typology with a strong façade grid and chamfered corners. The development uses a light grey brick colour to provide contrast to the surrounding area. Sawtooth brick detailing, in a similar way to the base of the building, to the window heads, provides depth to the façade.
- 3.21 The top section the building introduces more contemporary forms of materiality for a new roofscape to the New Cross neighbourhood area. The proposal features additional varied brick detailing to accentuate the chamfered form to the roofscape.

Access

- 3.22 Pedestrian access is provided from both Goulden Street via a reception area and Marshall Street to the south-west. Access to the refuse store is provided from Goulden Street.
- 3.23 The proposal is a car free development. As the scheme is located in a highly sustainable location the development seeks to encourage a model shift towards more sustainable methods of transport reflecting this position and the diverse choice within the immediate locality.
- 3.24 Secure cycle store provision is provided in the form of two separate bike stores at ground floor level with separate accesses from both Goulden and Marshall Street.

The bike stores have a collective capacity of 100 bicycle parking spaces which equates to a provision of 103%.

Servicing and Waste

- 3.25 The building will house a recycling and refuse area in a dedicated bin store on ground floor level, which is accessible from circulation cores.
- 3.26 Residents will take their waste to the ground floor to place refuse in bins for collection at a single point from Goulden Street.
- 3.27 Servicing trips are to arrive via the main reception accessed from Goulden Street with servicing managed appropriately as to avoid conflict with deliveries made by larger vehicles.

Landscaping

- 3.28 The proposed development includes two separate areas of landscaping / public realm, these are located at ground level to the north-east side of the building in the form of a courtyard area, and at level 8 where there is a resident's roof terrace.
- 3.29 The ground floor semi-private courtyard area is accessed by two separate entrances from Goulden Street. The space includes low level planting with paving arrangement and hedging. The courtyard area also includes multi-stem trees, a number of seating spaces and lighting elements.
- 3.30 Additional landscaping is to be provided to the roof terrace at level 8 of the proposed development. The space is to include raised planting beds accompanied by surrounding seating. Further to this are formal dining spaces and seating as well as a multifunctional outdoor yoga deck.
- 3.31 The accompanying Landscape Design Document prepared by Layer Studio sets out further details on the proposal's approach to landscaping and public realm.

Pre Application Engagement

- 3.32 During the evolution of the design there has been extensive engagement with Manchester City Council involving a series of pre-application meetings with Senior Officers from the Council. The meetings have taken place from late 2023 through 2024 working through the details to the design and the opportunities afforded by the proposed development.

4. Planning Policy Context

- 4.1 Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 state that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.2 The relevant documents of the adopted development plan for Manchester City Council (MCC) are:
- Places for Everyone (PfE) (2024);
 - Core Strategy (CS) (2012); and
 - Unitary Development Plan (UDP) (1995).
- 4.3 The CS replaced significant elements of the UDP but some policies are extant.
- 4.4 Other planning policy documents relevant to this proposal that are capable of being a material consideration in the determination of this planning application comprise:
- National Planning Policy Framework ("the Framework") (December 2023), and associated Planning Practice Guidance (PPG);
 - Supplementary Planning Documents (SPDs) / Guidance (SPG) prepared by MCC;
 - Manchester Northern Gateway Strategic Regeneration Framework (SRF) (2019);
 - Manchester Residential Quality Guidance (2017);
 - New Cross Public Realm Strategy (2017); and
 - New Cross Neighbourhood Development Framework (NDF) (2015).
- 4.5 The Development Plan sets out the strategic policies and proposals that control development. The table below summarises the policies and proposals relevant to this application.

Places for Everyone	
JP-Strat1: Core Growth Area	<i>The economic role of the Core Growth Area will be protected and enhanced, with sustainable development supporting major growth in the number of jobs provided across the area providing opportunities to create jobs for local communities.</i> <i>Complementary to, but not at the expense of, its economic function it will see a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities.</i> <i>Infrastructure provision will support the growth and continued capacity of the Core Growth Area</i>
JP-Strat2: City Centre	<i>The role of the City Centre as the most significant economic location in the country outside London will be strengthened considerably. The City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, but the increasingly important residential role of the City Centre will be expanded. Development will generally be high density. It will enable people to take advantage of the access to education and training and the extensive public transport offer, reducing the need to travel to work whilst supporting economic growth and reducing levels of poverty.</i>
JP-S1: Sustainable Development	<i>To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.</i> [...] <i>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.</i>
JP-S2: Carbon and Energy	<i>The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including:</i> [...] <i>2. Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured;</i> [...] <i>4. Increasing the range of nature-based solutions including carbon sequestration through the restoration of peat-based habitats, woodland management, tree-planting and natural flood management techniques;</i> <i>5. An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable;</i> <i>a. Be net zero carbon which applies:</i> <i>• from adoption– to regulated operational carbon emissions;</i>

	• <i>from 2028 - to all emissions 'in construction'</i> <i>From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions.</i> <i>Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy, which in order of importance seeks to:</i> <i>Minimise energy demand;</i> <i>Maximise energy efficiency;</i> <i>Use renewable energy;</i> <i>Use low carbon energy; and</i> <i>Utilise other energy sources</i> <i>From 2025 any residual carbon emissions that cannot be fully mitigated on-site should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund. As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies.</i> <i>b. Incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations, unless superseded by relevant Local Plan policies, to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site;</i> <i>c. Where practicable, prioritise connection to a renewable energy/heating/cooling network in the first instance or a low carbon energy/heating/cooling network that is adaptable to non-fossil fuels at a later date;</i> <i>d. In residential developments, achieve energy demand reductions in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation, in accordance with Table 5.1.</i> <i>For renewable energy generation priority should be given to PV installation where technically feasible, alternative technologies will be appropriate where the equivalent generation is evidenced.</i> [...] <i>f. Include a detailed energy statement to demonstrate via site relevant evidence how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. Whole life cycle emissions should be considered where possible.</i> [...]
JP-S3: Heat and Energy Networks	[...]

	<i>2. Within the identified "Heat and Energy Network Opportunity Areas", unless it can be demonstrated that there are more effective alternatives for minimising carbon emissions or such connection is not practicable or financially viable, it is expected that:</i> <i>a. New residential developments that are '10 dwellings or more' or other developments over 1,000 m2 floorspace shall:</i> <i>i. Connect to an existing or planned heat/energy network or be designed to enable future connection (where within 500m of such a network); and/or</i> <i>ii. Install a site-wide or communal heat/energy network solution.</i> [...]
JP-S4: Flood Risk and the Water Environment	<i>An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk, by:</i> [...] <i>3. Locating and designing development so as to minimise the impacts of current and future flood risk [...]</i> <i>4. Expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable. District local plans should consider setting more detailed surface water drainage policies to reflect local circumstances, including alternative surface water discharge rates, such as in areas with critical drainage issues;</i> <i>5. Ensuring that sustainable drainage systems:</i> <i>i. Are designed to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation;</i> <i>ii. Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground;</i> <i>iii. Are delivered in a holistic and integrated manner, including on larger sites split into different phases; and</i> <i>iv. Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development.</i> <i>6. Securing the remediation of contaminated land and the careful design of developments to minimise the potential for urban diffuse pollution to affect the water environment; and</i> <i>7. As a minimum, residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations. District local plans may and should consider setting a tighter water efficiency standard of 110 litres/person/day where there is a clear local need with reference to national guidance on housing optional technical standards.</i>

JP-S5: Clean Air	<i>A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met, including:</i> <i>1. Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution;</i> <i>2. Determining planning applications having regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate;</i> <i>3. Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided;</i> <i>[...]</i> <i>5. Significantly expanding the existing commercial network of electric vehicle charging points, both for public and private use, including as part of new developments;</i> <i>6. Implementing the Clean Air Plan and associated measures;</i> <i>[...]</i> <i>10. Promoting actions that help remove pollutants from the air, such as enhancing the green infrastructure network and using innovative building materials that capture air pollutants; and</i> <i>11. Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users.</i>
JP-S6: Resource Efficiency	<i>The achievement of a circular economy and a zero-waste economy will play a key role in meeting Greater Manchester's ambition of becoming a leading green city region by 2038. The following measures will help achieve this:</i> <i>[...]</i> <i>3. Using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.</i>
JP-H1: Scale, Distribution and Phasing of New Housing Development	<i>A minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305.</i> <i>The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution (as set out in Table 7.2) will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets.</i>

	<i>The delivery rates in Table 7.2 are the minimum number of net additional dwellings each district is expected to identify a sufficient supply of sites for, through their local plans.</i> <i>The phasing of development is set out in Table 7.2. Where national policy requires a local planning authority to identify and update annually a supply of specific deliverable sites in their district, this will be assessed against the minimum delivery rates for the district set out in Table 7.2, irrespective of any shortfalls or surpluses in other districts and in the Plan area overall (unless national policy requires a different figure to be used).</i> [...] <i>Table 7.2 Distribution and Phasing of new dwellings 2022-2039</i> <table><tr><th>-</th><th><i>Annual average 2022-2039</i></th><th><i>2022-2025 (annual)</i></th><th><i>2025-2030 (annual)</i></th><th><i>2030-2039 (annual)</i></th><th><i>Total 2022-2039</i></th></tr><tr><td>[...]</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Manchester</td><td>3,533</td><td>3,533</td><td>3,533</td><td>3,533</td><td>60,061</td></tr><tr><td>[...]</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>PfE</td><td>10,305</td><td>9,063</td><td>10,305</td><td>10,719</td><td>175,185</td></tr></table>	-	<i>Annual average 2022-2039</i>	<i>2022-2025 (annual)</i>	<i>2025-2030 (annual)</i>	<i>2030-2039 (annual)</i>	<i>Total 2022-2039</i>	[...]						Manchester	3,533	3,533	3,533	3,533	60,061	[...]						PfE	10,305	9,063	10,305	10,719	175,185
-	<i>Annual average 2022-2039</i>	<i>2022-2025 (annual)</i>	<i>2025-2030 (annual)</i>	<i>2030-2039 (annual)</i>	<i>Total 2022-2039</i>																										
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JP-H2: Affordability of New Housing	<i>Substantial improvements will be sought in the ability of people to access housing at a price they can afford, including through:</i> <i>1. Significantly increasing the supply of new housing, in accordance with Policy JP-H1 'Scale, Distribution and Phasing of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases</i> <i>2. Maximising the delivery of additional affordable homes, including through local plans setting targets for the provision of affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability</i> <i>3. Support provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities)</i> [...] <i>5. Increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low income households.</i>																														
JP-H3: Type, Size and Design of New Housing	<i>Development across the plan area should seek to incorporate a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods. Where appropriate, this should include incorporating specialist housing for older households and vulnerable people.</i> <i>Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence.</i>																														

	<i>Housing provision to accommodate specific groups, such as students and travelling people, will be addressed through district local plans.</i> <i>All new dwellings must:</i> <i>1. Comply with the nationally described space standards; and</i> <i>2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.</i> <i>Innovation in housing development will be supported where it is consistent with the principles of good design and contributes to local distinctiveness, including the use of modern methods of manufacturing that can help to improve the speed of delivery and increase building standards.</i>			
JP-H4: Density of New Housing	<i>New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design. Regard should be had to the minimum densities set out below.</i>			
	<i>Location (use highest density that applies when a site falls within more than one location)</i>	<i>Minimum net Residential density (dwellings per hectare): Within the location</i>	<i>Minimum net residential density (dwellings per hectare): Within 400 metres</i>	<i>Minimum net residential density (dwellings per hectare): Within 800 metres</i>
	Designated centres:			
	<i>City Centre</i>	<i>200</i>	<i>120</i>	<i>70</i>
	[...]			
	Public transport stops:			
	<i>Main rail stations and Metrolink stops in the City Centre</i>	<i>N/A</i>	<i>200</i>	<i>120</i>
	[...]			
	<i>Lower densities may be acceptable where they can be clearly justified by:</i> <i>1. Local housing market issues, such as a demonstrable need for a particular type of housing that cannot be delivered at a higher density; or</i> <i>2. Site-specific issues, such as the design context and any potential impact on the wider landscape or townscape including heritage assets and green infrastructure</i> <i>In order to achieve an appropriate mix of housing across the plan area, developments should include the provision of houses and/or apartments having regard to the following and the need to achieve high quality design:</i> <i>A. 35-70 dwellings per hectare: primarily houses</i> <i>B. 70-120 dwellings per hectare: mix of houses and apartments</i>			

	<i>C. 120+ dwellings per hectare: primarily apartments, incorporating houses and/or ground-floor duplexes where practicable</i>
JP-G2: Green Infrastructure Network	[...] <i>Wherever practicable, opportunities to integrate new and existing green infrastructure into new development will be taken to protect, enhance and expand the green infrastructure network. Where new or improved green infrastructure is delivered as part of a development, the developer should make appropriate provision for its long-term management and maintenance.</i>
JP-G6: Urban Green Space	<i>To ensure there is an appropriate scale, type, quality and distribution of accessible urban green space that can support a high quality of life and other important green infrastructure functions:</i> [...] <i>we will work with developers and other stakeholders to deliver new high quality urban green spaces.</i> <i>Development should be designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.</i>
JP-G7: Trees and Woodland	<i>We will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them. This will be done through local planning and associated activities such as:</i> [...] <i>6. Considerably increasing the provision of street trees within urban areas;</i> [...]
JP-P1: Sustainable Places	<i>We aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with:</i> <i>1. Distinctive, with a clear identity that:</i> <i>A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;</i> <i>B. Enables a clear understanding of how the place has developed; and</i> <i>C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used</i> <i>2. Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design</i> <i>3. Socially inclusive:</i> <i>A. Responding to the needs of all parts of society;</i> <i>B. Enabling everyone to participate equally and independently;</i> <i>C. Providing opportunities for social contact and support; and</i>

	<i>D. Promoting a sense of community</i> <i>4. Resilient, capable of dealing with major environmental events</i> <i>5. Adaptable, able to respond easily to varied and changing needs and technologies</i> <i>6. Durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained</i> <i>7. Resource-efficient with:</i> <i>A. A low carbon footprint;</i> <i>B. Efficient use of land;</i> <i>C. Minimised use of new materials;</i> <i>D. High levels of recycling</i> <i>8. Safe, including by designing out crime and terrorism, reducing opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster.</i> <i>9. Supported by critical infrastructure, such as energy, water and drainage and green spaces</i> <i>10. Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage</i> <i>11. Incorporating inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places</i> <i>12. Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place</i> <i>13. Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest</i> <i>14. Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond</i> <i>15. Comfortable and inviting, with indoor and outdoor environments:</i> <i>A. Offering a high level of amenity that minimises exposure to pollution; and</i> <i>B. Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter</i> <i>16. Incorporating high quality and well managed green infrastructure and quality public realm, with:</i> <i>A. Opportunities for recreation and outdoor play for children, and interaction between the generations;</i> <i>B. Public and private spaces clearly distinguished;</i>
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	<i>C. Development clearly defining, and promoting activity within, public spaces;</i> <i>D. High quality landscaping with schemes</i> <i>17. Well-served by local shops, services and amenities, including education and health facilities</i>
JP-P2: Heritage	<i>We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.</i> <i>Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive management and integration of our heritage by:</i> <i>1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;</i> <i>2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised;</i> <i>3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;</i> <i>[...]</i> <i>Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value.</i> <i>Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.</i> <i>[...]</i> <i>Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.</i>
JP-P6: Health	<i>To help tackle health inequality new development will be required, as far as practicable, to:</i>

	<i>A. Maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development;</i> <i>B. Support healthy lifestyles, including through the use of active design principles making physical activity an easy, practical and attractive choice; [...]</i>
JP-P7: Sport and Recreation	<i>A network of high quality and accessible sports and recreation facilities will be protected and enhanced, supporting greater levels of activity for all ages, including by:</i> <i>[...]</i> <i>3. Requiring new development to provide new and/or improved existing facilities commensurate with the demand they would generate. The provision of sports facilities will be determined by individual local authorities through an evidence based approach;</i> <i>[...]</i>
JP-C1: An Integrated Network	<i>In order to help deliver an accessible, low carbon Greater Manchester with worldclass connectivity, we will support a range of measures, including:</i> <i>1. Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;</i> <i>2. Enabling the provision of high quality digital infrastructure;</i> <i>3. Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;</i> <i>[...]</i> <i>5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):</i> <i>a. Pedestrians (and people using mobility aids);</i> <i>b. Cyclists, powered two-wheelers, and public transport users;</i> <i>c. People doing business or providing services (such as taxis/private hire, deliveries or waste collection)</i> <i>d. People in personal motorised vehicles</i> <i>[...]</i>
JP-C2: Digital Connectivity	<i>We support the provision of affordable, high quality, digital infrastructure.</i> <i>In making decisions we will support a range of measures, including:</i> <i>[...]</i> <i>2. Requiring all new development to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multiplexing compliant with telecoms standards, to facilitate future-proof gigabitcapable</i>

	<i>network connections. It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties [...]</i>
JP-C5: Streets for All	[...] <i>We will seek to ensure:</i> <i>1. The design and management of streets will follow a Streets for All approach, including by:</i> [...] <i>e. Providing frequent opportunities for people to rest, linger and socialise, and for children to play, particularly in streets with a high 'place function';</i> [...] <i>g. Incorporating increased levels of greenery including trees where possible;</i> [...]
JP-C8: Transport Requirements of New Development	<i>We 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.</i> <i>We will do this by:</i> <u><i>Connectivity and Permeability</i></u> [...] <i>2. Ensure appropriate connectivity to the existing highway network.</i> <u><i>Design</i></u> <i>3. Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;</i> [...] <u><i>Parking Infrastructure</i></u> <i>7. Making adequate car parking provision, including for disabled drivers and passengers;</i> <i>8. Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;</i> <i>9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use [...]</i> <i>10. Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;</i>

	<i>11. Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.</i> [...] <u><i>Access and Servicing</i></u> [...] <i>14. Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:</i> <i>• meets road safety requirements,</i> <i>• reduces transport emissions and other environmental impacts,</i> <i>• reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries;</i> <u><i>Construction Management</i></u> <i>15. Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries</i> <u><i>Transport Assessments</i></u> <i>16 Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Where a Transport Assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Consultation should be undertaken, at pre-application stage, with the relevant local highway authorities to agree which committed developments / allocations and which potential transport interventions should be considered, with reference to Appendix D, as appropriate.</i> [...]
JP-D2: Developer Contributions	<i>We will require developers to provide, or contribute towards, the provision of mitigation measures to make the development acceptable in planning terms. These will be secured through the most appropriate mechanism, including, but not limited to, planning conditions, Section 106 planning obligations, agreements made under Section 278 of the Highways Act 1990 (as amended), or CIL (or any subsequently adopted planning gain regime).</i> <i>If an applicant wishes to make a case that a development is not viable, they should provide clear evidence at the planning application stage, identifying the specific issues and/or changes in circumstance which would create barriers to delivery in a transparent manner and reflecting national guidance.</i> <i>Where it is accepted that viability should be considered as part of the determination of an application, the Local Planning Authority should determine</i>

	<i>the weight to be given to a viability assessment alongside other material considerations.</i>
Core Strategy	
SP 1 Spatial Principles	<i>The key spatial principles which will guide the strategic development of Manchester to 2027 are:</i> <i>The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.</i> <i>[...]</i> <i>The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.</i> <i>The City's network of open spaces will provide all residents with good access to recreation opportunities. [...]</i> <i>New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. [...]</i> <i>Core Development Principles</i> <i>Development in all parts of the City should:-</i> <i>Make a positive contribution to neighbourhoods of choice including:-</i> <i>creating well designed places that enhance or create character.</i> <i>making a positive contribution to the health, safety and wellbeing of residents</i> <i>considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.</i> <i>protect and enhance the built and natural environment.</i> <i>Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.</i> <i>Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.</i>
EC 3 The Regional Centre	<i>[...]</i> <i>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.</i>
CC 1 Primary Economic	<i>[...] Within the City Centre and the fringe a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local,</i>

Development Focus: City Centre and Fringe	<i>national and international businesses. The City Centre and fringe will be considered a suitable location for the consideration of high density buildings and commercially led mixed use schemes. [...]</i> <i>Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure in the Regional Centre as set out in the Energy policies.</i> <i>[...]</i> <i>Proposals in the City Centre and City Centre Fringe [...] will need to take account of the flood risk issues, in line with policy EN14 - Flood Risk.</i>												
H1 Overall Housing Provision	<i>Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will vary across the lifetime of the Core Strategy. Based on the availability, suitability and achievability of developing capacity sites in Manchester's Strategic Housing Land Availability Assessment, and the current economic situation, the trajectory overleaf provides an indication of the timescale over which development is likely to come forward. The delivery boxes following show how this breaks down for each Strategic Regeneration Framework area.</i> <i>New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester. (The distribution of available housing sites is in accordance with the research conducted by AGMA which gives priority to residential schemes in the Regional Centre and the Inner Areas to support regeneration and the drive for regional growth.) The proportionate distribution of new housing, and the mix within each area, will depend on:</i> <i>• The number of available sites identified as potential housing sites in the SHLAA;</i> <i>• Land values and financial viability;</i> <i>• The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester; and preserving and improving the quality of the existing housing stock [...]</i> <i>High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. [...]</i> <i>90% of residential development will be on previously developed land. [...]</i> <i>Table 9.1 Distribution of New Housing by Regeneration Area</i> <table><tr><th><i>Location</i></th><th><i>Policy No</i></th><th><i>Approx number of dwellings (net)</i></th></tr><tr><td><i>[...]</i></td><td></td><td></td></tr><tr><td><i>North Manchester</i></td><td><i>H3</i></td><td><i>11,840</i></td></tr><tr><td><i>[...]</i></td><td></td><td></td></tr></table>	<i>Location</i>	<i>Policy No</i>	<i>Approx number of dwellings (net)</i>	<i>[...]</i>			<i>North Manchester</i>	<i>H3</i>	<i>11,840</i>	<i>[...]</i>		
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<i>North Manchester</i>	<i>H3</i>	<i>11,840</i>											
<i>[...]</i>													

	<i>Proposals for new residential development (including accommodation for Gypsies and Travellers and Travelling Showpeople and purpose built student accommodation) should take account of the need to:</i> <i>Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people, people with specific support requirements, BME communities, Gypsies and Travellers and Travelling Showpeople;</i> <i>Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;</i> <i>Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). Schemes should make provision for parking cars and bicycles (in line with policy T2); and the need for appropriate levels of sound insulation.</i> <i>Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision;</i> <i>Prioritise sites which are in close proximity to centres or high frequency public transport routes.</i> <i>Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations).</i> <i>Be designed to give privacy to both its residents and neighbours.</i>
H 3 North Manchester	<i>North Manchester, over the lifetime of the Core Strategy, will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes as well as along high frequency public transport routes.</i>
H 8 Affordable Housing	<i>The following requirements for affordable housing or an equivalent financial contribution, as set out in Providing For Housing Choice, or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. These thresholds will be subject to amendment over the lifetime of the Core Strategy to reflect changing economic circumstances. The targets and thresholds will form part of supporting SPD and/or Planning Guidance.</i> <i>1. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20%</i>

	<i>target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.</i> <i>2. The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.</i> <i>3. Affordable housing units will be inclusively designed to reflect the character of development on the site.</i> <i>4. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include:</i> <i>• There is a very high level of affordable housing in the immediate area;</i> <i>• There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;</i> <i>• Affordable housing would be prejudicial to the diversification of the existing housing mix.</i> <i>• The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;</i> <i>• It would financially undermine significant development proposals critical to economic growth within the City;</i> <i>• The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;</i> <i>• There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.</i> <i>5. The Council will also consider the provision of affordable housing which is delivered by taking advantage of other equity based products in addition to those options identified in PPS 3.</i> <i>6. The definition used for affordable housing is set out in Annex B of PPS 3.</i>
T 1 Sustainable Transport	<i>To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -</i> <i>• Improve choice by developing alternatives to the car.</i>

	• [...] • <i>Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:</i> 1. <i>pedestrians and disabled people</i> 2. <i>cyclists, public transport,</i> 3. <i>commercial access,</i> 4. <i>general off peak traffic,</i> 5. <i>general peak time traffic.</i>
T2 Accessible Areas of opportunity and need	<i>The Council will actively manage the pattern of development to ensure that new development: -</i> • <i>Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections</i> • <i>Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-</i> ○ <i>Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.</i> ○ [...] • [...] <i>all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:</i> ○ <i>District Centres</i> ○ <i>Areas not within the City Centre or District Centres</i> <i>The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.</i> • <i>Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.</i>
EN 1 Design Principles and	<i>All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located.</i>

Strategic Character Area	<i>Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.</i> <i>1. City Centre Character Area</i> <i>The City Centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and an historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities. Relative to the amount of development there is limited open space and this includes a range of civic and less formal green spaces and waterways. Outside the core and associated with the Inner Relief Route there are less active and less densely developed areas with significant elements of cleared land. The City Centre is the focus of the City's transport routes.</i> <i>Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area.</i> <i>While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level.</i> <i>Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.</i> [...]
EN 3 Heritage	<i>Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.</i> <i>New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.</i> [...]
EN 4 Reducing CO ₂ Emissions by Enabling Low and Zero Carbon Development	<i>The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO₂ emissions, and rising fossil fuel prices, through the following actions:</i> <i>All development must follow the principle of the Energy Hierarchy, being designed:</i> <i>to reduce the need for energy through design features that provide passive heating, natural lighting and cooling</i>

	○ <i>to reduce the need for energy through energy efficient features such as improved insulation and glazing</i> ○ <i>to meet residual energy requirements through the use of low or zero carbon energy generating technologies</i> • <i>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.</i> • <i>Where possible new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings.</i> • <i>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.</i> • <i>The use of building materials with low embodied carbon in new development and refurbishment schemes.</i>
EN 5 Strategic Areas for low and zero carbon decentralised energy infrastructure	<i>Within Manchester it is considered that the following strategic areas, indicated on the key diagram, will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies available:</i> • <i>The Regional Centre, which also includes the Oxford Road Corridor and Eastlands</i> • <i>[...]</i> <i>Within these areas new development, regeneration and retrofit projects, will be expected to take place in the context of more detailed proposals for decentralised low and zero carbon energy infrastructure in the form of energy proposals plans. The Council will work with all relevant stakeholders, which may include developers, landowners, residents, community groups, private sector partners, utilities companies, neighbouring authorities and other public sector bodies, as appropriate, to bring forward such plans.</i> <i>[...]</i>
EN 6 Target Framework for CO ₂ reductions from low or zero carbon energy supplies	<i>Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum to meet the target shown in Tables 12.1 or 12.2, unless this can be shown not to be viable. This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement. Such a statement will be expected to set out the projected regulated energy demand and associated CO₂ emissions for all phases of the development.</i> <i>[...]</i> <i>The target framework relates to three broad development locations and their potential for low and zero carbon, decentralised energy. The areas are defined as follows</i>

	• <i>Target 1 Network development areas: Locations where the proximity of new and existing buildings, the mix of uses and density of development provide the right conditions to support district heating (and cooling).</i> • <i>Target 2 Electricity intense areas: Locations where the predominant building type has an all electric fit-out such as retail units and leisure complexes.</i> • <i>Target 3 Micro-generation areas: Locations where lower densities and a fragmented mix of uses tend to mean that only building scale solutions are practical.</i> Domestic CO₂ emissions reduction targets Table 12.2 <table> <tr> <th>Target</th><th>% Minimum requirement</th></tr> <tr> <td>Target 1: Network development area</td><td>CHP/district heating anchor or connection or where not feasible a 15% increase on Part L 2010</td></tr> <tr> <td>Target 2: Electricity intense buildings</td><td>+15% increase on Part L 2010</td></tr> <tr> <td>Target 3: Micro generation area</td><td>+15% increase on Part L 2010</td></tr> </table> [...] <i>Where the CO₂ emissions reduction required under any future revision to Part L of the building regulations becomes greater than the '% Minimum requirement', the reduction required under building regulations would apply.</i> <i>Where the Council identifies an 'allowable solution', for example within an energy proposals plan, that would produce higher carbon reductions at no extra cost than that of achieving the '% Minimum requirement' (or required under building regulations if greater) the higher percentage reduction will be required. The cost comparison is based on the cost of incorporating the 'allowable solution' at design stage.</i> <i>The energy statement will be required to be submitted at the outset of any proposed development (outline application or before). Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO₂ mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.</i> <i>Guidance on what the energy statement should contain and how to decide which target applies to a development proposal is given in Appendix A.</i>	Target	% Minimum requirement	Target 1: Network development area	CHP/district heating anchor or connection or where not feasible a 15% increase on Part L 2010	Target 2: Electricity intense buildings	+15% increase on Part L 2010	Target 3: Micro generation area	+15% increase on Part L 2010
Target	% Minimum requirement								
Target 1: Network development area	CHP/district heating anchor or connection or where not feasible a 15% increase on Part L 2010								
Target 2: Electricity intense buildings	+15% increase on Part L 2010								
Target 3: Micro generation area	+15% increase on Part L 2010								
EN 8 Adaption to Climate Change	<i>All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:</i>								

	• <i>Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability</i> • <i>Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways</i> • <i>The need to control overheating of buildings through passive design</i> • <i>The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation</i> <i>Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO₂ mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.</i>
EN 9 Green Infrastructure	<i>[...] Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. [...]</i> <i>Key features of Manchester's green infrastructure will include:</i> • <i>The continued development of a network of green spaces, water bodies, canals, paths and cycleways, with priority given to those parts of the City where there is an identified existing lack of open space. The Council will seek to protect existing street trees and promote new planting, particularly where this can enhance green links in the urban area.</i> • <i>[...]</i> • <i>The encouragement of green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaption to climate change in heavily urbanised areas.</i> <i>New green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management.</i>
EN 11 Quantity of Open Space, Sport and Recreation	<i>As opportunities arise, new open space, sport and recreation facilities will be created across Manchester. The Council will seek the provision of new open space, sport and recreation facilities, in particular where:</i> • <i>a quantitative shortage of a particular use per head of population, including any expected increase of population created by the new development, based on the findings of the Open Space, Sport and Recreation study and Playing Pitch Strategy, is identified in the local area;</i> • <i>[...]</i>
EN 12 Area priorities for Open Space, Sport and Recreation	<i>The priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas include the following:-</i>

	• <i>North area: ensure that new development will deliver improvements to the quality of existing provision.</i> • [...]
EN 14 Flood Risk	• <i>In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).</i> • <i>In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.</i> • <i>All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.</i>
EN 15 Biodiversity and Geological Conservation	<i>The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Particular consideration will be given to:</i> • <i>sites with international or national designations for their biodiversity value. Manchester contains one Site of Special Scientific Interest (SSSI) (Cotteril Clough); there is a Special Area of Conservation (SAC) and an SSSI just over the border in Oldham (both on the Rochdale Canal within Oldham);</i> • <i>other sites of biodiversity value, including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs); Manchester currently has 35 SBIs (including the Rochdale and Ashton Canals) and 7 LNRs; priority habitats found within Manchester, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP);</i> • <i>protected and priority species, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP);</i> • <i>sites that are recognised for their geological importance;</i> • <i>the Council's objective to protect and conserve the City's existing trees and woodlands and the aim for a net increase in trees across the City.</i> <i>Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate, with reference to:</i> • <i>the Manchester Biodiversity Strategy, which provides further details of priority habitats within Manchester and opportunities for biodiversity</i>

	<i>enhancement including corridors such as the Mersey, Medlock and Irk river valleys, the canals and disused railway lines and areas of managed greenspace particularly in parks;</i> <i>the Green Infrastructure Framework for Greater Manchester, which encompasses an ecological framework that seeks to guide and inform habitat creation and repair, including identifying large 'biodiversity opportunity areas' including the Moston Brook Corridor and Nutsford Vale;</i> <i>the Open Space, Sport & Recreation Study, which identifies areas where there is a deficit of natural and semi-natural greenspace, opportunities for green corridors and other linkages;</i> <i>Manchester's Climate Change Action Plan;</i> <i>the Strategic Flood Risk Assessment (SFRA) for Manchester;</i> <i>the Habitats Regulations Assessment (HRA) for Manchester, which gives detailed consideration to Special Areas of Conservation (SACs), including the Rochdale Canal SAC just outside the district boundary;</i> <i>the River Basin Management Plan for the North West;</i> <i>the Manchester Tree Strategy.</i> <i>Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation.</i> <i>Development should wherever possible seek to maintain, enhance or restore existing geology.</i>
EN 16 Air Quality	<i>The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.</i> <i>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.</i>
EN 17 Water Quality	<i>With reference to the Manchester-Salford-Trafford SFRA and other relevant documents:</i> <i>Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological;</i> <i>Development should minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems, to minimise groundwater contamination, and to avoid pollutants reaching watercourses;</i>

	• <i>Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site;</i> • <i>Development should, where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.</i>
EN 18 Contaminated Land and Ground Stability	<i>The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment</i> <i>All new development within former mining areas shall undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them.</i>
EN 19 Waste	<i>The Council will</i> • [...] • <i>Require all developers, including those of new waste management facilities within the District, to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal)</i> • [...] • <i>Require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.</i> • [...]
PA 1 Developer Contributions	<i>Where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance. Through such obligations, the Council may seek contributions for the following with priority assessed on a site by site basis:</i> • <i>Affordable housing</i> • <i>Education</i> • <i>Health and wellbeing facilities</i> • <i>Community facilities</i> • <i>Provision of Green Infrastructure including open space</i> • <i>Public realm improvements</i> • <i>Protection or enhancement of cultural heritage</i> • <i>Protection or enhancement of environmental value</i> • <i>Safety and security improvements</i> • <i>Training and employment initiatives</i>

	• <i>Highway improvements, traffic management, sustainable transport and disabled people's access</i> • <i>Climate change mitigation / adaptation</i> <i>Where development has a significant impact on the Strategic Road Network developer contributions would be sought through section 278 agreements.</i> <i>The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. Where appropriate, any such provision will be required to be provided on site. Where this is not possible, a commuted sum payment is likely to be sought. In determining the nature and scale of any planning obligation, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account. The timing of provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is in place before development is occupied.</i> <i>These issues will be addressed in accordance with guidance in Strategic Regeneration Frameworks and local circumstances.</i>
DM 1 Development Management	<i>All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-</i> • <i>Appropriate siting, layout, scale, form, massing, materials and detail.</i> • <i>Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.</i> • <i>Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.</i> • <i>Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.</i> • <i>Community safety and crime prevention.</i> • <i>Design for health.</i> • <i>Adequacy of internal accommodation and external amenity space.</i> • <i>Refuse storage and collection.</i> • <i>Vehicular access and car parking.</i> • <i>Effects relating to biodiversity, landscape, archaeological or built heritage.</i> • <i>Green Infrastructure including open space, both public and private.</i> • <i>The use of alternatives to peat-based products in landscaping/gardens within development schemes.</i> • <i>Flood risk and drainage.</i>

	- Existing or proposed hazardous installations. - Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):- a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required: Year 2010 – Code Level 3; Year 2013 - Code Level 4; Year 2016 - Code Level 6; and (b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.
Unitary Development Plan	
DC7.1 New Housing Development	<i>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.</i>
DC19.1 Listed Buildings	<i>In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:</i> [...] <i>d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;</i> [...]
DC20.1 Archaeology	<i>DC20.1 The Council will give particular careful consideration to development proposals which affect scheduled Ancient Monuments and sites of archaeological interests, to ensure their preservation in place. In particular:</i> <i>a. Applications for consent to alter scheduled Ancient Monuments or sites of archaeological interest or their settings should be accompanied by an evaluation and assessment of the implications of the proposal.</i>

	<i>b. The Council will have special regard to the desirability of securing the preservation of Ancient Monuments and other sites of archaeological interest and their setting in place. It will not permit development that, in its opinion, would adversely affect scheduled Ancient Monuments, or other sites of archaeological interests, and their settings, In exceptional cases where development is inevitable, the Council will look at the scope for combining preservation in place with limited investigation and recording.</i> <i>c. Where the preservation of scheduled Ancient Monuments and sites of archaeological interest in place is not appropriate, the Council will seek to gain full and proper recording of the site through early consultation between the applicant and approved archaeological organisation.</i>
DC26.1 – DC26.6 Development and Noise	<i>DC26.1 The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:</i> <i>a. the effect of new development proposals which are likely to be generators of noise; and</i> <i>b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.</i> <i>DC26.2 New noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.</i> <i>[...]</i> <i>DC26.4 Where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following:</i> <i>a. engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers;</i> <i>b. layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it; and screening by natural barriers or other buildings or noncritical rooms within a building; and</i> <i>c. administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all of these factors will be considered appropriate for inclusion in conditions on any planning permission.</i>

	<i>DC26.5 The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.</i> <i>DC26.6 Exceptions to the general policy will be considered on their merits. [...]</i>
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Table 2: Relevant Policies

Adopted Parking Standards

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

Supplementary Planning Documents and Guidance

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

Providing for Housing Choice SPD/PG (2008)

- 4.8 This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision, as set out in Planning Policy Statement 3 (PPS 3), November 2006.
- 4.9 The following policies within the document have SPD status. The remainder of the document is considered as planning guidance:
- *The Council aims to achieve mixed tenure developments where the affordable housing units are truly integrated into the overall scheme. The policy approach is set out below, and is based on English Partnership's Policy Guidance on "Quality and Price Standards"; and*
 - *As with all other forms of residential accommodation, the Council expects affordable housing to be built to a high standard of design and amenity.*
- 4.10 A net annual shortfall of 1,375 affordable homes was identified using the evidence base at the time.
- 4.11 It establishes that the threshold for providing affordable housing is developments of 15 or more dwellings or 0.3ha gross developable area.

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

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

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

Table 3: Summary of identified housing need by dwelling size

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

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

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

4.17 Lower proportion of affordable housing or a lower commuted sum may be permitted in where material considerations indicate that this would be appropriate. These include *"The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within*

existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes; or financially undermine significant development proposals critical to economic growth within the City” or “The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability”.

Guide to Development in Manchester SPD/PG (2007)

- 4.18 The document sets out the MCC’s stance on a wide range of issues relating to design, demonstrating, where applicable, their links to the UDP. The first part deals with development principles and the majority of it has SPD status. The second part provides additional guidance on the character of various areas within the City and should be considered planning guidance.
- 4.19 MCC want to ensure all development in Manchester contributes and enhances to the city’s unique identity and that its many neighbourhoods retain and develop their sense of place.
- 4.20 The issues covered within the document include urban design, accessibility, environmental standards, street hierarchy, parking guidelines, housing density and design for health and security.

Material Considerations

National Planning Policy Framework (2023)

- 4.21 As part of the determination process, material considerations inform the acceptability of planning proposals. The Framework sets out the nationally controlling policies which inform development.
- 4.22 Paragraph 38 seeks that Local Planning Authorities should approach decisions on proposed development in a positive and creative way, using the full range of planning tools available, working with applicants to secure developments that will improve the economic, social, and environmental conditions of the area.

- 4.23 Section 9 promotes sustainable transport to ensure potential impacts of development on transport networks can be addressed. Schemes should seek to promote walking, cycling and public transport where possible. To support development proposals safe and suitable access should be achievable for all users. Paragraph 115 stipulates that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety.
- 4.24 Section 10 cements the importance of advanced, high quality and reliable communications infrastructure for economic growth and social well-being. Planning policies and decisions should prioritise full fibre connections to existing and new developments and consider the potential impact of new buildings on broadcast and electronic communications services.
- 4.25 Section 11 champions the effective use of land, balanced with the safeguarding of the environment. To this end, the value of using suitable brownfield land within settlements should be given substantial weight.
- 4.26 Paragraph 128 sets out that development which takes into account the identified need for different forms of development, local market conditions, availability of infrastructure and services, importance of securing well-designed and beautiful, attractive and healthy places making efficient use of land should be supported.
- 4.27 Section 12 of the Framework seeks to achieve well-designed and beautiful places with the creation of high-quality buildings, and good design as a key aspect of sustainable development. Proposals should function well and add to the overall quality of the area, are visually attractive as a result of good architecture being sympathetic to local character, while not preventing increased densities.
- 4.28 Section 14 meets the challenge of climate change and flooding. New development being planned to avoid increased vulnerability to range of impacts arising from climate change and being sited to reduce greenhouse gas requirements. Developments should be positioned in areas of least risk of flooding when with

proposed end users who would be at risk.

- 4.29 Section 15 tackles the conservation and enhancement of the natural environment and protecting neighbouring amenity with regards to soil, air, water and noise pollution.
- 4.30 Section 16 sets out the national position on conservation and enhancement of the historic environment. It requires applicants to describe the significance of any heritage assets affected, including any contribution made by their setting.
- 4.31 Paragraph 206 states *'any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.'*
- 4.32 Paragraph 208 states *'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.'*

Planning Practice Guidance

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

Manchester Residential Quality Guidance (2017)

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

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

New Cross Neighbourhood Development Framework (2015)

- 4.36 The NDF was prepared to guide the future development of New Cross in order to ensure a quality of new development and supporting public realm, highways and other community infrastructure that will result in a safe, accessible, vibrant, distinctive and sustainable residential led neighbourhood where people want to live.
- 4.37 It establishes a series of development and urban design principles that will inform the future development of this area. In addition, this document is actively used as a material consideration in the consideration of planning applications by the LPA for sites located within the study area, thereby ensuring that proposals come forward in a fully integrated and carefully coordinated manner.
- 4.38 The site is located in 'Zone A' of the New Cross Study Area, for which the NDF sets out an illustrative masterplan.



Figure 2: New Cross NDF study area and Zones

- 4.39 The site is located on is proposed to be residential use only with residential frontage on its north-east and south-west sides and possible active frontage on its north-west side.
- 4.40 Typologies considered to be suitable include townhouses, duplex units with 3 or 4 storeys of apartments above a ground floor and L-shape and rectilinear apartment blocks.
- 4.41 As for height and density, the 'tilted bowl' strategy established in the NDF has the plot in the 'heart of the site' character area, where the scale and density is informed by the critical requirement to retain and reinforce the street grid pattern as noted above. This narrow grid pattern dictates that the buildings here must be of lower height in order to ensure that an attractive pedestrian environment can be created, for example providing a more open feel where daylight can easily penetrate. The

pedestrian environment is also critical to strengthening the key pedestrian route that runs through the heart of the site, which will achieve a key aspiration of the Masterplan to connect Collyhurst into the City Centre through New Cross.

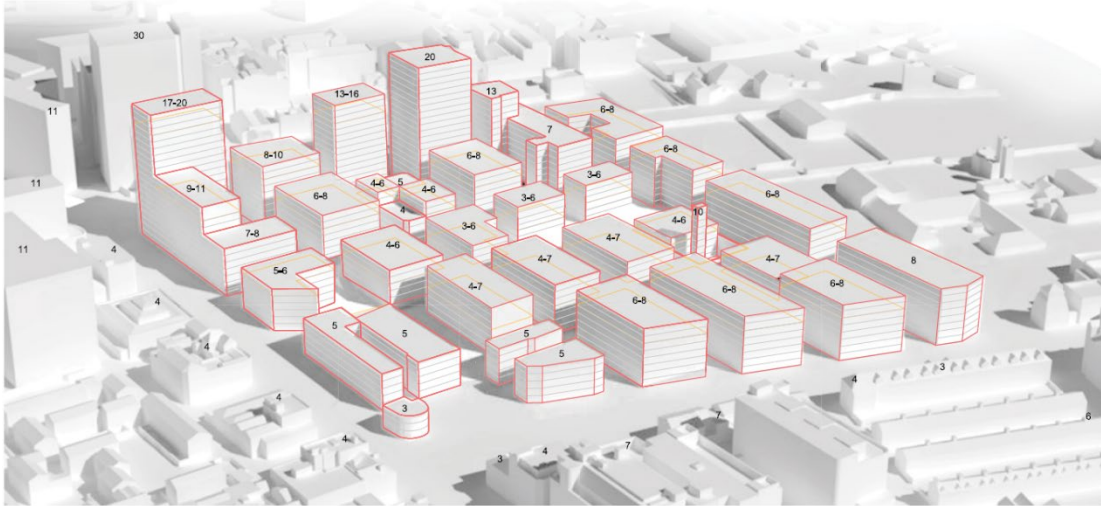


Figure 3: The 'tilted bowl' massing strategy for New Cross Zone A

- 4.42 An Update to the NDF was adopted in 2016. However, this document only relates to the remainder of the study area and made no changes to considerations for Zone A.

New Cross Public Realm Strategy (2017)

- 4.43 This strategy was prepared on behalf of Manchester City Council in order to articulate a vision for the public realm within New Cross Zone A. It compliments and builds on the NDF and is a material consideration for planning decisions.
- 4.44 It sets out a major departure from the proposed street hierarchy of the NDF, which proposed to fully pedestrianise Goulden Street and Cross Keys Street and reduce the number of vehicular access and egress points. The updated public realm proposal simplifies the hierarchy by assigning the majority of the streets (including all four around Cross Keys) as pedestrian priority streets.



Figure 4: Proposed Street Hierarchy

Manchester Northern Gateway SRF (2019)

- 4.45 The Manchester Northern Gateway SRF has been prepared by MCC to guide the future development of one of the largest regeneration projects in the UK (now known as Victoria North). It is a material planning consideration for applications within the 155ha study area which stretches from the Northern Quarter to Queens Park.
- 4.46 It replaces the Lower Irk Valley Neighbourhood Development Framework (2016), Collyhurst Spatial Masterplan (2014) and all elements of the New Cross NDF (2015) and Update (2016) save for the Framework Development & Urban Design Principles relating to Zone A and all elements of the New Cross Public Realm Strategy (2017).

4.47 *'The Vision for the Northern Gateway is to deliver a series of vibrant, sustainable and integrated residential neighbourhoods within the extended city centre of Manchester.'*

4.48 The SRF sets out eight Core Objectives which include *'A unique and high quality residential-led regeneration scheme'* and *'Promote truly sustainable places'*.

4.49 The southernmost of these new neighbourhoods is also referred to as New Cross and extends further than the Thompson Street boundary. The SRF establishes that *'New Cross will be a medium to high density residential-led neighbourhood that marks the transition from the city centre into the Northern Gateway.'*

Manchester Green and Blue Infrastructure Strategy (2015)

4.50 This strategy sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

4.51 By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city.

4.52 Four objectives have been established to enable the vision to be achieved:

- Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers;
- Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth;
- Improve connectivity and accessibility to green and blue infrastructure within the city and beyond; and
- Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

5. Development Plan Compliance

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

Principle of Development

- 5.2 Manchester is considered to hold a strong economic position with growing and dynamic employment and residential sectors.
- 5.3 The site provides an opportunity for regeneration with the principle of its redevelopment for residential use being supported by the New Cross Neighbourhood Development Framework and the Northern Gateway Strategic Regeneration Framework.
- 5.4 The site is located within areas defined as the Regional Centre as well as North Manchester under policies EC 3 and H3 of the Manchester Core Strategy, whilst also being located on the northern fringe of the City Centre covered by policy CC1 and demarcated as a City Centre under policy JP-Strat2 of the newly adopted Places for Everyone Plan. These policies highlight that there is a need to deliver new residential development to the City and support high quality and high density residential accommodation, of which the proposed scheme aligns with.
- 5.5 The site provides an opportunity to meet the demand highlighted above through much needed residential development on previously developed land in a strategic and sustainable location. The scheme will seek to contribute to the City's economic function of the Core Growth Area through the provision of a range of homes, drawing upon existing connections to established employment training, transport hubs and education facilities.
- 5.6 The scheme will contribute to the residential role of the City Centre and surrounding environs by contributing to the Core Strategy new dwellings target of 60,000 between 2009 and 2027 as well as the Places for Everyone minimum of 175,185 net

additional dwellings scheduled to be delivered over the period of 2022 – 2039, by providing high quality homes incorporating premium design, enabling people to reduce the need to travel and take advantage of pre-existing key assets.

- 5.7 The location of the development is considered to be sustainable with the proposed development and future occupants being well-connected to other places particularly through public transport, encouraging a model shift away from private forms of transport and increasing the proportion of trips that can be made by walking and cycling in a view to creating a high quality, attractive, liveable and sustainable residential environment. The proposed development is car free which further promotes a shift towards more sustainable forms of travel.
- 5.8 The proposed development will seek to make a significantly positive contribution to neighbourhoods for choice through its design which will enhance the character of the surrounding area in terms of the built and natural environment whilst making a positive contribution to the health, safety and wellbeing of residents through a high quality residential accommodation offer.
- 5.9 The New Cross area of which the development site is strategically located has been a focus for development activity in recent years including significant public and private sector investment, with this area now acting as a catalyst for wider transformation and regeneration of the north eastern fringes of the City Centre through predominantly residential-led development, in line with the aspirations of the New Cross NDF.
- 5.10 The development site is highlighted as being within Zone A within the NDF, appropriate for a mix of high quality residential accommodation given its location and target demographic, with the site representing one of many underutilised sites, many of which are currently surface level car parks. The proposed development seeks to provide a comprehensive residential development through a suitable mix of typologies and sizes which would respond to the aspirations of the New Cross NDF.

- 5.11 Further to the above, the same document highlights an existing lack of quality public amenity space of which the proposed development would provide for in the form of amenity space at ground floor level connecting to the street for use by future residents of the development and the public whilst enhancing walking routes along key pedestrian lines and linking to future designated areas of public realm.
- 5.12 The proposals have had careful and detailed consideration of the appropriate density for this site. The proposals correspond and align with the location of high density developments detailed in Policy H1 of the Core Strategy as well as the desired densities and massing for the site detailed in the New Cross NDF.
- 5.13 The proposed development will aid in the vision of the Manchester Northern Gateway SRF by contributing in the form of residential led regeneration to the ongoing growth of a vibrant, sustainable and integrated neighbourhood on the city centre fringe.
- 5.14 On the basis of the above it is considered that the proposed development is acceptable in principle and accords with Policies JP-Strat1, JP-Strat2, JP-H1, JP-H2 and JP-C8 of PfE, Policies SP 1, EC 3, CC 1, H1, H3, T2 of the CS, as well as the New Cross NDF, Northern Gateway SRF and Section 11 of the NPPF.

Sustainability

- 5.15 The proposal will be making use of a highly sustainable location, increasing the quantum of residents who are able to benefit from high quality city centre living with sustainable routes within the city centre and wider environs.
- 5.16 Given the site's location within a three-minute walk from five bus stops as well as a six-minute walk from the nearest Metrolink stop at Shudehill, the site location provides a robust choice of sustainable travel.
- 5.17 Focussing high density development towards sustainable sites reduces the demand upon greenfield, green belt and less sustainable sites elsewhere within the

Manchester area. The proposals have had careful and detailed consideration of the appropriate density for this site to ensure compliance with the local plan and supporting documentation.

- 5.18 Redevelopment of a brownfield site has support from the NPPF and the Local Development Plan with there being a promotion of the reuse of previously developed, land particularly in sustainable locations. The proposal represents an effective use of land on a well-located site which is currently used as a surface car park. The New Cross NDF makes reference to the prevalence of surface car parks and the underutilisation of sites of this kind with the Manchester Core Strategy prioritising brownfield sites over greenfield sites, with 90% of new houses expected to be delivered on sites of this kind.
- 5.19 The proposals is therefore considered to accord with policies JP-S1 and JP-P1 of the Places for Everyone Plan, policies SP 1, CC 1, EN 4, EN 5, EN 6, EN8 and DM 1 of the Core Strategy, Section 14 of the NPPF and both the Residential Quality Guidance and Northern Gateway SRF.

Affordable Housing

- 5.20 Affordable housing requirements are set out in Core Strategy Policy H8 which states that all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed, will be required to provide affordable housing as part of the development, equating to 20% of the proposed number of residential units or an equivalent financial contribution.
- 5.21 The final affordable housing contribution will be subject to a Financial Viability Statement, prepared by CBRE, in line with Policy H8 of the Core Strategy.

Housing Mix

- 5.22 The proposed development is seeking to provide a suitable mix of housing within the site in terms of both typology and size. The scheme consists of 99 units, including 1-, 2- and 3-bedroom townhouses/mezzanine units as well as 1- and 2-bedroom

apartments, thus appealing to a wide demographic and potential occupiers. The proposal includes associated facilities such as both indoor and outdoor amenity space, landscaping, cycle parking and roof terrace. Overall the scheme sees a split of nine townhouses/mezzanine units to 89 apartments with the scheme providing 31 1-bedroom, 67 2-bedroom and one 3-bedroom dwellings. All units included within the scheme will comply with National Described Space Standards in order to secure a suitable amount of residential amenity.

- 5.23 The proposed development will therefore contribute towards the delivery of a balanced housing offering and the creation of mixed and sustainable communities, in line with policies JP-H3 and JP-H4 of the Places for Everyone Plan, policy H1 of the Core Strategy as well as details contained within the New Cross NDF and Residential Quality Guidance.

Layout and Design

- 5.24 Responding to the prominent site location an aspirational, high quality design approach has been progressed with the development. Designed by Tim Groom Architects, the scheme has responded carefully to the regression map history, site context, character and planning history along with reflecting the intended use of the of the building to arrive upon a distinctive, coherent architectural style for the New Cross area.
- 5.25 The Design and Access Statement submitted as part of this application sets out the design principles, concepts and strategy behind the proposals and should be read in conjunction with the planning drawings prepared by Tim Groom Architects.
- 5.26 The principle design response was informed by a thorough appraisal of the site context and history with various elements of the scheme providing particular reference to old and existing warehouse typologies located within the area.
- 5.27 The layout and orientation of the development aims to connect the wider circulation of the urban block with the main entrance and courtyard space making a connection

with existing pedestrian routes through New Cross. The built form on site takes the shape of an L to respond to the form of the development plots and the grid pattern of the surrounding area, of which a key target of the New Cross NDF. Further to this, the L-shaped built form allows for the inclusion of ground floor courtyard amenity space that opens the building to Cross Keys Street and provides a defined entry to the site and opening up the intersection between Goulden and Cross Key Street with a view of further connections to planned areas of public realm.

- 5.28 In terms of massing the proposal introduces two stepped blocks which aids in softening the impact of the development on the street scene and the emerging proposed square located to the other side of Cross Keys Street. The proposal will make key ties to the warehouse heritage of the built form of the surrounding area. The general massing of the development is complemented by a contemporary joining element between the two main blocks which is intended to provide a contemporary piece to the proposal and enhance the character and existing built form of the surrounding area.
- 5.29 The massing of the development over eight and nine storeys is considered taller than the recommended massing on site detailed within the New Cross NDF, however it responds recent build developments located within New Cross which have also been seen to exceed advised massing. It is therefore considered acceptable on this basis and confirmed through pre application discussions that the scale and massing of the proposed built form would be similar to the surrounding existing and proposed built developments, positively responding to the character of the area.
- 5.30 The detailed design of the proposed development takes on board design cues and principles from the locality to facilitate a development which considers the city's heritage. The principle of the design includes the use of active chamfered corners, a typical 2:1 or 1:1 façade rhythm as well as open frontages and varying roofscape, which correspond to nearby buildings such as the John Swift Building, Cable Street and the planned Peelers Yard development to the opposite side of Goulden Street.

- 5.31 The design follows the standard architectural convention of base, middle and top. Commonality in height is sought across neighbouring developments, with the overall massing of the development corresponding to those detailed within the New Cross NDF with regards to the specific site and zone, in order to help contribute to the aspirations of the 'tilted bowl' as detailed in Section 4 of this Planning Statement.
- 5.32 The approach and quality of the design of the proposal is expressed through its materiality and the correspondence of this with the style of neighbouring development. The proposal is seen to provide a coherent addition to architectural style of the locality whilst introducing appealing contemporary materiality to blend old and new.
- 5.33 The design includes precast pigmented concrete at ground floor level to provide a strong identity to the base of the building with complementing pre cast detailing providing texture integrated within the façade design. This further supplemented by brushed brass accents to window frames which add to the premium appearance of the building. Further up façade of the building is the use of light brickwork with piers mirroring the typical elevation of existing warehouses in the area. Further to the top of the building is brick detailing which accentuates the active chamfered corner to the development and adds depth to the setback element of the design at level 8.
- 5.34 Progressing from the architectural design quality, the building has orientated and positioned ground floor elements to best tie in with the locality. When travelling down Cross Keys Street the building is viewed alongside the open courtyard and main entrance which is prominent in the street scene whilst also having the benefit of creating an open feel to the street. This element of the design also supports wayfinding for those seeking to access the building.
- 5.35 Activity is created at key areas at ground floor, namely to the north and south of the development. The north includes a courtyard area which provides the opportunity for residents and the public to dwelling and seeks to connect to the existing pedestrian routes and future areas of public realm detailed in the New Cross NDF.

The run of townhouses to the south of the development continues the run of residential properties in the street and are raised at ground level to create a balance between activation of the street and the security of residents through the provision of defensible space in the form of raised balcony areas.

- 5.36 The approach to accessibility into the building from the north and the south with internal full services lifts ensure the facility is fully accessible for all users.
- 5.37 Supporting the development a Crime Impact Statement was undertaken by Greater Manchester Police to ensure the development is designed to minimise fear of crime, and opportunities for crime, and allow for natural surveillance. The assessment considered that the proposal accords with the principles of crime prevention.
- 5.38 It is therefore considered that the proposals accord with policies JP-H3, JP-P1, JP-P2, JP-P6 of the Places for Everyone Plan, policies SP 1, H1, EN 1, EN 3, EN 8, DM 1 of the Core Strategy as well as Section 12 of the NPPF and details of the Residential Quality Guidance, New Cross NDF, New Cross Public Realm Strategy and Northern Gateway SRF.

Landscaping

- 5.39 An integral landscaping scheme has been developed by Layer Studio, in conjunction with the scheme architects. This has evolved alongside the built form and is closely linked in terms of its design approach. The proposals have been informed by the site specifics but reflect the wider planning context.
- 5.40 The proposed development introduces two separate areas of landscape amenity space, one being to the Goulden Street side of the building at street level and an area to the roof terrace on level 8 of the building. Both areas seek to provide areas of high-quality outdoor green amenity space for future residents and members of the public to enjoy, as well as providing opportunities for social contact, promoting a sense of community.

- 5.41 On ground floor level, the development introduces a semi-private courtyard area which makes a valuable connection to Goulden Street with two separate entrances from the street. One entrance, provides a more formal approach to the main building whilst the other offers the opportunity to meander through the landscape areas as well as access to lower ground floor townhouses via separate and secure access.
- 5.42 Planting is used to create a threshold between the streetscape, the courtyard area and the private gardens as well as provide greening, biodiversity benefits and an attractive appearance to the approach to the development from both the Goulden and Cross Keys Street.
- 5.43 As presented on the landscaping drawing and accompanying Landscape Strategy document, the proposal includes multi-stem planting and additional planting featured alongside areas of seating and lighting to provide an attractive area for residents and members of the public to dwell. Hedgerow to the front of the townhouses at ground floor level provided key defensible space for residents.
- 5.44 The roof terrace area at level 8 provides a comprehensive offering in terms of outdoor amenity space through the provision of further multi-stem planting, social seating, breakout seating space and dining space alongside a multi-purpose decked area. This area provides an easily accessible, lush retreat for residents to dine, exercise and meet one another throughout the day.
- 5.45 The multifunctional outdoor yoga deck gives the opportunity for residents to exercise outdoors from the comfort of their own building, with subtle changes in materiality and lighting defining this space.
- 5.46 On the basis of the above, it is considered that the landscape elements of the scheme along with strategy accord with policies JP-G2, JP-G6, JP-G7, JP-P1 and JP-C5 of the Places for Everyone Plan, policies SP 1, H 1, EN 1, EN 8, EN 9 and DM 1 of the Core Strategy, as well as policy DC7.1 f the Unitary Development Plan along with Chapter

12 of the National Planning Policy Framework, the Manchester City Council Residential Quality Guidance and New Cross Public Realm Strategy.

Amenity

- 5.47 Reports submitted with this application confirm that the proposal is suitable in terms of natural light with microclimate and noise considerations detailed in the technical reports section of this report.
- 5.48 External amenity spaces are provided on site through the provision of a courtyard space at ground floor level, located adjacent to the entrance. This provides both future residents and members of the public with a functional and relaxing space to dwell and meander through, with the space also providing key connections to Goulden Street and future areas of green space along Cross Keys Street.
- 5.49 Furthermore, semi-private external amenity space is provided at Level 8 of the development through the provision of a resident's terrace area. This provides space for residents to socialise within the confines of the development space. This area includes seating areas as well as dining tables and a multi-functional decked area which can be used for recreational activities such as yoga. This space is further connected to an interior amenity area at the same level, providing a seamless transition between indoor and outdoor amenity areas.
- 5.50 The development includes two terraces associated with two of the two-bedroom apartments at Level 07. These provide further suitable and usable private amenity space for some of the larger apartments included in the development whilst also contributing to the visual appeal of the building from street level.
- 5.51 On the basis of the points raised above the proposal is considered to comply with policies JP-P1 and JP-C5 of the Places for Everyone Plan as well as policies SP 1, H 1, DM 1, EN 1, EN 9 of the Core Strategy, the Residential Quality Guidance documents and chapter 12 of the NPPF.

Daylight / Sunlight

- 5.52 A Daylight & Sunlight assessment has been undertaken by Proximity with the impacts of the proposed development considered to be appropriate and balanced.
- 5.53 The impacts on daylight and sunlight amenity resulting from development envisaged by planning policy has been demonstrated through the analysis of a hypothetical massing established in accordance with the New Cross NDF, which identifies the adverse impacts on the neighbouring receptors.
- 5.54 Whilst the impact of the proposed development on the daylight sunlight amenity of the neighbouring buildings is measurably greater than that of the NDF massing, it is considered that the construction of the proposed development to a greater height than defined in the NDF aligns with the general uplift in density, as built, of those other neighbouring buildings. It is therefore considered that the proposal represents an appropriate and balanced solution in the context of the wider development of New Cross.
- 5.55 The report concludes that although sunlight impacts on neighbouring buildings are slightly greater than that of the hypothetical NDF massing, these impacts are balanced and commensurate with the wider development of New Cross and therefore acceptable.
- 5.56 On the basis of the above the proposed development complies with policy, JP-P1 of Places for Everyone Plan, policies SP 1, EN 1, EN8, DM 1 of the Core Strategy, the details of the Residential Quality Guidance and chapter 12 of the NPPF.

Heritage

- 5.57 There are reported to be five Listed Buildings with a 200m radius of the proposed development site; however, as confirmed in the supporting Heritage Statement produced by Steven Levrant Heritage Architecture, it is considered that due to the tight urban grain of the urban development around the site, the proposals only have

the potential to affect the setting of two of these listed buildings, which include the Former Goulden Street Police and Fire Station (Grade II) and no. 8 Cable Street (Grade II).

- 5.58 The site is not located within a Conservation Area, however is sited close to the boundary of Ancoats Conservation Area and the Smithfield Conservation Area. In a similar way to the additional Listed Buildings which have not been considered for the purpose of the Heritage Assessment, the dense urban form is considered to limit any intervisibility of the proposed site from these designated areas, and therefore not impacted by the proposals.
- 5.59 In terms of the setting of the former Police Station, it is considered that this has been entirely lost due to the development of the surrounding blocks with a mixture of surface car parks and modern industrial units along with areas of more recent housing. Due to this, the remains of the station and substantial stack are an isolated remnant of the former development of the area.
- 5.60 Based on the above, it is considered that the proposed development would make a negligible adverse impact on the setting of the former Police Station with the absence of historic built form detracting from the appreciation of historical development in the area. The proposed development presents an opportunity through its potential to enhance the setting of this listed building.
- 5.61 It is considered that the former furniture warehouse at no. 8 Cable is detached from its historic setting with the surrounding area being exposed to extensive demolition, however the external brick work is of architectural merit. The existing Cross Keys site does not make a positive contribution to the setting of this listed asset, given its history of being surrounded on all sides by dense built form. Therefore, the proposal would reinstate and uphold the original dense form of development character of the neighbouring streets, thus enhancing the setting of the listed asset.

- 5.62 It is considered that the existing site makes no contribution to the setting(s) of both listed buildings referred to and does not detract from the character of the wider area.
- 5.63 The proposed development proposal presents a scheme which is coherent in its architectural form in terms of the two blocks which make up the development, which follows a strong, grid-like character with active corners as referred to in the New Cross NDF. This is in keeping with the typical warehouse typology historically prevalent in the New Cross area. Further to this the materiality used in the form of light brick cladding provides a successful contrast to the deep red brick of the neighbouring fire station chimney.
- 5.64 The orientation of the proposal would connect successfully to the wider circulation of the urban block with the main entrance and courtyard space to Goulden Street, providing a link to existing pedestrian routes. To Marshall Street side of the development the duplex units continue the run of existing residential units along Marshall Street.
- 5.65 Due to the existing built form in the area, the visibility of the proposed development would be limited, with the proposal considered to have a negligible beneficial impact on the setting of 8 Cable Street with the impact on the Fire Station being minor beneficial. It is considered therefore that the proposals would not incur any 'harm.' The proposal successfully integrates the conservation and enhancement of existing heritage assets and their setting, through the use of contextual architectural responses in order to create a sense of place.
- 5.66 Further to this the proposal positively responds to the City Centre Character Area through its consideration of the City's heritage with elements of the scheme including high quality public realm positively contributing to the experience of all at street level. The proposal is considered to support the Council in the preservation and enhancement of the historic environment.

- 5.67 For the reasons stated above it is considered that the proposed development will comply with PfE Policies JP-P1 and JP-P2, Policies CC9 and EN3 of the Manchester Core Strategy, the details of both the New Cross Neighbourhood Development Framework and the Northern Gateway SRF as well as Chapter 16 of the National Planning Policy Framework.

Transport

- 5.68 As aforementioned, the site is in a highly sustainable location with the high public transport accessibility of the site reflected in the highest GMAL rating of 8. The design and public realm have sought to enhance this location by further encouraging the use of sustainable modes of transport. An example of this is the two bike stores located on the ground floor development, providing the secure storage of cycles accessed from two separate sides of the development. These cycle stores will provide a combined capacity for 100 bicycle spaces equating to a provision of 101%.
- 5.69 Proximity to the range of services within safe and attractive walking / cycling distances is further improved through the site proposals encourage sustainable journeys. Alongside these route choices, there is further services in the form of the Metrolink and national rail services via Piccadilly Train Station which provided routes to a range of further destinations both with the city centre, the wider Greater Manchester area and beyond.
- 5.70 The comprehensive sustainable options for future occupiers to use within the site has informed the car free approach to the development. Providing a car free development has facilitated the creation of areas of high quality public realm, benefitting the wider area of Cross Keys and adjacent developments which is highlighted as a key shortfall of the area. The car free approach is justified by the extremely low demand for travel by car from occupants of the development and the diverse choice of more sustainable modes of transports and close employment destinations.

- 5.71 Although the development is a car free proposal, making use of the site's highly sustainable location and providing suitable provision for sustainable transport modes on site through secure cycle storage, it is acknowledged that there is an abundance of public parking spaces available within a short walk from the site, further supporting the sustainable and car free approach to the scheme. Further to this, the provision of travel information packs promoting sustainable travel options in the locality and information promoting local car clubs, both part of a travel plan strategy are to help residents become more confident in using the sustainable travel modes offered to them.
- 5.72 The supporting Transport Statement, prepared by SLR has considered the provision within the scheme such that overall, the forecast trips generated by the proposed development are to be low except for those by refuse and servicing vehicles, and expected to be lower than the current use of the land as a surface car park. No adverse impacts are expected upon the highway operation and residents will be able to make use of safe travel via the existing public network.
- 5.73 It is considered, through support of the Transport Assessment and Statement that the proposed development is in a highly sustainable location with opportunities to actively promote the use of sustainable transport modes. It is considered that the development would not have an unacceptable impact on highway safety and that the residual cumulative impact cannot be considered severe. There it is considered that the proposal complies with policies JP-Strat2 and JP-C8 of the Places for Everyone Plan, policies SP 1, H1, T2, DM 1 as well as Chapter 9 of the National Planning Policy Framework and the Manchester City Council Residential Quality Guidance.

Technical Considerations

Archaeology

- 5.74 An Archaeological Desk Based Assessment, prepared by Archaeological Research Services Ltd, this assessment details the archaeological potential of the proposed

development area and assesses the potential impact of the proposed development upon any buried and upstanding archaeological remains and their significance.

- 5.75 It is considered through the relevant archaeological baseline that any direct impacts upon Built Heritage assets due to changes in setting by the proposed development would be negligible, as the site does not fall within the significant setting of any such immediate assets.
- 5.76 It has been concluded that the proposed development area has a high potential to contain the below ground remains of the Royal Lancastrian School which previously occupied the site. There is also potential for earlier foundations of 19th century worker's housing to have survived beneath the site. If unmitigated, the ground works would likely truncate or destroy any surviving remains.
- 5.77 Due to the above it is recommended that an archaeological watching brief is undertaken through any groundworks associated with the proposed development within the development area with a Written Scheme of Investigation to be produced.
- 5.78 Based on the report findings the archaeological factors are not considered a significant constraint to the site with suitable mitigation measures detailed.
- 5.79 The proposals are therefore considered to align with policies JP-G1, JP-P2 of the Places for Everyone Plan, EN 1, EN 3 and DM 1 of the Manchester Core Strategy as well as Chapter 16 of the NPPF.

Air Quality

- 5.80 The Air Quality Assessment, prepared by Redmore Environmental Ltd, assesses the potential air quality impacts associated with the proposals and risk of exposure of future residents to existing air quality issues, and identifies the requirement for relevant mitigation measure.
- 5.81 It is considered that the use of the identified site-specific control measures would provide suitable mitigation for a development of this size and nature and reduce

potential impacts to an acceptable level.

- 5.82 Potential impacts during the operational phase of the proposals may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site. These were assessed using standard screening criteria. Based on the nature of the proposals, road traffic exhaust emission impacts were not predicted to be significant.
- 5.83 The proposal has the potential to expose future residents to elevated pollution levels. Dispersion modelling was therefore undertaken in order to predict concentrations across the site as a result of emissions from the highway network. The results of the dispersion modelling assessment indicated that predicted pollutant concentrations were below the relevant criteria across the development. As such, the site is considered suitable for the proposed end use from an air quality perspective and mitigation is not required.
- 5.84 Based on the assessment results, air quality factors are not considered a constraint to planning consent for the development.
- 5.85 The proposals are therefore in line with PfE Policies JP-S5 and JP-P1, CS Policies EN 16 and DM 1 and Section 15 of the NPPF.
- 5.86 More information can be found in the Air Quality Assessment, prepared by Redmore Environmental Ltd.

Noise and Ventilation

- 5.87 Jameson Acoustics were appointed to prepare a Noise Impact Assessment Report to demonstrate that noise impacts can be sufficiently mitigated to achieve acceptable acoustic conditions within new dwellings, and noise generated from the operation of the development (plant and amenity operations) can be mitigated to prevent adverse noise impacts on the locality and structurally connected dwellings.
- 5.88 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.

- 5.89 Plant noise emission limits have been proposed so that future plant installations do not adversely impact on the locality.
- 5.90 Perimeter noise screening should not be required for shared the roof terrace.
- 5.91 Noise impacts from the operation of the residential amenity space (lounge) at Level 8 has been considered and suitable noise criteria have been proposed to mitigate the risk of adverse noise impacts.
- 5.92 The report provides preliminary guidance on suitable specifications and solutions for framed external window and door systems. It recommends that ventilation shall be provided by whole-house MVHR systems.
- 5.93 The Ventilation Statement, prepared by Novo Integration Ltd, sets out a strategy for proper ventilation of the building.
- 5.94 Common Landlords areas shall be naturally ventilated where possible with supplementary ventilation provided via local mechanical fans as required.
- 5.95 Meeting rooms, concierge and facility management areas including the residents lounge shall either be naturally ventilated or mechanically provided with fresh air to meet a requirement of 10l/person/second.
- 5.96 Should there be a requirement for mechanically supplied fresh air, a supply/extract system shall be installed.
- 5.97 Plantrooms will be either naturally ventilated or provided with mechanical ventilation. Basement plant areas shall have extract ventilation to meet the Fire Consultants requirements.
- 5.98 Refuse chutes will be ventilated in accordance with the manufacturer's recommendations.

- 5.99 The whole house ventilation strategy will be adopted to ensure that the air quality and the noise levels always of the day are acceptable. The exact specification will be determined at detailed design stage.
- 5.100 The external fenestration has been selected to comply with approved Document Part F.
- 5.101 Smoke ventilation shall be provided to suit the fire consultant's requirements and smoke fans shall be located on the roofs to serve the smoke clearance life safety systems.
- 5.102 The proposals are therefore in line with PfE Policy JP-P1, CS Policy DM1, UDP Policies DC26.1 – 26.6 and Section 15 of the NPPF.
- 5.103 More information can be found in the Noise Impact Assessment Report, prepared by Jameson Acoustics, and Ventilation Statement, prepared by Novo Integration Ltd.

Ecology

- 5.104 Due to the site's urban location, no ecological assets will be impacted by the proposed development.
- 5.105 The Site Walkover Letter Statement, prepared by E3P, details the results of an Ecological Walkover of the site. It confirms that no natural habitats or potential features for wildlife were identified within the site boundary.
- 5.106 The Letter Statement also confirms that the application is subject to the de minimis exemption for national Biodiversity Net Gain requirements. Notwithstanding this, the proposal will increase the biodiversity of the site, as detailed earlier in this Planning Statement.
- 5.107 The proposals are therefore in line with CS Policies EN 15 and DM 1 and Section 15 of the NPPF.

Energy and Sustainability

- 5.108 An Energy and Environmental Standards Statement has been prepared by Novo Integration Ltd in support of the application.
- 5.109 The report details how the proposed development has incorporated building fabric enhancement (above current Building Regulation requirements) and renewable technology to increase the energy efficiency of the building.
- 5.110 The report's methodology is to take a 'fabric first' approach as set in the CS, making improvements to the envelope first, reviewing the results due to these fabric improvements and then reviewing suitable technologies to enhance this design philosophy where feasible.
- 5.111 The development will utilise an all-electric approach, which when combined with the application of PV will allow the development to achieve the required CO₂ reduction dictated by the CS and also open up the opportunity to achieve zero carbon in the future. Currently the portion of renewable energy supplying the national grid is circa 48% therefore as the grid becomes greener so will developments that primarily use grid electricity.
- 5.112 It sets out how the development complies with Part L Volume 1 2021 and achieves a 52.54% CO₂ reduction, therefore complying and exceeding the requirements of the CS. This reduction has been achieved through the use of high-performance materials to improve the building fabric u-values, by incorporating electric panel heaters and immersion hot water cylinders for heating and hot water, and the use of MVHR for ventilation. Photovoltaic Panels will supply renewable energy and efficient low energy lighting will be used throughout; low flow rate fixtures and fittings will be used to reduce water consumption.
- 5.113 The feasibility of connecting into an existing heating network or providing the building with its own combined heat and power plant has been assessed through the use of UK CHP Development Map, for Manchester as for a District Heating network.

The development is located within the Civic Quarter District Heating Network. Presently there is the potential to connect to a heat network and should the District Heating Network evolve into an all-electric system and the infrastructure for such be provided then connection could be considered in the future.

- 5.114 The proposals are therefore in line with PfE Policies JP-S1, JP-S3, JP-S6 and JP-P1, CS Policies SP 1, CC 1, EN 4, EN 5, EN 6 and EN 8, the Manchester Residential Quality Guidance, the Northern Gateway SRF and Section 14 of the NPPF.
- 5.115 The proposals partially accord with PfE Policy JP-S2, as the development will not necessarily be operationally net zero carbon at first occupation. However, the all-electric approach and on-site PV and green infrastructure means there is the opportunity to achieve net zero carbon in the future.
- 5.116 CS Policy DM 1 stipulates accordance with the Code for Sustainable Homes. However, as described in the Energy and Environmental Standards Statement, this is no longer applicable following the Housing Standards Review.
- 5.117 More information can be found in the Energy and Environmental Standards Statement, prepared by Novo Integration Ltd.

Flood Risk and Drainage

- 5.118 The Flood Risk Assessment, prepared by Civic Engineers, provides information on the existing site's drainage, investigates all existing potential risks of flooding to the site, considers the impact the development may have elsewhere with regards to flooding and summarises the potential drainage connections and SuDS implementations for the site, including how this will mitigate any potential risk of flooding determined to be present.
- 5.119 It confirms that there are no main rivers in the vicinity of the site and that the closest watercourses to the site are the River Irk (approx. 450m northwest of the Site) and Rochdale canal (approx. 550m southeast).

- 5.120 The site is located in Flood Zone 1, and the assessment concludes that flood risk from all sources is low to very low.
- 5.121 It is recommended that any surface water drainage proposals aim to reduce the rate of runoff to improve the existing brownfield runoff rate from the site. This reduction in rate should be facilitated through implementation of SuDS. The current drainage strategy adopts several SuDS components, including rainwater harvesting, attenuation tanks, green/blue roofs and permeable paving.
- 5.122 Given the small area of the development site it is not practicable to restrict run off to greenfield run off rates. It is therefore proposed to restrict the development flows to the 1 in 1 year brownfield runoff rate with a 50% betterment. it is recommended that the minimum restricted flow rate is 3.5l/s.
- 5.123 It is calculated that an attenuation volume of 49m² will be required to achieve the required rate reduction.
- 5.124 The SuDS design for the development site will ensure that the quality of any receiving water body is not adversely affected and preferably enhanced.
- 5.125 Overall, the development is deemed to have a low overall flood risk and is not expected to have a detrimental impact on flood risk in the area. Furthermore, it is recommended that the proposed development aims to provide a betterment on existing run-off rates, which would reduce the probability of flooding post-development both on-site and in the immediate vicinity.
- 5.126 The proposals are therefore in line with PfE Policies JP-S4 and JP-P1, CS Policies CC 1, H 1, EN 8, EN 14, EN 15, EN 17 and DM 1 and Section 14 of the NPPF.
- 5.127 More information can be found in the Flood Risk Assessment, prepared by Civic Engineers.

Ground Conditions

- 5.128 LKC has carried out a Phase 1 Preliminary Risk Assessment (PRA) for the site, including a site reconnaissance, site history, geology, hydrogeology, hydrology, mineral search and a landfill search. Information gathered from the desk study and site reconnaissance has been used to develop a contamination conceptual model for the site.
- 5.129 The findings indicate that there is sufficient information on the potential contaminative status of the site to allow conditional approval of a planning application for an apartment-based scheme with small areas of communal landscaping.
- 5.130 The report recommends that a Phase 2 intrusive investigation of the site will be required and can be secured by planning condition. The findings of the investigation will be used to inform a remediation strategy for the site.
- 5.131 A moderate risk from unexploded ordnance (UXO) has also been identified. The report recommends that a detailed UXO desk study is carried out to confirm the risk.
- 5.132 Subject to the recommendations of the report, the proposals will be in line with PfE Policy JP-S1, CS Policies EN 17 and EN 18 and Section 15 of the NPPF.
- 5.133 More information can be found in the Phase 1: Preliminary Risk Assessment, prepared by LKC.

Lighting

- 5.134 The External Lighting Assessment, prepared by Novo Integration Ltd, confirms that the proposed external lighting to the ground floor garden & rooftop appears to be achievable without an adverse impact on residents living within the immediate area.
- 5.135 The proposed lighting design provides an optimal combination of luminaire choice, height, location, and controls to achieve the required illumination on the escape route

whilst avoiding light pollution and associated light spill.

5.136 The proposals are therefore in line with CS Policy DM 1 and Section 15 of the NPPF.

Television, Radio and Broadband

5.137 GTech Surveys were instructed to undertake both a Broadband Connectivity Assessment and Television and Radio Reception Impact Assessment to support the application.

5.138 The Broadband Connectivity Assessment indicates that existing broadband infrastructure and good connectivity is already available in the study area, with existing fibre installed along streets adjacent to the site and to the site itself. Fast download speeds are likely to be experienced.

5.139 It is suggested that the developer engages with BT Openreach to facilitate a connection to their fibre network.

5.140 The developer will commit to enable the proposed development for robust connectivity and future-proof upgrading by following the guidance presented in *Data Ducting Infrastructure for New Homes - Guidance Note*.

5.141 The Television and Radio Reception Impact Assessment concludes that the proposed development is not expected to cause any interference to the reception of digital terrestrial television (DTT) services and unlikely to adversely impact the reception of VHF(FM) radio broadcasts.

5.142 It may cause interference to the reception of digital satellite television services in areas to the immediate northwest of the site. Additionally, in similar areas, the use of tower cranes could also obscure required satellite dish views of the southern skies, resulting in minor and sporadic interference occurring during crane lifting operations. If any interference does occur, the repositioning of affected satellite dishes to new or different locations without obscured line-of-sight views to the serving satellites should restore optimal reception conditions.

5.143 If satellite dish relocations are not possible, the use of the use of TV over cable / fibre equipment or DTT receiving equipment is likely to offer any affected satellite television viewer an alternative source of some digital television broadcasts.

5.144 The proposals are therefore in line with PfE Policies JP-C1 and JP-C2 and Section 10 of the NPPF.

5.145 More information can be found in the Broadband Connectivity Assessment and Television and Radio Reception Impact Assessment, prepared by GTech Surveys.

Site Management

5.146 The proposed development will be owned by a single landlord, and professionally managed by a single management company, CERT Life, who have prepared a Management Plan for the development.

5.147 The Plan includes (among other things) details of waste and deliveries management.

5.148 A Construction Management Plan will be prepared to mitigate construction logistics and environmental impacts and can be secured by condition.

5.149 The proposals are therefore in line with PfE Policy JP-C8 and CS Policy EN 19.

6. Planning Balance

6.1 The proposal is considered to be in compliance with the Development Plan and any material considerations. To summarise this position, the below sets out the scheme against the three dimensions of sustainable development as defined by paragraph 8 of the Framework.

Economic Benefits

- Investment through the gross development value across the construction period;
- Regeneration benefits to the wider locality, through the delivery of the scheme and its associated support for onward investment;
- Provision of both temporary and full-time equivalent jobs during the construction period;
- Indirect investment into the local economy through local expenditure during the construction period from the associated employees;
- Increased spending from those accommodation the premises within the local New Cross area and Manchester City Centre;
- Council Tax contributions per annum in perpetuity following the schemes completion, supporting job growth within the public sector in Manchester;

Social Benefits

- Diverse mix of accommodation within different typologies and sizes contributing to a broad mix in the locality;
- Support of improvement in quality of life for future residents due to enhanced amenity provision within the scheme;
- Provision for public/private amenity space at ground floor level, providing links to the street and future areas of public realm;
- Delivery of well-designed housing of a range and type meeting specific needs within the locality and supporting the Council's housing land supply;

- The location of the site in a highly sustainable location, increases the modal choice of transport and encourages more active healthy lifestyles for residents;

Environmental Benefits

- Redevelopment of brownfield site from underutilised use as a surface car park to deliver high quality appropriately dense development making efficient use of a sustainable location. As a result, a betterment in residential provision without negatively impacting upon the immediate environment;
- Focusing delivery of quantum of residential dwelling within a highly sustainable location with choice of sustainable transport modes, via cycle, walking or public transport such as the Metrolink reducing reliance upon the private car;
- Provision of landscaping to courtyard and terrace area increasing the amount of greenery across the site;
- Use of modern methods of construction and SuDS to reduce potential impact upon global and local resources and improve surface water run-off rates to reduce risk of flooding elsewhere;
- The site is located entirely within Flood Zone 1 as an area of lowest risk of flooding and consequently preferable to direct development towards;
- The proposal introduces an all-electric approach and on-site PV and green infrastructure providing an opportunity to achieve net zero carbon in the future.
- No designated nature conservation sites will be affected by the proposed development.

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