Deloitte.

# Downley Drive Apartments – Great Places Housing Association

## Planning Statement Addendum

August 2023

# Contents

1 Introduction 1

2 Planning Background 4

3 Proposed Development and Rationale 6

4 Planning Policy and Material Considerations Assessment 10

5 Conclusion 19

Appendix A – Original Planning Statement 20

# 1 Introduction

## Introduction

1.1 This Planning Statement Addendum (herein referred to as the "Statement") accompanies a Full Planning Application for the apartment element of the Downley Drive residential development (the "Application") in New Islington, Manchester. This Application is submitted to Manchester City Council ("MCC") by Great Places Housing Association ("The Applicant").

1.2 The total area of the Site is 0.3 hectares. The Site wholly constitutes brownfield or previously developed land, bound by the Rochdale Canal to the north, Kingham Drive to the east, Phase 1 of Downley Drive residential development to the south, and St Vincent Street to the west (the "Site").

1.3 As set out in detail in Section 2 of this Statement, Planning Permission for twenty-three dwellinghouses and a 4-storey apartment building containing 45 homes was granted in July 2021 under Planning Permission Reference: 130390/FO/2021 (the "Original Scheme"), which was amended under ref: 133099/JO/2022 and is under construction. Due to the location of a previously unidentified sewer on the Site, a redesign is required for the apartment element of the scheme as set out in this Statement.

## Proposed Development

1.4 It has been agreed with the Local Planning Authority that a Full Planning Application is suitable for the Proposed Development to replace Phase 2 of the S.73 Scheme (ref: 133099/JO/2022) as amended by the submitted Non-Material Amendment Application (ref: 137803/NMC/2023).

1.5 This Application seeks approval for the following description of development, as set out on the submitted Application Form:

*"Erection of 5-storey building to form 52 residential apartments (Use Class C3), with associated car and cycle parking provision, hard and soft landscaping, access, servicing, and other associated works."*

1.6 This Statement explains the rationale for the Proposed Development and assesses it against key planning considerations, which is set out in the context of the approved Planning Statement (Appendix A) for this proposal.

1.7 It has been agreed with the Local Planning Authority that a Full Planning Application is suitable for the Proposed Development to replace Phase 2 of the S73 Scheme (ref: 133099/JO/2022) as amended by the submitted Non-Material Amendment Application (ref: 137803/NMC/2023).

1.8 Although a new Planning Permission is required and the development is assessed on its own merits, this Application is assessed in the context of the S.73 Scheme, which it informs the information submitted for this Application.

## Application Documentation

1.9 The design amendments to this phase of the extant permission requires the previously approved documents and plans to be reviewed and updated where relevant.

1.10 Where reports remain up to date, or have been approved via the condition discharge process, these documents have been resubmitted to allow them to form part of any new planning approval. These documents provide further detail of the application site and context, development proposals, planning policy context and site-specific issues.

1.11 This Statement should be read together with planning application documentation that has been submitted with this Application. In addition to this Planning Statement Addendum, the documentation submitted to reflect the new apartment design is as follows:

- Application Form and Ownership Certificates prepared by Deloitte;

- Covering letter prepared by Deloitte;
- Site Location Plan prepared by Buttress;
- Full suite of drawings and Accommodation Schedule prepared by Buttress;
- Landscaping Drawings prepared by Stephen Martlew Landscape;
- Affordable Housing Statement prepared by Great Places;
- Design and Access Statement Addendum prepared by Buttress;
- Archaeological Desk Based Assessment prepared by Salford Archaeology;
- Archaeological Written Scheme of Investigation prepared by Salford Archaeology;
- Flood Risk and Drainage Strategy prepared by Carley Daines and Partners;
- Proposed Drainage Strategy Drawings prepared by Carley Daines and Partners Limited including:
    - Drainage for Adoption Drawing;
    - Proposed Surface Water Catchment Areas Plan;
    - Proposed Drainage Overland Flood Routes in Event of Blockage/Failure;
    - S104 Surface Water Hydraulic Simulations;
    - Manhole Detail Flow Control Chamber; and
    - Hydraulics Characteristics prepared by Hydro International;
- Environmental Standards and Energy Statement prepared by Watt Energy and Consulting Engineers;
- Noise Assessment prepared by Sandy Brown;
- Air Quality Assessment prepared by Hilson Moran;
- Ground Conditions, Land Contamination and Stability Report prepared by Carley Daines and Partners, including Appendices;
- Phase 2 Geo-Environmental Investigation and Assessment prepared by Carley Daines and Partners Limited, including Appendices;
- Phase 3 Remediation Statement prepared by Carley Daines and Partners Limited, including Appendices;
- Ecological Assessment prepared by ERAP;
- Arboricultural Impact Assessment prepared by Bowland;
- Transport Statement prepared by AshleyHelme;
- Travel Plan Framework prepared by AshleyHelme;
- Waste Management and Servicing Strategy (including MCC's Waste Proforma) prepared by Buttress;

- Construction Management Plan prepared by Whiteley Eaves;
- Local Labour Employment Proposal Statement of Intent prepared by the Applicant dated April 2021 and Local Labour Employment Proposal prepared by Rowlinson Constructions Ltd dated May 2022;
- Crime Impact Statement prepared by Greater Manchester Police;
- Ventilation Strategy prepared by Watt Energy and Consulting Engineers;
- Daylight and Sunlight Assessment and Transient Sunlight Study prepared by Proximity;
- TV Reception Survey and Broadband Connectivity Assessment prepared by G-Tech; and
- Residential Management Statement prepared by Great Places (approved document from consented scheme).

## Document Structure

1.12 The remainder of this Statement is structured as follows:

- Section 2 – provides in-depth background to these proposals;
- Section 3 – provides a more detailed description of the Proposed Development;
- Section 4 – assesses the Proposed Development against key planning policy and site-specific issues; and
- Section 5 – concludes by summarising the case for the grant of Planning Permission.

# 2 Planning Background

## Planning Background

2.1 Planning Permission was granted in July 2021 under Planning Permission Reference: 130390/FO/2021 (the "Original Scheme") for two elements of a Planning Permission comprising twenty-three dwellinghouses and a 4-storey apartment building comprising 45 new homes, alongside associated works such as landscaping.

2.2 Subsequently, the Original Scheme was subject to a Variation of Condition (Section 73 of the TCPA 1990) Application (ref: 133099/JO/2022) to allow landscaping and public realm amendments (the "S.73 Scheme"). This was granted approval in April 2022 with a Description of Development as follows:

*"Variation of condition 2 (specified plans) and 15 (landscaping) attached to planning permission referenced 130390/FO/2021 to allow amendments to layout including incorporation of public realm into the domestic curtilage of 17 Kingham Drive together with alteration to boundary treatment and amendment to landscaping scheme including removal of a tree"*

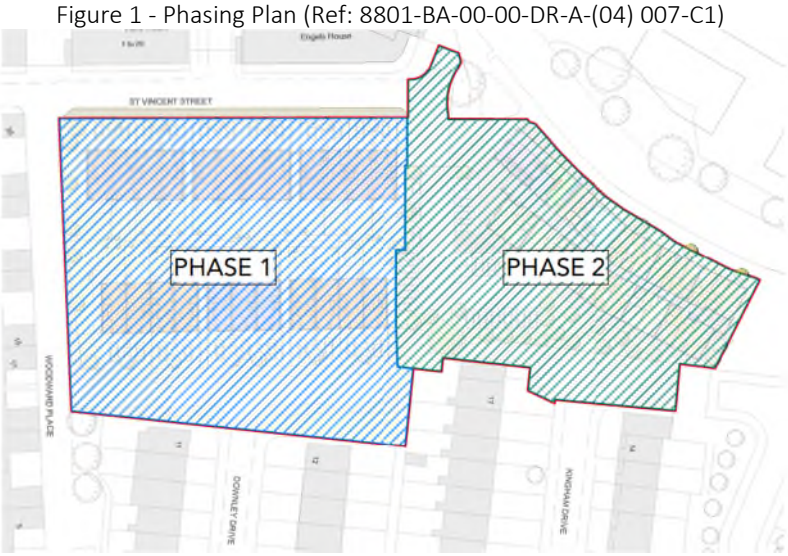
2.3 Construction work has commenced on the housing element and groundworks have been completed in relation to the apartment element of the Extant Permission. However, an unchartered utility access hole for drainage infrastructure owned by United Utilities ('UU') was discovered during the works. UU has subsequently confirmed that no oversailing or cantilevers would be accepted over the utility access hole and free space to the sky would be required.

2.4 A redesign is therefore required for the apartment element of the scheme to shorten the length of the building to address this Site constraint whilst increasing the height by a single storey to, increasing the quantum of homes from that previously approved. The Local Planning Authority has confirmed that this redesign would require a new Full Planning Permission.

2.5 To ensure that the amended scheme, forming the subject of this Application, does not conflict with the under construction dwellinghouses and other remaining components of the S.73 scheme, the Applicant submitted a Non-Material Amendment ("NMA") Application (ref: 137803/NMC/2023) on 04 August 2023 to amend the S.73 Scheme, which was approved on 23 August 2023.

2.6 This introduces a phasing plan, effectively severing the previously approved apartment element from the dwellinghouse element of the development and ensures all planning conditions are phased appropriately. The dwellinghouse element of the S73 Scheme is henceforth identified as "Phase 1", and the apartment element as "Phase 2". The Phasing Plan (Ref: 8801-BA-00-00-DR-A-(04) 007-C1) submitted with the NMA Application is provided below (Figure 1).

Figure 1 - Phasing Plan (Ref: 8801-BA-00-00-DR-A-(04) 007-C1)



2.7 The designs set out in this Statement form the new Full Planning Application, replacing the previously approved apartment element of the S73 Scheme (Phase 2) with a new Planning Permission. These revised designs are reflected in the enclosed planning drawings and documents and are summarised as follows:

2.8 **Height and massing:** approximately 87 sq. m. of the footprint of the extant apartment building design has been removed to the south-west corner. This has caused the loss of 4no. two-bedroom apartments. To compensate for this loss of units, an additional storey to the extant design provides an additional 11 apartments, resulting in a net gain of 7 apartments to provide 52 apartments. The additional storey is in-keeping with the architecture of the approved planning permission.

2.9 **Internal reconfiguration:** revised floorplans now align with the new massing and structural layout, including entrances, bin storage and cycle parking areas.

2.10 No changes are proposed to the public realm areas associated with the original application save for additional areas that were previously within the original building footprint.

2.11

## Pre-Application Consultation

2.12 This Application is submitted following pre-application consultation with officers at Manchester City Council on 13th June 2023 during the design development process regarding the principles of the Proposed Development, and the details and form of this Application.

2.13 During this discussion, it was agreed with the Local Planning Authority that an application for Full Planning Permission was the appropriate mechanism for seeking approval for the Proposed Development.

2.14 The information submitted in support of this Application has been discussed in advance with the Local Planning Authority in relation to the Proposed Development and its impact on associated technical documents that have been previously approved.

# 3 Proposed Development and Rationale

## Introduction

3.1 This Section explains the Proposed Development in comparison to the Phase 2 element of the S.73 Scheme, which is being replaced by this Full Planning Application. It should be viewed alongside the drawings and supporting documentation submitted with this Application, specifically the Design and Access Statement Addendum prepared by Buttress.

3.2 As set out in Section 2, the Proposed Development has been driven by the location of a previously unchartered United Utilities (UU) asset for which unobstructed access is required on a permanent basis. Changes are proposed in relation to the layout, massing and quantum of the building previously approved due to this physical constraint, which is discussed in further detail below.

3.3 These revised designs are reflected in the enclosed planning drawings and documents and are summarised as follows:

- **Height and massing:** approximately 87 sq. m. of the footprint of the extant apartment building design has been removed to the south-west corner to account for the sewer, with an additional storey added to the retained massing.
- **Use and quantum:** an additional storey to the S.73 scheme results in a net gain of 7 apartments to provide 52 in total.
- **Internal reconfiguration:** revised floorplans now align with the new massing and structural layout, including entrances, bin storage and cycle parking areas.

3.4 The additional storey is in-keeping with the architecture of the approved planning permission. No changes are proposed to the public realm areas associated with the original application save for additional areas that were previously within the original building footprint.

## Proposed Development

3.5 Compared to the S.73 Scheme, the proposals remain largely the same in terms of appearance and use, with alterations required to height and scale of the development and consequent adjustments to the number of new affordable homes proposed. These changes are set out under the respective headings below.

### Height and massing

3.6 The Proposed Development has carefully considered the issue of scale and massing. As the building needs to be shorter to accommodate the easement, due to viability challenges and the need to deliver affordable housing, an additional storey has been introduced.

3.7 The placement of the Proposed Development – a single 5-storey building broadly in the same location as that previously approved - forms the transition between the two-storey existing and recently completed houses located adjacent to the Site (approved under Planning Permission Ref: 123887/FO/2019, as amended) and the buildings of larger scale fronting either side of the Rochdale Canal. At five storeys, the Proposed Development has been assessed in relation to its impact on existing residential developments on Kingham Drive and Downley Drive.

3.8 The Applicant's Sunlight and Daylight Consultant has confirmed that the Proposed Development will not result in a materially different impact on daylight and sunlight provision compared to the S.73 Scheme. Details are provided in Section 4 of this Addendum Statement and the Daylight and Sunlight Impact Assessment prepared by Proximity submitted as part of this Application.

## Use and Quantum

3.9 The Proposed Development comprises a 5-storey apartment building with a mix of 1-bedroom and 2-bedroom apartments, which are offered for social rent. In total, 27no. of 1-bedroom apartments and 25no. of 2-bedroom apartments are proposed, in contrast to the 22no. 1-bedroom apartments and 23no. 2-bedroom apartments approved by the S.73 Scheme.

3.10 In accordance with the uplift in number of units, the amount of cycle parking has also increased to provide 1:1 cycle parking provision and the waste storage areas have been reviewed and revised to accommodate any additional requirements.

3.11 The bin store has been dimensioned to accommodate the standard number of bins required for this scale of domestic development. Based on the number of apartments, the bin store area requires a minimum area of 22.36m² in addition to space required to manoeuvre and access all the containers individually and the proposed bin store area is 46.4 m², providing more than the required amount of space. The bin store will be mechanically ventilated.

## Access and Layout

3.12 The layout of the Proposed Development is shown in the extract from the submitted planning drawings, highlighting the location of the building, its surrounding context and associated access arrangements.

Figure 2 – Proposed Site Layout Plan

3.13 In summary, resident pedestrian access to the main entrance of the apartment building is located on St. Vincent Street. The main entrance to the apartment building is marked by a recess within the building form, creating a sense of arrival and recognition of place.

3.14 Residents' amenities are provided on ground floor, including a cycle store, refuse store, alongside a plant room for building services. A separate entrance is provisioned for these facilities and a shared residents' garden is proposed to the edge of the apartment building to provide level of privacy to the ground floor apartments.

3.15 The central corridor acts as the spine of the apartment building and a glazed façade to the entrance of the apartment building allows natural light to filter down the corridor.

### Inclusive Access

3.16 Design for Access 2 (DFA2) has been used as a key reference document for the design principle for all dwellings and public realm within the Proposed Development. All gradients are at 1:21 or shallower to facilitate comfortable level access along footpaths and from the car park to facilitate accessibility for wheelchair users.

3.17 In summary, all levels are accessed via the main stair and lift with a central common corridor on each level. Regarding the accessibility of the apartments, dwellings have been designed in line with Approved Document M4(2) and DFA2 to facilitate access to and adaption for uses with limited mobility. Full details on how the Proposed Development complies with DFA2 is explained within the Design and Access Statement prepared by Buttress and submitted as part of this Application.

### Appearance

3.18 The design has evolved to maintain privacy and enhance thermal performances of the envelope whilst increasing in height by a storey compared to the S.73 Scheme. The apartment building uses the same buff brick used on the Phase 1 houses delivered adjacent. The apartment building will have a subtly defined 'base' by using a darker mortar colour at the ground floor.

Figure 3 - Bay Illustration

3.19 Verticality is expressed through full height window recesses. The recessed window arrangement is set out to provide a consistent punctuation of the façades, expressing the verticality which continues around all elevations. Windows are sized as an honest expression of the internal room function, with large living spaces having a full height glazed door with integrated Juliette balcony. Bedroom spaces also come with full height windows.

3.20 The cranked plan form opens an entrance space onto St. Vincent Street, which is extensively glazed to allow generous natural light to penetrate the internal communal spaces and provide natural surveillance to the entrance area. Additional full height windows are also positioned on the gable to St. Vincent Street.

3.21 The ground floor apartments facing the canal create an active frontage with views out over the canal and a planted area to create a defensible boundary.

## Landscaping

3.22 Consistent with the S.73 scheme, the building is set within the character of a canal-side frontage and newly created landscaped areas. There is a clearly readable separation from the car park and resident's green space and access to the apartment building entrance is clear onto the paved perimeter. The overall objective is to create a garden space for residents to use in an unstructured way, with the general layout being flexible and adaptable, offering opportunities for residents' involvement in the future.

3.23 A marked dropped crossing is provided from St. Vincent Street across the vehicle access point to the car park with a pathway of precast concrete setts guiding pedestrians to the main entrance to the apartment building. The precast concrete setts are 80mm thick to facilitate occasional vehicular access.

3.24 The car park is surfaced in macadam with precast paving to the perimeter of the building with textured slabs. Surfacing is macadam with white line markings and comprising 23 spaces, including 2no. accessible spaces. Lighting columns and low-level lighting bollards are provided for safety, together with 4no. electrical charging points for cars with two twin charging units.

3.25 The car park is surrounded by low level planting, which provides a screening and softening effect around the car park perimeter as well as the opportunity to create rain gardens to absorb excess runoff from the car park.

### Planting Elements

3.26 The planting is low maintenance in nature and enhances biodiversity by incorporating flowering and native species and be adaptable to the site conditions:

- An open lawn area adjoins the main paved edge next to the apartment building which incorporates low level lighting bollards;
- Low planting around the edge of the car park with areas of herbs for residents use, ground cover and perennial plants and grasses which could adapt to the moister conditions on the sloping site and potentially act as rain garden to absorb car park runoff;
- Higher screen planting along the southern boundary incorporating semi ornamental and native shrubs to add to the biodiversity of the area and cope with the moister conditions;
- Tree planting in the area includes multi stemmed Birch and Alder again to boost biodiversity and give a semi natural feel to the edges of the Site, seasonal interest and a degree of privacy for residents; and,
- Along the Rochdale Canal frontage, a more defensive approach to the planting is proposed behind the steel railings up to 1m. high to maintain clear visibility.

3.27 For details, please refer to the landscaping drawings submitted as part of this Application.

# 4 Planning Policy and Material Considerations Assessment

## Introduction

4.1 This Section considers and assesses the Proposed Development (set out in Section 2 of this Statement) against the requirements of the Development Plan and other material considerations.

4.2 It sets out the key tenets of the Development Plan, other material considerations and then takes each of the planning issues in turn, referencing the relevant policy and how this application addresses those policy requirements.

4.3 Where appropriate, input into this Section has been provided by the technical consultants that have prepared the original assessments following a detailed review of the Proposed Development.

## Planning Policy

### Development Plan

4.4 There has been no change in local planning policy since permission was granted. The Manchester Core Strategy was adopted in July 2012 and remains the key, overarching Development Plan Document for Manchester. Within this context, the adopted Local Plan comprises:

- Manchester Core Strategy 2012 ("the Core Strategy");
- Manchester Proposals Map 2012;
- Saved Policies of the Manchester Unitary Development Plan 2005 ("the UDP");
- Greater Manchester Joint Waste Development Plan Document 2012; and,
- Greater Manchester Joint Minerals Plan 2013.

4.5 Policy SP1 Spatial Principles identifies the key spatial principles that will guide the strategic development of Manchester to 2027, including the principle that the Regional Centre will be the focus for economic and commercial development, leisure and cultural activity, alongside high-quality city living.

4.6 Several policies with the Core Strategy also relate to Proposed Development and housing, which all remain addressed by the Proposed Development, namely:

- Core Strategy Policy H2 states that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing.
- Core Strategy Policy H8 states that new development will contribute to the City-wide target for 20% of new housing provision to be affordable.
- Core Strategy Policy DM1 states that all development should have regard to a wide range of issues and impacts to the neighbouring areas and amenities.
- Core Strategy Policy T1 states that developments should encourage a modal shift from car travel to public transport, cycling and walking.
- Core Strategy Policy T2 states that new developments should have good access to Manchester's main economic drivers, and should be highly accessible.

- Core Strategy Policy EN1 states that all developments in Manchester will be expected to consider the strategic character area in which the development in located.
- Core Strategy Policy EN4 states that developments should be energy efficient and $CO_2$ emissions should be reduced by enabling low and zero carbon developments.
- Core Strategy Policy EN6 is focussed upon the principles of sustainable design in terms of operational carbon associated with buildings.
- Core Strategy Policy EN15 notes the Council's goal to maintain and enhance sites of biodiversity and geological value throughout Manchester. 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.
- Core Strategy Policy EN19 states that waste management should be carefully considered during all phases of developments and waste management practices should have full regard to the environmental, social and economic impacts.

4.7 Despite being largely superseded by the Core Strategy, several policies from the UDP have been "saved" and remain part of the adopted Local Plan, namely policies H2.1, DC7.1, E3.4, DC18.1 and DC26.1.

4.8 Other material considerations regarding the Development Plan have been set out under the 'Other Material Considerations' subheadings below.

## Material Considerations

### National Planning Policy Framework (2021)

4.9 In July 2021, the National Planning Policy Framework (NPPF) was updated and remains a material planning consideration for any planning application. This Full Planning Application has been assessed against the latest NPPF during determination and, for completeness, the policy context laid out by the NPPF is summarised below.

4.10 At the heart of the 2021 revised NPPF lies the 'presumption' in favour of sustainable development, which supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about growth – making economic, environmental, and social progress for this and future generations.

4.11 The NPPF states that 'the purpose of the planning system is to contribute to the achievement of sustainable development' (paragraph 7). It summarises the objective of sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs. As set out above, at the heart of the NPPF is a presumption in favour of sustainable development (NPPF Paragraph 11).

4.12 For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or,
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

4.13 Further to the summary above, Appendix A to this Addendum Statement sets out the key tenets of the National Planning Policy Framework. An assessment of the Proposed Development has also been undertaken against the policies in the NPPF within this Section, given it forms a material planning consideration.

### Other Material Considerations

4.14 In addition to the Development Plan and National Planning Policy, the following planning documents that also form material planning considerations:

- National Planning Practice Guidance (NPPG)
- Draft Sub-Regional Policy:
  - Places for Everyone – Draft (2021)
  - Manchester City Council's Supplementary Planning Guidance (SPD):
  - Guide to Development in Manchester SPD (2007) and Technical Guidance (2015)
  - Providing Housing Choice SPD and Planning Guidance (2008)
- Other Guidance:
  - Our Manchester Strategy – Forward to 2025 (2021)
  - Ancoats and New Islington NDF (2016)
  - Eastland Regeneration Framework (2017)
  - Manchester's Green and Blue Infrastructure Strategy (2015)
  - Climate Change Emergency and Playing Our Full Part on Climate Change (2018)
  - Manchester Climate Change Framework: 2020-2025 (2020)
  - City Centre Transport Strategy to 2040 (2021)
  - Design for Access 2 (2003)
  - Providing for Housing Choice SPD and Guidance (2008)
  - Waste Storage and Collection Guidance for New Developments (2017)

4.15 A full summary of these documents is set out in Chapter 5 of Appendix A to this Addendum Statement. Where relevant, these planning documents have been referenced in the Planning Assessment below, setting out the various material planning considerations pertinent to these proposals.

## Planning Assessment

### Location and principle of development

4.16 The location and principle of development is predominantly governed by Policy SP1 (Inner Areas), Policy H1 (housing delivery), Policy H2 and Policy H8, setting out the need and proposed location of housing.

4.17 The Proposed Development will enhance the Inner Area's offer by delivering exceptional quality, affordable, residential units that meets an identified shortfall. The Proposed Development will provide 52 affordable homes to East Manchester, which brings social benefits to the local area and increases the supply of affordable units in line with Policy SP1.

4.18 The Proposed Development is located within the Strategic Housing Location, as outlined in Policy H2, and will provide family housing. The Proposed Development exceeds the policy requirements of Policy H8 by consisting of 100% affordable housing and comprising 52 apartments. Evidently, the Proposed Development remains in accordance with the above policies relating to housing and the role of the Inner Area as one of the main drivers for residential development for Manchester and the wider region and would bring forward social benefits to the area.

4.19 A mixture of accommodation types and tenures will be provided to create neighbourhoods of choice within a fully affordable housing development. This will include shared ownership and affordable rented dwellings across the apartment building for social rented dwellings with a range of 1 and 2 bed. This will help to support the delivery of the identified 438 new affordable homes needed annually and is addressing the shortfall identified within the Central region of the city. In accordance with Policy H1, the Proposed Development will contribute to the 60,000 new dwellings to be provided in the City before March 2027.

4.20 Guided by policy, the Proposed Development is situated within a highly sustainable location on the edge of the City Centre. The Site is easily accessible to arterial roads such as Great Ancoats Street and Oldham Road and public transport options such as the New Islington Metrolink stop and bus stops. Walking and cycling will be promoted on Site by providing secure bicycle storage and improved landscaping.

4.21 The Travel Plan Framework will accompany the Planning Application outlines measures to encourage sustainable modes of transport. The delivery of Affordable Housing on the Site also meets the overarching aspirations of the Ancoats and New Islington NDF and the Eastlands Regeneration Framework.

## Design

4.22 Policy EN1 states that opportunities for good design to enhance the overall image of Manchester should be fully realised. Core Strategy Policy DM1 states that all development should consider impact on the surrounding areas in terms of the design, scale, and appearance. This is reinforced by the key tenets of the NPPF (Chapter 12), Planning Practice Guidance – Design, and the Manchester Residential Quality Guidance.

4.23 The Proposed Development has been prepared by the Applicant and Buttress Architects who have extensive experience in designing residential developments within urban areas. In addition, the landscape design has been developed by Steve Martlew Landscaping.

4.24 The design is well considered, responds to the surrounding area, and maintains the high-quality benchmark that is consistent with the ambitions of the Ancoats and New Islington Neighbourhood Development Framework. The design has been comprehensively tested, benchmarked, and evolved over time against the best practise design quality criteria and has been subject to extensive engagement with stakeholders. Further information is also detailed within the Design and Access Statement, to demonstrate how the proposals meet Policies EN1 and DM1.

4.25 The scale and form of the Proposed Development responds to the surrounding areas both regarding height and massing. The proposed apartment building will be five storeys adjacent to two and three storey terraced housing, which helps to create a transition in scale and density to integrate Miles Platting and New Islington as outlined within the Ancoats and New Islington NDF.

4.26 Through design development, the layout, massing, and façade design have been tested and refined so that the building provides a high-quality addition to Manchester's built environment. Consistent with the previously approved scheme, the proposed design is a considered response which provides a high-quality development on a Site that is currently underutilised and fails to make a positive contribution to the local streetscape or wider built environment.

4.27 A palette of high-quality materials is used to articulate the volume surfaces and to emphasis orientation, scale, massing, and context. Placemaking has been improved by the previously approved scheme and the Proposed Development is seeking to improve the setting of the Rochdale Canal on its northern boundary by creating a high-quality development with soft and hard landscaping that faces onto the canal.

4.28 The design justification and explanation of the proposed architectural quality are set out in detail within the Design and Access Statement, including the design's specific response to the requirements of the Residential Quality Guidance and the National Design Guide. Comments received from Manchester City Council and the wider consultation process have informed the Proposed Development where appropriate to ensure a high-quality design is achieved.

## Ecology

4.29 Policy EN8 states that development should have regard to the opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation to climate change. Policy EN15 outlines that the Council will seek to maintain and enhance Sites of ecological value throughout the City. The requirements of UDP Saved Policy E3.4 and Chapter 15 of the NPPF have also been considered in the formulation of these proposals, alongside the policy requirements set out in the Core Strategy.

4.30 The Ecological Assessment submitted as part of this Application confirms that the Proposed Development is feasible and acceptable in accordance with ecological considerations and the National Planning Policy Framework. The baseline of the Proposed Development has been established prior to the redevelopment process commenced on the Site under the previously approved scheme.

4.31 Consistent with the previously approved scheme, it was concluded that the Proposed Development will have no adverse effect on statutory or non-statutory designated sites for nature conservation, and none of the habitats within the Site are of significant interest in terms of their plant species composition and the amenity grassland, hard standing and colonising ruderal herbs are assessed to be of 'negligible' importance.

4.32 The Proposed Development will provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats that will be accommodated through the provision of bird and bat boxes at the recommended standard.

4.33 An Arboricultural Impact Assessment and Method Statement (AIA) has been prepared by Bowland and is submitted in support of this Application. As part of the redevelopment of the wider Site, in line with the previous approval, 23no. trees needed to be removed and 69no. new high-quality trees will be included as part of the landscaping scheme. A total of 17no. trees are proposed within the Site boundary of this Application, which is set out in the Landscaping drawings submitted.

## Transport

4.34 Policy T1 sets out the need to promote high quality sustainability integrated transport networks to encourage modal shift away from car travel toward public transport, cycling and walking. Policy T2 then covers transport pattern and ensure all new developments in Manchester are in areas with good accessibility and accessible by sustainable means. The requirement of Chapter 9 of the NPPF, as informed by the Planning Practice Guidance – Travel Plans, Transport Assessments and Statements has also been taken into account when the proposals were developed.

4.35 The Proposed Development is situated within a highly sustainable location for residential development on the edge of the City Centre and therefore can provide easy access to key services, amenities, and employment opportunities within a short walk.

4.36 The New Islington Metrolink stop is 0.6km from the Site and the nearest bus interchange and rail stations are within a 20-minute walk into the heart of the City Centre. There are several bus stops within a short walk of the Site on Great Ancoats Street to the west and Oldham Road to the north.

4.37 There is a new connection across the Ashton Canal is being made as part of the Victoria North-Eastern Gateway cycle / walking route to the New Islington Metrolink stop. Secure bicycle storage will be provided within the Proposed Development in the form of secured cycle storage; a 1:1 ratio of residential units to the number of cycle parking spaces.

4.38 The Proposed Development also provides 21no. car parking spaces for residents – accounting for a 40% parking provision. Of the 21no. car parking spaces, 4no. (21%) will come with EV charging points. Capacity has also been built in to allow 100% provision if demand arises.

4.39 To summarise the Site's context regarding sustainable transport and accessibility, a Transport Assessment and a Framework Travel Plan has been prepared by Ashley Helme and is submitted with this Application, which confirms that the Proposed Development is in accordance with national and local transport policies.

## Sustainable Design

4.40 Policy EN4 requires all development to follow the principle of the Energy Hierarchy, while Policy EN6 outlines that all applications for residential development of 10 or more units will be expected to meet minimum targets for $CO_2$ reductions from low or zero carbon energy supplies. Chapter 14 of the NPPF was also considered during the formulation of the Proposed Development.

4.41 Extensive work has been undertaken on the approved designs to minimise the amount of energy needed for the operation of the building, which is set out in the updated Energy and Environmental Standards (Sustainability) Statements prepared by Watt Energy & Consulting Engineers Ltd.

4.42 In relation to the planning target centred around carbon emissions reduction, the Proposed Development is achieving a 61.7% reduction in these emissions, over the Part L1A 2013 of the Building Regulations. This surpasses all of Manchester City Council's planning targets by more than 50% and is therefore compliant.

## Waste and Servicing

4.43 Core Strategy Policy EN19 states that the Council will 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. This Application has also taken into account the Waste Storage and Collection Guidance for New Developments document in informing the Site Waste Management Strategy of the Proposed Development.

4.44 Considering the net increase of 7no. apartment units proposed by this Application compared to the S.73 scheme, an updated Site Waste Management Strategy has been prepared by Buttress and submitted with the Application in line with Policy EN19. The 52 apartments with the Proposed Development requires a minimum area of 22.36m² plus space required to manoeuvre and access all the containers individually. The proposed bin store area is 46.4 m², providing more than the required amount.

4.45 The proposed Site Waste Management Strategy highlights that the provision complies with waste standards, in terms of storage, recycling and management. Servicing and waste collection plans are also in place and detailed within the Waste Management Strategy prepared by Buttress and submitted as part of this Application.

## Heritage

4.46 Policy EN3 states that developments are encouraged to complement and takes advantage of historic and heritage features of its districts and neighbourhoods, together with Chapter 16 of the NPPF in relation to conserving and enhancing the historic environment.

4.47 The Site is not located within a Conservation Area but is adjacent to the southern boundary of the Ancoats Conservation Area c. 50m to the north, separated by the Rochdale Canal. There are several Grade II and Grade II* Listed Buildings or structures within the wider area, however none are within close proximity to the Site. The nearest Listed Building is the Grade II Union Street Bridge that is situated along the Rochdale Canal to the west, located c. 200m away from the Site. The nearest Grade II* Listed Building is Waulk Mill c. 240m from the Site.

4.48 The Proposed Development has been designed to respond sensitively to its context. The building massing and height has been designed to present an improved setting on the Rochdale Canal and represent a transition between higher density development in Ancoats and the lower rise development in Miles Platting and will therefore not appear out of place.

4.49 It is considered that there will not be any harm to identified heritage assets as a result of the Proposed Development. Nevertheless, should it be considered by the LPA or another party that there is a degree of "less than substantial harm" then, in line with the tests in Paragraph 196 of the NPPF, the significant public benefits accrued by the Proposed Development would outweigh that harm. These public benefits include:

- Redevelopment of an underutilised, brownfield site;
- Delivery of high-quality affordable housing to the residents of Manchester in the form of shared ownership, affordable rented and social rented dwellings;

- A highly sustainable and energy efficient development that vastly exceeds MCC's adopted planning policy and emerging guidance;
- Direct and indirect employment opportunities during the construction stage; and
- Improve the setting of the Rochdale Canal to reinforce the blue infrastructure asset and establish improved connections between East Manchester and the City Centre.

4.50 A detailed assessment of the previously approved scheme is set out in Appendix A of this Addendum Statement and the conclusions of that assessment remain valid for the Proposed Development.

4.51 As the Extant Permission has commenced development, further information relating to archaeological investigations has been submitted and approved by way of condition discharge. A Written Scheme of Investigation is submitted with this application as it relates to the Site and confirms that a phased programme and methodology of investigation is in place for the Site.

### Flood Risk and Drainage

4.52 Policy H1 states that all new residential developments should take into account of any environmental constraints of each site, for instance, flood risk. Correlating with Policy DM1 discoursing how developments should be managed in accordance a wide range of matters. The Proposed Development also takes into account Chapter 14 of the NPPF (Para. 159-169) on flood risk.

4.53 Policy EN14 provides a robust discussion on the topic of flood risk and how flood risk assessment should be prepared and the importance of incorporating Sustainable Drainage Systems.

4.54 The Environment Agency flood map for planning identifies that the Site is located within Flood Zone 1, which is land having a less than 1 in 1,000 annual probability of river or sea flooding. A separate foul system is to be provided, which will discharge into the local combined sewers. United Utilities have confirmed that a free discharge is acceptable into the local combined sewer.

4.55 An investigation into the ground conditions has concluded that due to identified levels of ground contamination the Site is not suitable for infiltration SuDs. Previous correspondence with the Canals and Rivers Trust has also highlighted capacity issues in the Rochdale Canal network which mean that discharge into the canal is not possible. Therefore, discharge may be made into the existing sewerage system, with discharge limited to greenfield run-off rates, however subject to agreement between UU and the LLFA at detailed design stage.

4.56 A Flood Risk and Drainage Strategy has been prepared by Carley Daines and Partners for the Proposed Development, noting the requirements of Policies H1, DM1, and EN14 relating to flood risk.

4.57 As a result of the Site's location adjacent to the Rochdale Canal, there is a need to manage construction processes to minimise the likelihood of adverse impacts on water quality, as required under Policy EN17. A detailed Construction Management Plan will be prepared prior to the commencement of works which include measures to manage this risk.

### Ground Conditions

4.58 Policy EN18 states that all new developments 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.

4.59 A Phase II Geo-Environmental Site Assessment was undertaken in January 2021 by Carley Daines and Partners Ltd. In addition, a Ground Gas Addendum has also been submitted as part of the Extant Permission. Since this time, a Remediation Strategy prepared by Carley Daines and Partners has been submitted as part of a condition discharge application (Ref: CDN/22/0334) and it is submitted as part of this Application for completeness.

4.60 The Remediation Strategy outlined a summary of actions to be carried out and includes a verification report at the end of the process to evident the completion of the prescribed remediation works. The verification report will be submitted before the Proposed Development is occupied.

## Neighbourhood Amenity

4.61 Core Strategy Policy DM1 sets out a range of development management policies relating to design, impact on amenity, accessibility, safety, health outcomes, quality of internal space, refuse storage, car parking, green infrastructure, heritage, flood risk and drainage and sustainability. Policy DM1 also states that buildings and neighbourhoods should be fully accessible to people with disabilities.

4.62 Each relevant section of Policy DM1 has been set out under the headings below to confirm how the Proposed Development appropriately responds to the requirements of the Development Plan and other material considerations.

### Daylight and Sunlight

4.63 Due to the increase in height compared to that previously approved, the Proposed Development's impact on daylight and sunlight has been assessed through a supplementary Daylight and Sunlight Assessment by Proximity.

4.64 This concludes that the slight increase in massing from that previously approved does not alter the scope of assessment, and that there will not be a material or significant adverse impact on the daylight and sunlight amenity of the neighbouring receptors nor nearby external amenity spaces. In summary:

- 11-25 Woodward Place, Burgress House, Avro House, Engels House and 22-26 Woodward Street all maintain an identical level of VSC target compliance compared to the Extant permission.
- 11 and 12 Downley Drive and 13, 14 and 15 Kingham Drive all see a reduction of 3% of windows achieving the VSC target compliance. This change is driven by the omission of windows from the assessment as they are now classed as non-habitable rooms, rather than the effect of the proposals. If those windows were considered as part of this Assessment, the revised massing would have the same impact.

4.65 In summary, the daylight and sunlight amenity impacts are consistent with the findings of the Extant Permission, stating "*the impact of the Proposed Development on the daylight amenity of these neighbouring receptors is considered to be appropriate and non-significant, given the New Islington location of the Site at the edge of the City Centre*."

4.66 Full details of the assessment are provided within this submission and the previous results are set out in Appendix A to this Statement.

### Noise and Vibration

4.67 A Noise and Vibration Assessment has been undertaken by Sandy Brown to provide acoustic advice in relation to the Proposed Development, responding to the requirement of Policy DM1.

4.68 An environmental noise survey has been carried out to determine the existing sound levels in the area of the Proposed Development and setting appropriate plant noise limits in line with the requirements of Manchester City Council.

4.69 The overall sound insulation requirements range between $R'_w+C_{tr}$ 9 dB and $R'_w+C_{tr}$ 24 dB depending on the location of the facade. Standard thermal double glazing is expected to be suitable to all windows on the apartment building.

4.70 A Level 1 Acoustics, Ventilation and Overheating assessment has been undertaken, the development falls within negligible and low risk categories. This indicates that additional ventilative cooling can be provided via openable windows with a limited increase in the internal noise levels.

4.71 An assessment of noise levels in external amenity spaces has been undertaken, the results of which indicate that external noise levels are within the lower and upper guidance limits recommended by BS 8233: 2014.

### Air Quality

4.72 An Air Quality Impact Assessment has been undertaken by Hilson Moran to measure the potential air quality impacts during the construction and operational stages and to outline the required mitigation measures to minimise impacts, responding to the requirements of Policy EN16.

4.73 A qualitative assessment of construction phase impacts has been carried out. There is a medium risk of dust soiling and a low to negligible risk of fugitive PM10 emissions during the construction phase. However, through good Site practice, the implementation of suitable mitigation measures, the impact of dust and $PM_{10}$ releases will be minimised. The residual effect of the construction phase on air quality is therefore not significant.

4.74 A detailed assessment of operational road traffic has been undertaken to consider the potential impact on $NO_2$, $PM_{10}$ and $PM_{2.5}$ concentrations at existing and proposed receptor locations. The findings of the assessment indicate compliance with the annual AQS objectives for $NO_2$, $PM_{10}$ and $PM_{2.5}$ at all modelled receptors. Furthermore, no exceedances were predicted at any of the modelled receptors with regards to the 1-hour $NO_2$ and 24-hour $PM_{10}$ AQS objectives.

4.75 Based on the findings of the assessment site specific mitigation to protect existing receptors and future users of the Proposed Development from poor air quality are not required.

### Summary

4.76 The analysis within this Section shows that the Proposed Development complies with the relevant policies and the Development Plan read as a whole, and consequently satisfies the presumption in Section 38(6).

4.77 Overall, it is considered that the nature of the Proposed Development remains in full accordance with the key spatial principles of the Core Strategy. Reports and assessments from the Permissions previously granted have been updated where relevant to do so and are submitted with this Application to both clarify the previous conclusions and provide robust support for this Application.

4.78 This review has confirmed that on balance, there is no clear reason to refuse the Proposed Development when assessed against the Development Plan and other material considerations.

# 5 Conclusion

5.1 This Planning Statement (the "Statement") accompanies an application for Full Planning Permission, submitted to Manchester City Council (MCC), in respect of land bound by the Rochdale Canal to the north, Kingham Drive to the east, Phase 1 of Downley Drive residential development to the south, and St Vincent Street to the west.

5.2 The Site benefits from Planning Permission for twenty-three dwellinghouses and a 4-storey apartment building (approved in July 2021) and amended in April 2022 to allow landscaping and public realm amendments (the "S.73 Scheme").

5.3 Since the approval of the S.73 Scheme, construction work has commenced on the housing element and groundworks have been completed in relation to the apartment element. During the works, an unchartered utility access hole for drainage infrastructure owned by United Utilities ('UU') has been discovered. UU has subsequently confirmed that no oversailing or cantilevers would be accepted over the utility access hole and free space to the sky would be required.

5.4 A redesign is therefore required for the apartment element (Phase 2) to shorten the length of the building to allow for UU's easement, whilst increasing the height by a single storey to slightly increase the quantum of homes proposed previously. The Local Planning Authority has confirmed that this redesign would require a new Full Planning Permission (the Proposed Development).

5.5 The Proposed Development has been carefully considered and assessed against all relevant material considerations associated with the S73 Scheme. It has been demonstrated within this Statement that the changes sought will not affect the considerations or conclusions reached in respect of the Original or S.73 Scheme.

5.6 As set out in the Planning Statement provided in Appendix A, the scheme replaces a vacant and under-utilised brownfield site with highly sought-after residential development in Manchester City Centre, whilst the whole of Phase 2 of the scheme (the subject of this Application) is dedicated to affordable housing.

5.7 The proposals continue to be in accordance with, and positively contribute to, the aims of planning policy at national and local levels, including the National Planning Policy Framework and the adopted Manchester Core Strategy, when considered as a whole.

5.8 In summary, the Proposed Development will contribute to the 60,000 housing target by 2027 as suggested by the Core Strategy, with a contribution of 52 affordable apartment units. Overall, it is considered that the Proposed Development is fully in accordance with the design intent of Phase 2 of the S73 Permission, which would be superseded by this Planning Permission should it be approved by the Planning Authority. The Proposed Development therefore merits support from the City Council and the grant of Planning Permission.

# Appendix A – Original Planning Statement

Deloitte.
Real Estate

# Downley Drive

## Planning Statement (incorporating Green & Blue Infrastructure Statement)

May 2021

# Contents


| | | |
|---|---|---|
| 1. | Introduction | 3 |
| 2. | Economic and Regeneration Context | 6 |
| 3. | Site Description | 22 |
| 4. | Development Proposals | 30 |
| 5. | Development Plan and Material Considerations | 36 |
| 6. | Planning Assessment | 44 |
| 7. | Summary | 75 |
| Appendix A: Planning Policy Summary | | 77 |
| Appendix B: Green and Blue Infrastructure Statement | | 98 |
| Appendix C: Climate Emergency Response | | 101 |
| Appendix D: Site Photography | | 105 |

# 1.Introduction

1.1 This Planning Statement (the "Statement") accompanies an application for Full Planning Permission, submitted to Manchester City Council (MCC) by Great Places Housing Association (the 'Applicant, hereby referred to as 'Great Places'), in respect of land bounded by St Vincent Street and the Rochdale Canal to the north, edges of existing dwellings on Woodward Place to the west, Downley Drive to the south and Kingham Drive to the east ('the Site'). This Statement incorporates a Green and Blue Infrastructure Statement as required by Manchester City Council's Validation Checklist.

1.2 The Site boundary extends to 0.69 ha. The western portion of the Site is currently vacant and secured by fencing, comprising predominantly of overgrown shrubland with a limited amount of hard standing. The eastern portion of the Site is comprised of grassland with a limited number of trees. An unadopted path cuts through the Site from St Vincent Street to the north to Downley Drive to the South. A full description of the Site is provided within Section 3 of this Statement, summarising its history and supportive planning context.

1.3 The Proposed Development will deliver sixty-eight Affordable Homes, comprising twenty-three houses and forty-five apartments within a four-storey building, alongside associated landscaping, boundary treatment, car parking, and cycle parking.

1.4 The Proposed Development seeks the effective reuse of the Site to deliver numerous objectives set out in various regeneration plans. This Site has been identified in the Ancoats and New Islington Neighbourhood Development Framework (NDF) and Eastlands Regeneration Framework (ERF).

1.5 As such, the Site falls within the neighbourhood of New Islington and is adjacent to Ancoats and Miles Platting, which have seen significant investment and transformation over the last 20 years. The Site is a key opportunity to build on the transformative work that has taken place to date. Ancoats is now one of the most sought after neighbourhoods in Manchester and the most recent NDF provides a strategy for the area in order to guide its positive regeneration and deliver an attractive and successful neighbourhood pf choice where increasing numbers of people would choose to live, work and invest.

1.6 Manchester has seen unprecedented population growth over the past two decades, with growth concentrated in the City Centre and surrounding wards. As a result, a key priority is the delivery of high-quality residential accommodation, consistent with the requirements of Manchester's Residential Quality Guidance, and located within neighbourhoods of choice.

1.7 This Statement assess the Proposed Development against the requirements of the Development Plan and other material considerations that inform the decision-making process.

## Proposed Development

### Description of Development

1.8 The description of the development as set out in the enclosed Application form is as follows:

"Application for Full Planning Permission for the erection of new homes (Class C3) with car and cycle parking provision, hard and soft landscaping, access, servicing, and other associated works."

1.9 A full description of the Proposed Development is provided in Section 4 of this Statement, and the supporting Design and Access Statement prepared by Buttress Architects.

## The Applicant

1.10 The Applicant, Great Places Housing Association, is a housing association which provides affordable accommodation and tenancy services across the North West and Yorkshire regions. The Housing Association is

one of the largest growing associations within the north of England and has delivered 325 new homes and an additional 1,455 affordable new homes on Site between 2020 and 2021.

1.11 Great Places is working alongside Manchester Life Development Company Limited (joint venture between Manchester City Council and Abu Dhabi United Group Limited) to deliver a number of Sites within the next phase of development envisioned within the Ancoats and New Islington NDF.

1.12 Working together, both parties will cooperate and agree to identify and develop viable Sites for new affordable housing within a 10-year period.

## Pre-application Consultation

1.13 The Proposed Development has evolved through consultation with a wide range of stakeholders, including members of the local community; MCC as the planning and highways authority, Greater Manchester Police; Historic England; Local Elected Members; adjacent landowners and developers.

1.14 This consultation approach adheres to the requirements set out by national and local policy. In addition to this, the consultation scope was discussed with the local planning authority. A full description of the pre-application stakeholder engagement process, including responses to the key issues, are set out within the Statement of Consultation prepared by Deloitte Real Estate and submitted as part of this application

1.15 In light of the significant impact COVID-19 has had on the ability to engage with local residents on development proposals, specifically the restrictions around physical consultation events due to social distancing measures, the main consultation platform for engagement has been digital.

1.16 An extensive process of pre-application engagement has been implemented by the project team to ensure that the approach to the scheme's design development has been properly communicated and discussed and, where possible, points raised during these discussions have been taken into account. This exercise has taken place in two phases as set out below.

### Phase 1: Ancoats Next Phase of Development

1.17 As the next step towards regeneration in the neighbourhood, Manchester Life worked alongside Great Places to prepare a public consultation on the early stage plans for the developments across the six sites between 8 December 2020 and 11 January 2021.

1.18 Further to an initial leaflet drop in November 2020 to approximately 4,600 local businesses and residents, a dedicated website for the next phase of development was used to gather the public's opinions on the schemes. Over the 5-week consultation period the website received 2,007 visitors and 102 responses. 91% of the respondents were local residents.

1.19 Following the completion of the consultation on 11 January 2021 the website was updated on 8 March 2021 to include a summary of the consultation comments that were received and an explanation of how the proposals will evolve in response to the comments.

### Phase 2: Detailed Application Specific Consultation

1.20 A second phase of consultation on more detailed plans for four of the sites (Eliza Yard, the Mobility Hub, Downley Drive and Ancoats Dispensary) took place between 7 April 2021 and 16 April 2021.

1.21 A leaflet drop took place in April 2021 to the same 4,600 local businesses and residents that were invited to the first phase of consultation. The dedicated website was updated to include further details on the four schemes.

1.22 A total of 2,129 visits were made to the consultation website during the consultation period with 1,905 unique visits. A total of 117 responses were received via the website alongside four additional emails sent direct to the organisers.

### Environmental Impact Assessment (EIA) Screening

1.23 A formal Request for an EIA Screening Opinion was submitted to MCC on 14 January 2021 and a formal response was received from MCC on 28 April 2021. The key considerations for the Proposed Development were set out in the Screening Opinion from Manchester City Council, which also confirmed the application did not need to be supported by an EIA.

## Application Documentation

1.24 This Application is supported by the following documentation, agreed in advance with Manchester City Council and prepared in accordance with the Local Validation Checklist:

- Planning application form and ownership certificates prepared by Deloitte Real Estate;
- Application Site boundary and location plan prepared by Buttress Architects;
- Existing Site plan prepared by Buttress Architects;
- Planning application drawings prepared by Buttress Architects and Stephen Martlew Landscaping;
- Design and Access Statement prepared by Buttress Architects, including a schedule of accommodation, and input from Steve Martlew Landscaping;
- Archaeological Desk Based Assessment prepared by Salford Archaeology;
- Flood Risk and Drainage Strategy prepared by Carley Daines and Partners;
- Environmental Standards and Energy Statement prepared by Watt Energy & Consulting Engineers ("Watt");
- Statement of Consultation prepared by Deloitte Real Estate;
- Noise Assessment prepared by Sandy Brown;
- Air Quality Report prepared by Hilson Moran;
- Ground Conditions and Land Contamination Report prepared by Carley Daines and Partners;
- Phase 3 Remediation Statement prepared by Carley Daines and Partners;
- Addendum Ground Gas Report prepared by Carley Daines and Partners;
- Ecological Assessment prepared by ERAP;
- Arboricultural Impact Assessment prepared by Bowland;
- Transport Statement prepared by Ashley Helme;
- Travel Plan Framework prepared by Ashley Helme;
- Waste Management and Servicing Strategy (including MCC's Waste Proforma) prepared by Buttress Architects;
- Framework Construction Management Plan prepared by Whiteley Eaves
- Local Benefit Scheme: Statement of Intent prepared by Great Places Housing Association;
- Crime Impact Statement prepared by Greater Manchester Police;
- Ventilation Strategy prepared by Watt;
- Daylight/Sunlight Assessment prepared by GrayScanlanHill;
- TV Reception Survey prepared by G-Tech;
- Broadband Connectivity Assessment prepared by Watt;
- Residential Management Statement prepared by Great Places Housing Association; and,
- Affordable Housing Statement prepared by Great Places Housing Association.

## Document Structure

1.25 The remainder of this Statement is structured as follows:

- Section 2 – strategic and economic context of the proposals;
- Section 3 – Site description and physical context of the Site;
- Section 4 – Development Proposals;
- Section 5 – summary of the Proposed Development and the Material Considerations;
- Section 6 – planning assessment of the key Site-specific planning considerations relevant to the determination of the application; and,
- Section 7 – summary and conclusions of the overall merits of the proposals.

# 2. Economic and Regeneration Context

2.1 This Chapter details the socio-economic, planning and regeneration context of Manchester City Centre as a whole, and sets out the key drivers of change and development within the city and fringe areas such as Ancoats and New Islington.

2.2 Following the adoption of the updated City Centre Strategic Plan (2017), as summarised in this Section, the City Centre boundary was extended to the north to include Ancoats and New Islington and reflect its current and future development ambitions. Whilst it is not formally adopted as part of the City Centre in the Development Plan, there is clear intent for the growth in this geographical area.

## Ancoats and New Islington: The Journey So Far

2.3 The Proposed Development forms part of wider phase of development to take place in Ancoats and New Islington over the coming years. This will continue the area's transformation into a neighbourhood of choice which is now one of the most sought-after residential neighbourhoods in Manchester City Centre.

2.4 During the late 18th to early 20th century, Ancoats and New Islington was a thriving industrial district of Manchester, until it suffered significant economic decline during the post-war years.

2.5 The decline of Britain's textile industry saw Ancoats' population decline. By the '90s the area was suffering from high levels of crime and dereliction. From the early 1990's onward the City Council has worked in conjunction with government agencies, businesses, community stakeholders and developer partners to develop and deliver comprehensive regeneration strategies in the area. The 2008 financial crisis halted many previous regenerations and placemaking efforts.

2.6 With the remaining community vulnerable and a severe housing shortfall in the city, Ancoats was identified as a priority area for intervention on the eastern edge of the City Centre. Following a series of coordinated interventions and partnerships, Ancoats has now seen its population grow and is noted as one of the most liveable communities in the country. Developers, landlords, cultural venues, local businesses and community groups now contribute towards community cohesion, safety, and the continued improvement of public spaces.

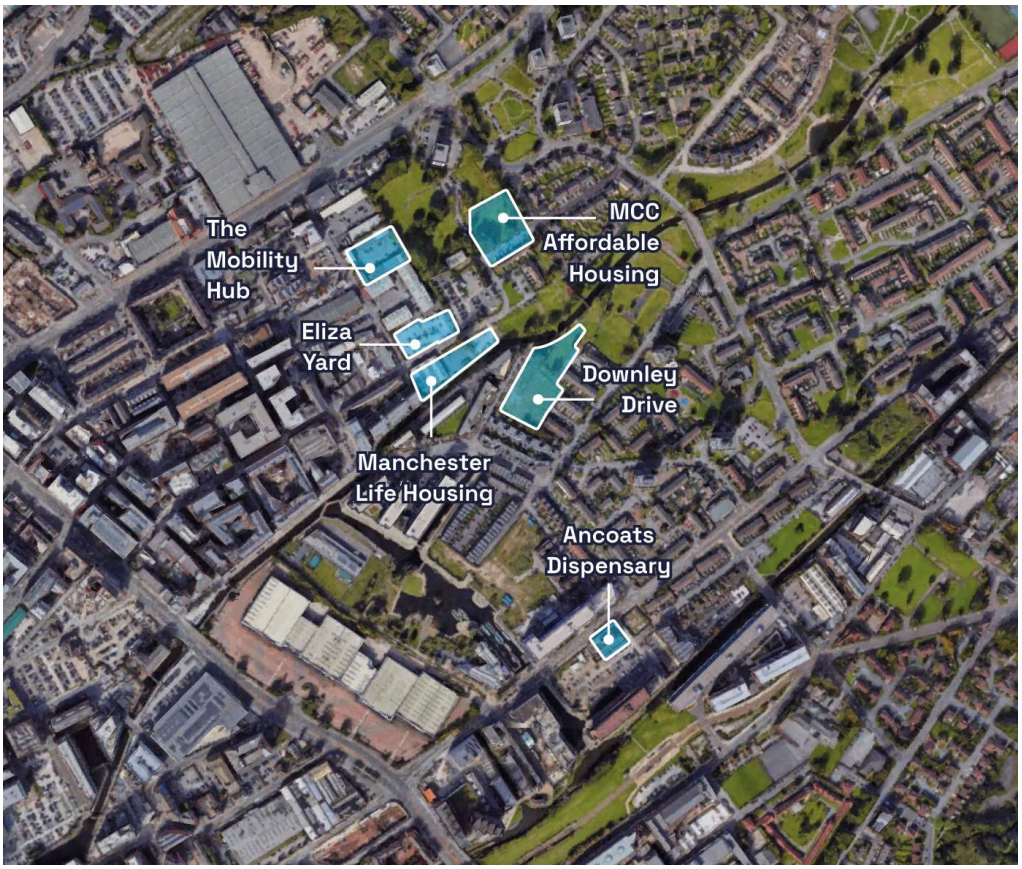
2.7 Critical infrastructure has been delivered including the completion of Cutting Room Square in 2010 and Cotton Field Park in 2011. A permanent home for the Manchester Grammar School sponsored New Islington Free School opened in September 2013. New homes have been delivered, facilitating the area's transformation into a neighbourhood of choice. Prominent local businesses include Rudy's which opened its first outlet in Ancoats in 2015, the Jane Eyre, which was Manchester Life's first commercial tenant to open in 2018, Pollen Bakery who won Coffee Shop of the Year at the Manchester Food and Drink Festival 2019 ,and Mana which became the first restaurant in Manchester to be awarded a Michelin Star in 2019.

2.8 A central element to the neighbourhood's success has been a strong vision for regeneration, embedded within the Ancoats and New Islington Neighbourhood Development Framework originally prepared by Manchester City Council in 2012 and updated in 2016 and 2020 (although, it is noted that this update has no relevance to the Downley Drive site). This is discussed in greater detail later in this section. However, another key component is partnership working to deliver maximum benefit at both a neighbourhood and city-wide scale. This joined-up approach has been a central element to the current phase of development, which the Proposed Development is a part of.

2.9 Three companies have come together to deliver this next phase of development: Manchester Life Development Company, Great Places Housing Association, and Manchester City Council. Between them the following six Sites will be delivered, delivering substantial public benefits.

- **Eliza Yard** – a residential development which will be delivered by Manchester Life.
- **Ancoats Mobility Hub** – innovative neighbourhood infrastructure that seeks to challenge the conventions of parking, street usage, mobility, and logistics in a city centre environment which will be delivered and operated by a management company selected by Manchester Life Strategic Development Company Limited and Manchester City Council.
- **Downley Drive** – Affordable Housing development being delivered by Great Places.
- **Ancoats Dispensary** – Affordable Housing development being delivered by Great Places that will facilitate the redevelopment of the Grade II Listed Ancoats Dispensary.
- **Plot C, Ancoats** – residential-led development of an underutilised Site fronting the Rochdale Canal which will be brought forward by Manchester Life (illustrated as 'Manchester Life Housing' in the diagram below).
- **Affordable Housing Site** – a Site that has been identified for the delivery of Affordable Housing by Manchester City Council.

Figure 1 – Development sites coming forward in Ancoats and New Islington Regeneration




2.10 Two rounds of coordinated public consultation exercise was undertaken between December 2020 and January 2021 and 7 April to 16 April 2021 to highlight the Sites that were coming forward and to explain their combined benefits. It presented an opportunity for the community to comment on the proposals whilst at an early stage. This exercise, and the output from it, is described in greater detail within the Statement of Consultation prepared by Deloitte and submitted as part of this application.

2.11 This phase of development will deliver a complementary set of developments that when combined will further diversify the offer within Ancoats and New Islington. It is considered that the following collective benefits will be delivered by the developments coming forward:

### Social Benefits

- Delivery of new homes, including Affordable Housing, increasing the range of housing options locally.
- Bringing activity and vitality to the area, supporting the creation of inclusive routes and connections through the neighbourhood.
- Increasing natural surveillance within the neighbourhood improving safety and security in the area both during the day and at night.
- New commercial units providing opportunities for commercial, social, and community uses.
- Reduced vehicle movements across Ancoats as a neighbourhood due to centralised parking facilities at the Ancoats Mobility Hub.
- Facilitating the rejuvenation of the Ancoats Dispensary, a cultural landmark with significant local importance to the neighbourhood as well as the wider city of Manchester.

### Economic Benefits

- Creation of jobs through the construction and operational phases of the development, including further indirect employment within the supply chain.
- Further job creation and additional economic benefits through the operation of commercial units.
- Delivery of new homes and commercial units thus providing Council Tax and Business Rates receipts to MCC in perpetuity.
- Facilitating the development of vacant and/or underutilised parcels of land across the neighbourhood.
- Increasingly the residential population within the neighbourhood, with a subsequent increase in spending within the local and city centre economy.

### Environmental Benefits

- Sustainable reuse of underutilised brownfield land and an ‘at risk’ Grade II listed building.
- Securing the beneficial, long-term, re-use of the Ancoats Dispensary and allowing the architectural and heritage significance to be fully appreciated, whilst removing the risk of further deterioration to this Grade II Listed Building, and the risk to public safety.
- Supporting the promotion of electrical vehicles through the provision of EV charging infrastructure.
- Offering the potential to centralise delivery services across Ancoats within a single hub rather than multiple deliveries going to individual buildings. Last-mile delivery could be via e-cargo bike.
- Substantial cycling facilities available for residents within new developments and bike hire available centrally within the Ancoats Mobility Hub.
- Improved pedestrian and cycle linkages which will encourage the use of sustainable modes of transport and connect key regeneration areas and transport hubs.

Dedicated and well managed car club spaces within a central facility at the Ancoats Mobility Hub.

2.12 The Proposed Development will play a critical role in delivering these wholesale benefits across Ancoats and New Islington. Whilst an independent planning application, it is important to recognise its role in delivering a diverse phase of development across the neighbourhood with each element complementing the others that will be delivered in the coming years.

2.13 The individual contribution of the Proposed Development is presented within Chapter 4 of this Statement.

## Economic Context

### Introduction

2.14 Manchester has seen unprecedented growth over the past two decades, with growth concentrated in the City Centre and surrounding wards. With a diverse population of close to 600,000 people, the City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London. MCC projects that the city will be home to 627,000 residents by 2025.[1]

2.15 Population growth in recent years has been particularly evident in a younger 20-24 and 25-39 years demographic, which is attracted to Manchester's lifestyle and increasing employment opportunities, and this in turn is driving further economic growth and enhanced productivity.

2.16 Manchester's increasingly buoyant economy continues to benefit from growth in financial and professional services and is being further strengthened and diversified by high added value growth in key sectors such as Creative and Digital, Science and Innovation, Culture, Sport and Tourism. Economic growth has also been supported by Manchester's expanding international connections, centres of excellence in research and higher education, and investment in transport infrastructure, which has deepened labour markets.

2.17 Manchester's economy continues to grow at a faster rate than the UK as a whole, with the City Centre as the economic growth engine for both Manchester and the wider region. It has seen a significant increase in development over the past year, building on the City's international reputation as a leading place to live, visit and do business. In 2018, Manchester's GVA per head of resident population was £41,177, compared to £28,729 for the UK average, and is an increase from £37,634 in 2016.[2]

2.18 Prospects for economic growth are closely tied to the ability to attract and retain the most talented individuals. It is therefore critical to focus efforts on improving the City Region's attractiveness as a location to live, study, work, invest and do business. In this regard, a key priority is the delivery of high-quality residential accommodation, consistent with the requirements of Manchester's Residential Quality Guidance, and located within neighbourhoods of choice.

2.19 Finally, the Our Manchester Strategy: Forward to 2025 document identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by the city's competitive, dynamic, sustainable and fair economy. This draws on its distinctive strengths in science, advanced manufacturing, and culture, creative and digital businesses – cultivating and encouraging new ideas.

### Manchester – A Growing City

2.20 Over a thirty-year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. Manchester City Council has driven the physical and economic renewal of the City Centre through the development and implementation of strategic frameworks for sustained regeneration, investment and service improvement to ensure that Manchester maintains its position as the nation's leading City Centre location. The success of this approach sees Manchester successfully compete as an international investment location and visitor destination today.

[1] MCC (2020) State of the City Report 2020
[2] Manchester City Council, State of the City Report 2020

2.21 With a current estimated population of 552,858,[3] Manchester has experienced an exceptional increase in its population since the late 1990s and is the leading example in both Europe and the UK of a major urban centre reversing long-term population decline. While this level of population growth is exceptional, the City is still some way below its historical peak population of 766,311, achieved in 1931. New high quality and high-density development will allow Manchester to continue to increase its population without impinging on highly valued community and green space.

2.22 The Greater Manchester sub-region, which has a resident population of over 2.83 million and a combined Gross Value Added (GVA) of over £66.45 billion, accounts for around two fifth of the North West's economic output[4]. In 2017, almost one third of the £65.5 billion of GVA generated in Greater Manchester was produced in the City of Manchester.[5] The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the City. There is an access to a pool of skilled people across a wide range of industries, and over 100,000 students in five Higher Education Institutions across Greater Manchester.

2.23 Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a service-based, high growth economy. Importantly, it is this sector of the economy that provides a large proportion of the high skilled and high productivity jobs in the national economy. Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Science and Innovation, Creative and Digital, Advanced Manufacturing as well as Culture, Tourism, Sports and Leisure sectors.

2.24 Manchester is one of the fastest growing cities in Europe. Employment growth of 9.9% is forecast for Greater Manchester between 2016 to 2036. In addition, a significant proportion of forecast employment growth is expected to occur in sectors with higher than average GVA. GVA is expected to increase with a 41.2% change forecast from 2016 to 2036. During this period, GVA across Greater Manchester is forecast to rise by an average of 1.7% per year, increasing to over £88.4 billion by 2036.[6]

## Encouraging the growth of a dynamic private sector

2.25 With a thriving private sector, the City is a leading business location and remains a top place in Europe for foreign direct investment outside of London[7].

2.26 Increasingly businesses are looking for benefits from agglomeration. Business sectors that are influenced by agglomeration (where entrepreneurs, companies, new start-ups and talented workers from disparate economic growth sectors are keen to cluster in locations which can provide business and networking opportunities) are attracted to locations where there are deep labour markets offering an exceptional range of highly qualified and skilled staff. Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from clustering. This is particularly prevalent in the digital and creative industries, as well as life sciences and advanced manufacturing.

2.27 Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from one of the largest creative and digital clusters in the UK. This is particularly prevalent in the Technology, Media and Telecoms (TMT) industry as evidenced by the growth of MediaCityUK: UK, for example. In addition, the North West is headquarters to tech companies including boohoo, Booking.com, AO.com as well as privately owned The Hut Group, and one of the fastest growing fashion brands on the web, Pretty Little Thing. Amazon also has a large presence in Manchester[8].

---

[3] Office for National Statistics, Population Estimates for UK, England and Wales, Scotland and Northern Ireland: mid-2019 – April 2020 Geography *(released 22 Jan 2021),* https://www.ons.gov.uk/datasets/mid-year-pop-est/editions/mid-2019-april-2020-geography/versions/2

[4] Office for National Statistics, *Regional Gross Value Added (balanced) per head and income components tables (released 19 December 2019), https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/nominalregionalgrossvalueaddedbalancedperheadandincomecomponents*

[5] Office for National Statistics, *ibid.*

[6] Greater Manchester Combined Authority, Greater Manchester Forecasting Model 2018 – Baseline, https://www.greatermanchester-ca.gov.uk/what-we-do/economy/greater-manchester-forecasting-model/.

[7] Ernst and Young (EY) *EY UK Attractiveness Survey (May 2020),* https://www.ey.com/en_uk/attractiveness/20/uk-attractiveness-survey

[8] Savills, *Market in Minutes: Manchester Offices* (Winter 2019) https://www.savills.co.uk/research_articles/229130/293405-

## Mobile and Skilled Workforce

2.28 The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the City. There is access to a pool of skilled people across a wide range of industries, and over 100,000 students in five Higher Education Institutions across Greater Manchester.

2.29 A feature of the City's economy and its employment growth has been the ability to attract an international workforce from Europe and beyond. International migration has contributed to economic growth in both the high skilled occupations, such as health and digital, and also in the leisure and care economies. The residential property market has a considerable effect in making the City an attractive destination. Its success has seen an increased birth rate of international migrants' families, which has further contributed to employment growth and housing demand.

## National, Regional and City Region Connectivity

2.30 Manchester has continued to invest significantly in its transport infrastructure, delivering major improvements in terms of accessibility to and within the Regional Centre. This increases the City's capacity of its travel to work area (and therefore its pool of labour) and enhances connectivity between businesses. It also makes the City Centre easier to get around and a better place to live.

2.31 Significant investment has been made in the Metrolink network, including the Manchester Airport link, which opened in 2015 and the Second City Crossing, which opened in 2017. Metrolink services run through Manchester Victoria Station and Shudehill. There is also good access to Manchester Piccadilly Station, Oxford Road Station and Deansgate Station. In the future, this will be significantly extended through the development of a new integrated station to accommodate High Speed 2 (HS2) and Northern Powerhouse Rail (NPR).

2.32 In addition, accessibility improvements in terms of enhanced infrastructure to promote walking and cycling, continue to be delivered as part of major regeneration programmes. This enhances connectivity to jobs, education and recreational opportunities for the local workforce and residents.

## Residential supply and demand

2.33 Manchester's ongoing economic and population growth will continue to drive the need for new high-quality residential accommodation across a range of tenures.

2.34 As reported in Deloitte's most recent Manchester Crane Survey, the number of new units under construction within central Manchester during 2020 was 12,322. This figure was broadly comparable with data from 2019 (12,178) and whilst down on figures from 2018 (14,480), still demonstrate a consistent level of delivery within the city centre. Importantly, 4,698 units started on-site in 2020 representing a 45% increase on 2019 figures showing continued confidence in the residential market despite the pressures of Covid-19. Therefore, delivery in 2021 and beyond will continue to address the chronic levels of undersupply experienced since 2008[9.]

2.35 The growing strength of the residential market is underpinned by the City's resilient economic growth, investment in infrastructure and employment sector diversification. Retail, leisure and world class cultural institutions based in the City Centre support the lifestyle aspirations and focused growth on City Centre living. In particular, the city-centre's position as a focal point for office-based job opportunities underpins its strength as a place to live.

2.36 Despite a turbulent market in 2020, the amount of office space that has been pre-let remains at 36% of total volume of floorspace currently under construction10. The growth and constraint on office space availability is driven by some significant pre-lets in both Salford and Manchester. The amount of pre-let office occupiers demonstrates a resilient Manchester market, despite the effects of Covid-19.

2.37 Businesses need staff to support continual growth and there needs to be confidence that future employees can continue to access a ready supply of well-located residential accommodation in proximity to office

[9] Deloitte, Manchester Crane Survey 2021.
[10] Ibid

accommodation. Manchester therefore must continue to provide quality accommodation to support the talent pool that is attracted to the City, including graduates and young professionals, whilst noting that the desire to buy or rent City Centre apartment is not limited to young professionals. Increasingly, single person households and retirees downsizing and moving back from the suburbs are also fuelling demand[11]. This is as a result of more people opting to live closer to where they work and socialise benefitting from the wide offering within the city-centre as part of a global move back to downtown living. Current Council Tax data is a useful indicator of residential occupancy and, with empty properties amounting to just 0.65% of total stock in Manchester[12], strong demand for city centre living remains evident.

2.38 A prevalent trend in the City Centre's residential market is the delivery of Build to Rent accommodation. Due to the city centre's continued attraction to young professionals, it is considered that this tenure will continue to be important within a more general mix of residential choice within the city. This reflects the trend towards this type of tenure both in Manchester and nationally. It is a form of development that can assist in both dealing with supply issues as well as raising the bar around quality management, maintenance, and flexibility.

2.39 However, equally, there is also a need for high quality Affordable Housing accommodation which caters for aspirational young people, key workers, and those on lower incomes and allows access to safe and well located accommodated. The Manchester Core Strategy sets out a requirement to deliver 438 Affordable Homes per annum which responded to the identified demand for this type of housing. However, more recently MCC's Residential Growth Strategy (2015-2025) set more ambition target to deliver a minimum of 6,400 new affordable homes within the city (640 per annum).

2.40 A report to MCC's Executive in July 2020 highlighted that in 2019/2020 a total of 480 Affordable Homes were delivered within Manchester. In light of clear demand for Affordable Housing, it is recognised that more needs to be done to allow MCC's more ambitious target within their Residential Growth Strategy to be achieved. This is will require more support from Registered Providers in delivering new affordable homes but the City Council also recognises its role in supporting this ambition, with the aforementioned report to Executive noting the intention to form a new in-house Local Delivery Vehicle to increase the quantum and rebalance the delivery of affordable homes at or below Local Housing Allowance through a comprehensive utilisation of Council land assets.

2.41 Given Ancoats and New Islington's strategic location, it is geographically well-placed to play a significant role in satisfying this demand for new dwellings to support population and economic growth. The neighbourhood setting offers many of the ingredients sought by residents in terms of location, scale, accessibility to public transport and employment. Whilst practically self-sufficient as a neighbourhood in terms of its offer to residents, it is also a short walk from NOMA, the Northern Quarter, Deansgate, Etihad Campus, and Piccadilly Basin which provide further cultural, leisure, retail and arts facilities.

### Impact of COVID-19

2.42 The anticipated opening year for the development of 2023 is beyond the point when the Bank of England expects the economy to have recovered from the impact of COVID-19. The recovery in GDP is projected to reach its 2019 Q4 level by 2022 Q1. Household spending and GDP are expected to pick up once restrictions loosen, and the impact of the vaccine begins to take effect[13].

2.43 The next phase of development at Ancoats will be a timely and important development for the city to support economic recovery and growth. As part of the Government's ambition to 'level up' the economy, which has been accelerated by COVID-19, there is a surge of demand to relocate Government Departments away from London to cities elsewhere in the UK such as Manchester.

2.44 In conclusion, the provision of high-quality residential dwellings is needed to support Manchester's growing priority sectors. New supply is needed in order to maintain current growth patterns to meet forecasted levels of population growth.

[11] JLL, How new high-rise apartments are transforming Manchester (2019), *https://www.jll.co.uk/en/trends-and-insights/cities/how-new-high-rise-apartments-are-transforming-manchester*
[12] Manchester City Council – Monthly Economic Update – December 2020
[13] Bank of England (February 2021) Monetary Policy Report

## Strategic Context

### The Greater Manchester Strategy: Our People, Our Place (2017)

2.45 The Greater Manchester Strategy sets a vision "to make Greater Manchester one of the best places in the world to grow up, get on, and grow old". The strategy sets out ten priorities to achieve the vision for Greater Manchester:

- Priority 1: Children starting school ready to learn
- Priority 2: Young people equipped for life
- Priority 3: Good jobs, with opportunities for people to progress and develop
- Priority 4: A thriving and productive economy in all parts of Greater Manchester
- Priority 5: World-class connectivity that keeps Greater Manchester moving
- Priority 6: Safe, decent and affordable housing
- Priority 7: A green city-region and a high-quality culture and leisure offer for all
- Priority 8: Safer and stronger communities
- Priority 9: Healthy lives, with quality care available for those that need it
- Priority 10: An age-friendly city-region

### Our Manchester Strategy – Forward to 2025

2.46 The Our Manchester Strategy 2016-25 was published by MCC in January 2016 and sets the ambitions for the City for the next decade. It was refreshed in March 2021 following a review of its first five years. The Strategy sets out a vision for Manchester to be in the top-flight of world-class cities by 2025, when the City will:

- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
- Possess highly skilled, enterprising and industrious people;
- Be connected, internationally and within the UK;
- Play its full part in limiting the impacts of climate change;
- Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
- Be clean, attractive, culturally rich, outward-looking and welcoming.

2.47 The Our Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement.

2.48 The 'Our Manchester' approach seeks to build a different relationship with residents and communities, recognising that this also means undertaking a different approach to engagement; engagement that is sustainable and driven by the City's communities.

## Manchester's Green and Blue Infrastructure Strategy (2015)

2.49 Manchester City Council recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.

2.50 The vision for green and blue infrastructure in Manchester is that 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 green spaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

2.51 Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality of life people expect and enhancing the City's global image as a place in which to live, work and invest. A summary of how the Proposed Development responds to the strategy is provided in Appendix B of this Statement.

## Manchester Zero Carbon Framework: Playing Our Part on Climate Change (2020)

2.52 There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change.

2.53 The Climate Change and Low Emissions Implementation Plan (2016-2020) is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps that will be taken to become energy-efficient and investing in the natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality.

2.54 In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester.

2.55 The key commitments are as follows:

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

2.56 On 13th March 2019, Manchester City Council fully endorsed the draft Zero Carbon Framework 2020-2038, outlining how Manchester can meet its aim to be a zero-carbon city by 2038. Building from this, on 10 July 2019, Manchester City Council debated a motion to declare a Climate Emergency, declaring that climate change is a serious risk to Manchester's future. The Council committed to embedding the issue as an integral part of council decision-making, making sure that all key decisions are taken with the City's target of becoming zero-carbon by 2038 in mind.

2.57 Areas for action in the Manchester Zero Carbon Framework (2020-2038) Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling

and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.

2.58 Following this commitment, the Council's Executive endorsed the Manchester Climate Change Framework 2020-2025 in March 2020. In addition, the Council developed a Climate Change Action Plan 2020-2025 to ensure that all aspects of the Climate Emergency Declaration were converted into clear actions with tonnes of CO2 savings included where applicable. The Plan builds on over a decade of previous activity which has seen the Council's direct CO2 emissions reduce by 54.7% between 2009/10 and 2019/20.

## Affordable Housing

2.59 In September 2019 the Council's Executive Committee received a report entitled Delivering Manchester's Affordable Homes to 2025. This report provides an update on progress against the policy ideas contained in the Affordable Housing Report considered by the Executive in December 2018 which considered the demand for and supply of Affordable Homes in the City. It also provided further details of how the Council and its partners will deliver a minimum of 6,400 Affordable Homes from April 2015 to March 2025.

2.60 As noted in Paragraphs 2.39 and 2.40, the Council has made some progress on its ambitions to delivery affordable housing but noted in a report presented to the July 2020 Executive that more needs to be done. A key action has been to set up a Local Delivery Vehicle so that MCC can deliver their own Affordable Homes.

2.61 An update on Affordable Housing was presented at the January 2021 Executive. This covered MCC's efforts to increase the delivery of housing – and affordable housing in particular – which will be a key part of city's recovery following the Covid-19 pandemic. The demand for housing from the most vulnerable in the city has not diminished following the crisis and, if anything, the requirements of residents most in need has become even more acute with the numbers of people on the Housing Waiting List and in temporary accommodation continuing to grow.

2.62 In response, MCC is looking to significantly upscale the delivery of new affordable homes and to this end, the existing delivery platforms we have established with Registered Providers (RPs) – including use of MCC's land assets – and working in conjunction with Homes England investment programmes. Added to this, the aforementioned Housing Delivery Vehicle will soon begin to deliver new affordable homes, bolstering the pipeline and helping the city meet and exceed the 6,400- minimum target by 2025. In terms of delivery during the 2020/2021 Financial Year, it was noted that between April-November 2020 a total of 216 new affordable homes were completed and a further 223 are expected to complete by the end of March 2021.

2.63 MCC's Core Strategy notes that the starting point for development should be to deliver a policy compliant provision of 20% Affordable Housing however, this is subject to viability. Where proposals do not include 20% Affordable Housing, they will need to include a viability appraisal that will be robustly tested and analysed by MCC and an independent surveyor.

2.64 The NPPF and NPPG provides the framework for the Council to mitigate the effects of conducting upfront viability assessments, based on scheme estimates, with a reconciliation appraisal based on actual performance of the scheme.

## City Centre Transport Strategy (2021)

2.65 A Draft City Transport Strategy to 2040 was published for consultation in October 2020 covering both central Manchester and Salford. The City Centre Transport Strategy was the subject of a focused 'listening' exercise in summer 2018 and targeted engagement during winter 2019/2020. The final version of the City Centre Transport Strategy was endorsed by Manchester City Council's Executive on 17 March 2021 and Salford City Council's Regeneration Committee on 22 March, before being fully ratified by the Greater Manchester Combined Authority on 26 March 2021.

2.66 The strategy presents an overarching vision for a well-connected, zero-carbon city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live in and visit. In order to achieve this, seven ambitions are set out:

- Ambition 1: Walking is the main way of getting around the city centre
- Ambition 2: The city centre is cleaner and less congested
- Ambition 3: more people choose to cycle to destinations within the city centre
- Ambition 4: The city centre benefits from better public transport connections
- Ambition 5: Parking in the city centre is smarter and integrated with other modes
- Ambition 6: Goods are moved and delivered sustainably and efficiently into and within the city centre
- Ambition 7: Innovation is embraced where it benefits the city centre and its users.

2.67 The strategy proposals several strategic interventions within the Ancoats area, some of which are subject to funding and business case. These include:

- Upgrades to the Rochdale Canal towpath – improving the quality of the existing provision.
- Delivery of the Ancoats Mobility Hub – which is proposed to meet the parking requirements of residential and commercial development in the next phase of redevelopment in Ancoats, removing parking from individual schemes and promoting a modal shift away from car ownership by providing the infrastructure which offers sustainable alternatives.
- Northern and Eastern Gateway Bee Network – delivering new and enhanced city-centre cycling infrastructure.

## Regeneration Context

### Manchester City Centre Strategic Plan (2017)

2.68 Manchester City Centre has changed dramatically over the past 15 years and is now one of the most dynamic centres in Europe. To capture the pace and scale of change and to reinforce the strategic direction for City Centre as a whole, the City Council produced the City Centre Strategic Plan.

2.69 The City Centre Strategic Plan was adopted in 2016 and identifies key priorities for the City Centre's ongoing regeneration.

2.70 The Plan acknowledges the pivotal role that residential development in edge of City Centre neighbourhoods including Ancoats and New Islington will continue to play in achieving growth in the City Centre. Key to this growth is to create an environment and deliver infrastructure that will encourage people to live and work in a central location.

2.71 The Plan recognises the opportunities that the growing community in Ancoats and New Islington present and the key priorities for the Northern Quarter area include exploring options to develop connections to Ancoats/New Islington and New Cross.

### Ancoats and New Islington Neighbourhood Development Framework (2014, 2016)

2.72 The Neighbourhood Development Framework (NDF) was originally adopted by Manchester City Council's Executive in October 2014 and an updated version was adopted in December 2016. The 2016 NDF highlights Ancoats and New Islington's excellent location within the City Centre and sets out that the area will play a critical role in terms of meeting the city's housing needs.

2.73 The Site is located within the neighbourhood of New Islington but lies on the border of Ancoats and Miles Platting on the northern and western boundaries. The Site falls within the Ancoats and New Islington NDF Framework Area (Figure 2).

Figure 2 – Ancoats and New Islington NDF: Framework Area (dotted red line, site loosely marked by blue box)

2.74 The substantial amount of investment over time within the Framework area has provided a legacy of infrastructure provision, assembled Sites primed for development and a supportive planning policy framework. This includes wholesale landscaping and public realm work throughout the neighbourhood which was firstly delivered through the creation of the Marina, Cutting Room Square and Cotton Fields Park. These community assets are completed by the transformational impact that development activity has had on the neighbourhood, delivering new homes, offices, and an associated ecosystem of food and beverage operators.

2.75 These factors place Ancoats and New Islington not just as one of the key opportunity areas in Manchester, but one of the relatively limited number of places in Manchester where there is an opportunity to plan and deliver high density development in a sustainable manner. However, to date much of this sustainable development has been focused within the areas of the neighbourhood that are closest to Manchester City Centre.

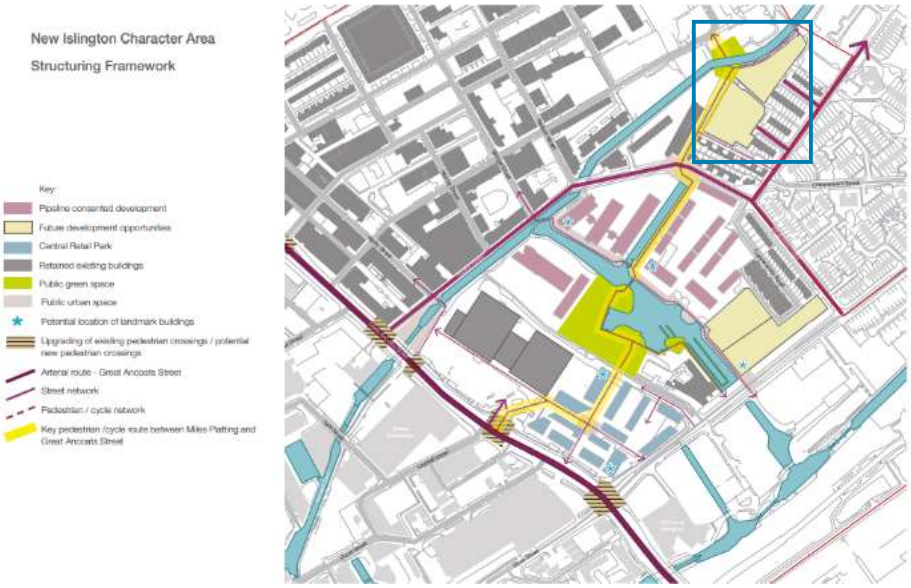
2.76 According to the NDF, the Site lies between the Poland Street Character Area and New Islington Character Area, sitting adjacent to both areas on its northern and western boundaries. The Poland Street Character Area will prioritise a mixture of residential and commercial land uses that will be paired with active frontages to create a vibrant atmosphere and foster a collective sense of community. Residential uses will be predominantly apartment-led but may include the creation of townhouses to attract more families into the area and therefore create a seamless transition into the family format of Miles Platting. The New Islington Character Area will be a predominantly residential area with a limited amount of retail uses at ground level and will focus on enhancing the marina through high-quality development.

2.77 The 2016 NDF identifies that the low-rise residential neighbourhood of Miles Platting has a distinct character in contrast to the more dense and urban neighbours of Ancoats and New Islington which are more effectively tied into Manchester City Centre. As highlighted within the 2016 NDF, the Site falls within an area which can act as a transition zone between these two distinct characters. This can be achieved through setting design principles that include a gradual decrease in building height from the medium-rise buildings in Ancoats and New Islington into the low-rise family dwellings in Miles Platting.

2.78 The Proposed Development has been identified as a key area for future development opportunities in the 2016 NDF, as identified within Figure 3. The Proposed Development represents infill development on a long-term vacant Site that has consistently been identified for residential development. The Site benefits from a location

within close proximity to the Rochdale Canal towpath, which is proposed for improvement works in the future. The Proposed Development will create a more fitting boundary to the towpath, improving natural surveillance and creating an improved environment compared to currently unmaintained vacant Site.

Figure 3 – New Islington Character Area: Structuring Framework (Site loosely identified by blue box)




## Eastlands Regeneration – A New East Manchester (2008, 2011, 2017)

2.79 The Site forms part of the Eastlands Regeneration Framework ("ERF"). The area has been promoted for strategic development since the 'New East Manchester: A New Town in the City' was first published. This was eventually superseded by 'The East Manchester Strategic Regeneration Framework 2008 – 2018'. The main aims of the 2008 Framework were to:

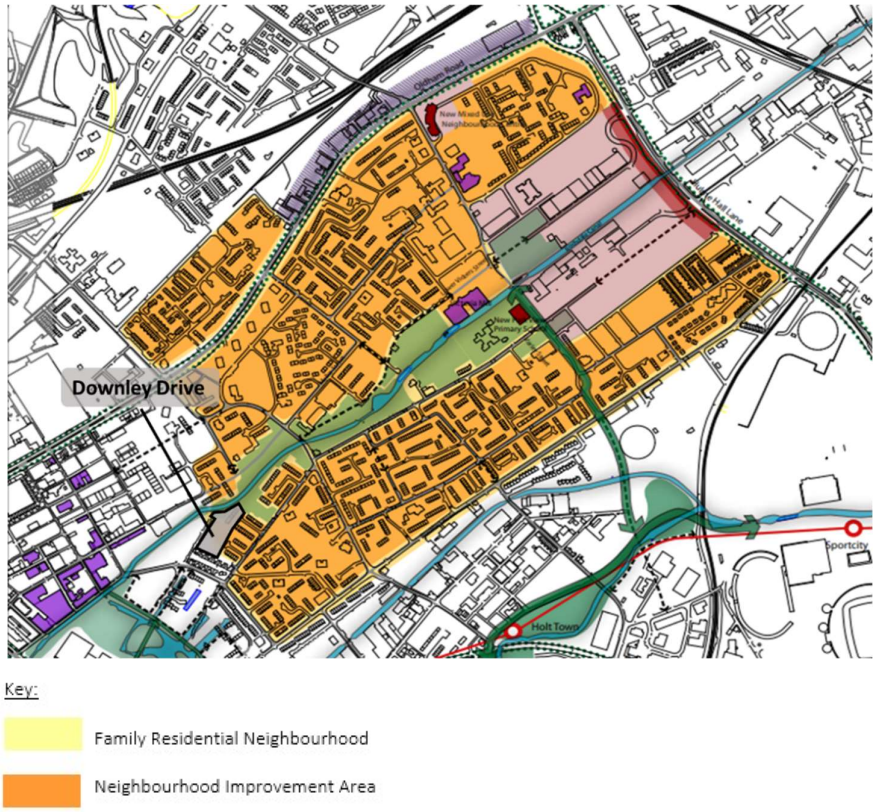
- Work within a wider sub-regional context and focus energy on encouraging those businesses within competitive economic sectors to locate into and remain within East Manchester;
- Renew the physical landscape of East Manchester so that it explicitly supported the development of a new economic base and new residential neighbourhoods through, for example, world class public realm, high-quality amenity space, iconic buildings, and a modern tram and associated public transport system;
- Champion the need to drive up education standards in East Manchester schools as part of a wider strategy of attracting and retaining working families who were regarded as an essential foundation of economic prosperity, financial vitality and neighbourhood stability;
- Implement strategies to enable residents to enhance their skills and secure employment within the City and the wider city region; and
- Establish "neighbourhoods of choice" that can attract and retain working households recognising that neighbourhood's function best when they contain families and households with a broad mix of incomes.

2.80 The Site is identified in the 2008 ERF as part of a Neighbourhood Improvement Area (Figure 4). This would relate to the Miles Platting Private Financing Initiative (PFI) that was formed between Manchester City Council and urban regeneration company Renaissance Consortium in order to revitalise the neighbourhood and improve MCC's existing housing stock. This is discussed in more detail within Section 3 of the Planning Statement. This housing renewal initiative would therefore support the wider objectives of the Eastlands Regeneration Framework by providing the high-quality housing that is required for the new and existing residents of Miles Platting and East Manchester.

2.81 Part of the Site which is immediately adjacent to St Vincent Street to the north and Woodward Place to the south is identified within the 2008 Framework as a Family Residential Neighbourhood (Figure 4). This refers to Miles Platting as it is a predominantly low-rise residential neighbourhood in its character. The 2008 ERF states that Miles Platting will continue to function as a primarily residential neighbourhood while continuing to provide a greater range of housing types and tenures suitable to the new and existing residents of East Manchester. There are a set of key principles associated with Miles Platting that are listed below:

- Continue to promote housing renewal;
- Establish a clear block structure;
- Establish a Mixed Residential Commercial Canalside neighbourhood west of Hulme Hall Lane;
- Reinforce the Rochdale Canal and associated greenspace;
- Establish a green link between the Rochdale Canal and the Medlock Valley along Varley Street;
- Provide a mix of housing tenures through new housing development;
- Continue to extend the street grid pattern and establish new connections; and
- Establish a community service / leisure hub at the junction of Varley Street and Oldham Road.

Figure 4 – Character Areas (with the Site outlined in grey)




2.82 The 2008 ERF sets out that new housing development in Miles Platting will be promoted on vacant Sites that have resulted from housing and other demolitions.

2.83 Following the winding down of the Development Corporation and funding for New East Manchester in 2011, a new strategy was required to develop a range of partnership structures that would take the area forward following the national economic recession. The Abu Dhabi United Group entered into a partnership to commit to the regeneration of the area and the delivery of the 2011 ERF has since helped to guide in excess of £400m of private and public investment in the area, utilising the Etihad Campus as a driver of economic activity.

2.84 This investment has delivered significant assets to East Manchester by expanding the Etihad Campus, including new high-class sports facilities, community hubs, sports and educational facilities as well as the opening of the Metrolink Phase 3a East Manchester tramline in 2013, which provided five tram stops in East Manchester.

2.85 Refreshed versions of the ERF were later endorsed by MCC in 2017 and 2017. The refreshed 2017 ERF was created to guide and develop future regeneration activity westwards along the Ashton Canal Corridor and aims to connect the Etihad Campus with the eastward expansion of the City Centre. The 2017 framework do not primarily focus on Miles Platting nor make any specific designations to the Site. Although, these frameworks identify the potential for positive linkages to be formed between East Manchester and the City Centre, including Miles Platting.

## Contribution to the Economic, Planning and Regeneration Context

2.86 The Proposed Development will make a substantial contribution towards economic, planning, and regeneration objectives set by Manchester City Council. These include:

- Will deliver residential development in a highly sustainable location within Manchester City Centre. The Proposed Development has strong sustainability credentials including the provision of renewable energy technology and well-performing strategy base predicated on a fabric-first approach and an all-electric system that benefits from the rapidly decarbonising National Grid. The Proposed Development supports Manchester City Council's Climate Change aspirations and objectives.

- The Proposed Development delivers against the ambitions of the Ancoats and New Islington NDF by delivering a high-quality affordable housing development within an area identified as a development opportunity area.

- The Proposed Development delivers against the ambitions within the Eastlands Regeneration Framework by utilising brownfield land to deliver high-quality affordable housing that will comprise infill development and will help to replace and improve the existing housing stock within the area. This will include the provision of an apartment building and terraced housing to provide a mixture of housing types and tenures including shared ownership, affordable rent and social rent.

- The Proposed Development accommodates sufficient car parking spaces alongside secure cycle parking spaces for residents, supporting several ambitions within the recently adopted City Centre Transport Strategy and promoting sustainable transport modes.

- In order for Manchester's economic growth, and recovery from Covid-19, to continue it is clear that there is a need for more housing to be delivered in Manchester City Centre. This in turn gives confidence to businesses to locate and expand within the city-centre in the knowledge that there will be a reliable pipeline of accommodation for future staff. In addition, the Proposed Development will create direct economic benefits through taxation receipts and future resident spend in the local economy.

- The Proposed Development forms part of a wider phase of development across Ancoats and New Islington which will deliver a combined and diverse range of benefits. The Proposed Development is highly complementary to the other proposals within this phase of development, delivering high quality affordable housing which will likely appeal to new residents within Manchester whilst benefitting from the employment, leisure, and retail offer within the City Centre.

# 3.Site Description

## Site Description

3.1 The land is currently vacant and is owned by Manchester City Council, having recently been transferred back to their ownership from the PFI which is described in greater detail in the sections below. It is situated within the Ancoats and Beswick Ward. The total area of the Site is 0.69 Hectares. The Site wholly constitutes brownfield or previously developed land, as explained in detail within the sections below.

3.2 The Site is bounded by St Vincent Street and the Rochdale Canal to the north, edges of existing dwellings on Woodward Place to the west, Downley Drive to the south and Kingham Drive to the east.

3.3 The Site comprises of predominantly overgrown shrubland with a limited amount of hard standing. Access to the Site has been restricted by the erection of security fencing surrounding the perimeter of the western portion of the Site. There is an informal route that runs across the middle of the Site from north to south that will be stopped up and relocated as a result of the Proposed Development.

3.4 There are several trees on the Site. These are situated in small clusters towards the eastern boundary and range from moderate to low quality value.

3.5 The Site changes considerably in level from the northern boundary adjacent to the Rochdale Canal towards Downley Drive on its southern boundary by approximately 3 metres.

3.6 There are existing underground sewers which run through the Site.

## Surrounding Uses

3.7 The Site is within and surrounded by neighbourhoods immediately adjacent to the City Centre, acting as a link between the New Islington, Ancoats, and Miles Platting neighbourhoods.

3.8 Ancoats and New Islington sit adjacent to the Site by the southern and western boundaries. These neighbourhoods are medium and high-density in character and varied in their use, with a mixture of residential, commercial, educational, and workspace developments which are supported by a range of ground floor active leisure and retail uses.

3.9 Miles Platting sits adjacent to the Site by the eastern and northern boundaries. The neighbourhood is a predominantly characterised by low-rise residential dwellings with a limited amount of high-rise residential buildings, primary schools, and low-rise retail units dispersed across the area. Within the neighbourhood there are pockets of open space, limited amounts of local services and some small-scale retail offerings. The Rochdale Canal and its towpath are an important feature to the north, helping connect the wider neighbourhood with the city centre.

### Planning History

3.10 A planning history search has been undertaken using Manchester City Council's planning portal which has identified the following planning permissions of relevance. These are mostly linked to long-term regeneration ambitions for the Site, as described in the following sections.

Table 1 – Planning History

| Planning Reference | Description | Comments |
|---|---|---|
| 067144/OO/NORTH1/03 | OUTLINE APPLICATION Mixed use development incorporating approximately 1400 homes, 2,100sqm of retail space, 10,600 sqm of office space, new waterway and lagoon, primary school and health centre | Approved |
| 070731/MO/2004/N2 | RESERVED MATTERS APPLICATION pursuant to Outline Planning Application 067144/OO/NORTH1/03 relating to modifications to Woodward Place, new access tracks for proposed school to rear of Central Retail Park and section of new canal linking into existing Rochdale Canal | Approved |
| 079633/OO/2006/N1 | OUTLINE APPLICATION for the re-development of the Miles Platting neighbourhood area, comprising the erection of a maximum of 1443 no. residential dwellings comprising a maximum of 875 no. houses and 568 no. apartments and means of access. Demolition of 278 residential properties and 28 areas of commercial properties/community facilities. Refurbishment works to 1757 retained houses and apartments. Erection of a maximum of 6935 sq. metres (gross) commercial and community facilities (Classes A1,A2,A3,A4,A5,D1 and D2) on Oldham Road/Varley Street. Erection of a maximum 600 sq. metres (gross) inter-denominational community facility floorspace adjacent to Rochdale Canal (Class D1). Provision of a maximum area of 0.74 hectares for education-related Class D1 use to south-east of St. Marks School. Provision of 2.64 hectares public open space including canal-side walkway and informal amenity areas. Provision of new and refurbished highway network and associated parking | Approved |
| 080520/FO/2006/N1 | Full Application for the re-development of the Miles Platting Neighbourhood area, comprising the erection of 11 new dwelling houses (4 on Sawley Road, 2 on Bradford Road and 5 on Chippenham Road (following demolition)), part 2/3 storey extension to Butler Court to provide 20 additional apartments for the elderly, external alterations to 7 existing high rise blocks (Alburn, Nelson, Queensbury, Butler, Landos, Gunson and Naylor Courts), new boundary treatments to all domestic properties, physical upgrading of 1548 houses and apartments, conversion of 22 apartments at Millhead Avenue and Manstead Walk to form 11 family houses, and removal of 65 apartments from existing high rise blocks to form larger residential units, environmental and public realm works including the provision of 6 pocket parks (following demolition); and the carrying out of associated highway improvements throughout the area | Approved (The Site is not part of this application but was linked to the overarching outline planning permission referenced above) |
| 085098/FO/2007/N1 | Erection of 4 no. terrace blocks of 2 to 3 storeys (with mezzanine) to form 29 (2,3 and 4 bedroom) houses with basement car parking for 38 cars, central communal garden areas, landscaping and associated boundary treatments. | Approved |

## Development / Regeneration History

3.11 The Site has an extensive development history. From the early 1900s up to the 1980s the Site was occupied by the Vincent Works factory and associated warehouse. In addition, part of the Site which runs along the Rochdale Canal to the north was developed into a block of maisonettes but was subsequently demolished around the 1990s.

3.12 In the late 1990s to the early 2000s Miles Platting – including the Downley Drive Site - was identified by Manchester City Council's Housing Department as an area of local authority housing market failure. Therefore, funding was sought to improve the condition of the Council's housing stock and support the wider regeneration of the neighbourhood through Governmental Housing Private Finance Initiatives (PFI).

3.13 In 2007, a contract was signed between MCC and Renaissance Consortium (RC) to deliver the Miles Platting PFI scheme. With a public investment of £168m (matched with approximately £230m private sector funding), the scheme was set up to:

- remodel the 107 ha (264 acre) estate;
- improve the 1,500 council properties in Miles Platting;
- build 1,000 new houses for sale and rent in the area; and
- provide a high standard of housing management services for the 30-year life of the contract.

3.14 Substantial progress has been made to deliver the homes required to replace the housing stock within Miles Platting under the ambitions of the PFI. This has included a number of phased developments that are already occupied across the Rochdale Canal and the Platting Village, currently under construction and adjacent to the Proposed Development.

3.15 The Site was also subject to proposals for regeneration of the New Islington area by developer Urban Splash. An outline application (ref: 067144/OO/NORTH1/03) was granted permission in 2003 for a major mixed-use development comprised of 1400 homes, 2,1000sqm of retail space, 10,600sqm of office space, new waterway and lagoon, primary school and health centre.

3.16 Following the outline application, a reserved matters application (ref: 070731/MO/2004/N2) was granted permission. This was related to modifications to Woodward Place, new access tracks for proposed school to rear of Central Retail Park and section of new canal linking into existing Rochdale Canal.

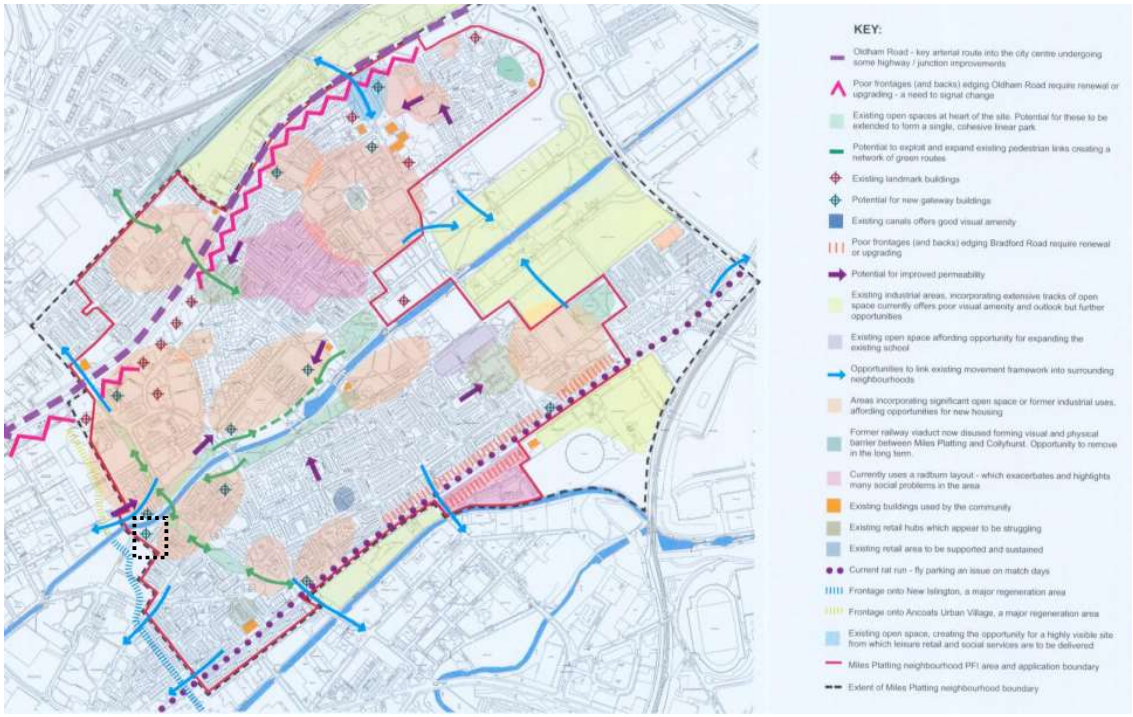
3.17 An outline application (ref: 079633/OO/2006/N1) was granted planning permission on the 5th September 2006, which covered a portion of the site. The Miles Platting PFI Masterplan was submitted as part of the application to illustrate the strategy envisaged under the initiative (Figure 5). According to the Masterplan and other planning documents prepared for the application, only the northern portion of the Site falls within the boundary of the proposals. As proposed, the existing buildings on Site were demolished somewhere in the mid to late 2000s and the Site was retained for future development of a housing block (Figure 5).

Figure 5 – Miles Platting PFI Masterplan (site outlined in black, dashed box)

3.18 The proposals indicated the development of the Site could be up to 4 storeys, with part of the Site that runs along the Rochdale Canal to the north providing an opportunity to form a transition between the urban scale of New Islington and the low-density scale of Miles Platting (Figure 6 and 7). Figure 7 notes the potential for a gateway scheme on the Site.

Figure 6 – Miles Platting PFI proposed building heights (site outlined in black, dashed box)

Figure 7 - Miles Platting PFI Opportunities and Constraints (site outlined with black, dashed box)



3.19 The remaining part of the Site, bounded by St Vincent to the north and Woodward Place to the south, was also subject to a planning application. Planning Application (ref: 085098/FO/2007/N1) was granted permission on the 26th January 2006 for the following, although this was never implemented and is now lapsed.

"Erection of 4 no. terrace blocks of 2 to 3 storeys (with mezzanine) to form 29 (2,3 and 4 bedroom) houses with basement car parking for 38 cars, central communal garden areas, landscaping and associated boundary treatments."

Figure 8 – Proposed Layout Plan from 085098/FO/2007/N1

3.20 The long planning history demonstrates that this is a key housing site in the regeneration of New Islington and Miles Platting and the market is now in a strong position for Great Places to bring forward an affordable housing scheme.

## Access and Transport

3.21 The Site is in a highly accessible and sustainable location with a variety of multi-modal public transport connections.

3.22 A full audit of the Site's connectivity by all modes of transport is provided in the Transport Statement prepared by Ashley Helme and the main points from this assessment are provided in the subheadings below.

### Cycle Routes

3.23 Cycling has become an increasingly popular mode of transport that is beneficial towards improving personal health and reducing emissions which arise from vehicular travel. There are various cycling routes to the north and south of the Site that provide a strong connection to the City Centre.

3.24 The general topography of New Islington, Manchester City Centre and the wider area is reasonably flat which should assist in encouraging future residents of the Proposed Development to travel by cycle.

3.25 There is potential to improve linkages between East Manchester and the City Centre along the Rochdale Canal towpath that is situated on the northern boundary of the Site. This towpath terminates at the end of St Vincent Street and is currently inaccessible, resulting in cyclists and pedestrians continuing their journey along the street and not along the canal. The towpath has been identified by the Bee Lines Network and TfGM for future upgrading. In future, these proposals aim to upgrade and widen the towpath along the canal that will unlock a more accessible route.

## Pedestrian Routes

3.26 The local highway network provides continuous footways on both sides of St Vincent Street, Kingham Drive, and Downley Drive. By connecting via New Islington and Old Mill Street/Redhill Street, there is a clear link that provide access to primary routes into and around the City Centre along Great Ancoats Street. These routes enable also users to access the City Centre and key amenities within less than 20 minutes by walking.

3.27 The existing streets on Site have footways on both sides and therefore provide sufficient access to key amenities by foot. There is also a potential to extend pedestrian linkages along the Rochdale Canal if the towpaths are to be restored through investment and widened to accommodate users on foot or bicycle.

3.28 The Site is located within short walking distance of public transport facilities and numerous local amenities, including a supermarket, doctors' surgery, public houses, several places of worship, primary schools and other educational institutions, cafes, restaurants, shops, leisure centres and places of recreational activity such as Ancoats Green and the New Islington Marina.

## Highway Network

3.29 The existing links on Site provide vehicular access to primary routes into and around the City Centre along Great Ancoats Street and Old Mill Street. This provides sufficient access to the Site for private cars and servicing vehicles, as well as local and emergency services.

## Metrolink

3.30 Metrolink services are accessible from the Site, with the nearest stop (New Islington) being located approximately c. 0.6 km from the Site.

3.31 Holt Town Metrolink stop is c. 0.6km to the east of the Site. In addition, the Piccadilly Gardens Metrolink stops is located within 1km of the Site.

3.32 The New Islington Metrolink stop offers frequent services (every 6 minutes) to Ashton-under-Lyne, Media City UK and Eccles. Further interchange opportunities are available from Manchester city centre to a wide range of destinations on all lines of the network as well as other modes of sustainable transport.

## Rail

3.33 Services to destinations across the UK are accessible from Manchester Piccadilly and Manchester Victoria train stations which are 1.2 km and 1.6 km from the Site respectively. Both offer regular services both throughout Greater Manchester, and beyond to cities across the UK.

3.34 Manchester Piccadilly is the nearest train station to the Site, located 19 minutes (1.2 km) to the south west of the Site. The station is one of three train stations located in the centre of Manchester, with Piccadilly the principal station for Manchester.

3.35 The station is serviced by six train operating companies: Northern; Transport for Wales; CrossCountry; East Midlands Railway; TransPennine Express; and, Avanti West Coast. The station is served by both long-distance services and regional services and also more local commuter services. It is also a major interchange for Metrolink trams with two tram platforms located in the station.

3.36 There are also 43 cycle parking spaces provided which are accessed via Fairfield Street, Ducie Street and the station front entrance. There is also a Brompton bike hire docking station at the station providing the option to rent bicycles on a daily basis.

### Bus

3.37 There are bus stops situated on Old Mill Street to the south and Butler Street to the east which are easily accessible within a short walk. Further afield, Piccadilly Gardens is the main bus interchange in Manchester and is within a 15-minute walk from the Site (1.1 km).

## Environmental Designations

3.38 The remaining parts of this section sets out the current qualities of the Site including access and transport, flood risk, air quality, ecology, heritage and ground conditions. The proposals in relation to this context are set out in detail in Section 6 of this Statement to summarise how the proposals accord with material considerations in light of the site conditions.

### Flood Risk

3.39 According to the Environment Agency's Flood Risk Map, the Site is located within Flood Zone 1 and is located in the Critical Drainage Area, so sustainable drainage will need to be considered as part of the proposals.

### Air Quality

3.40 The Site is not located within an Air Quality Management Area.

### Ecology

3.41 There are no statutory designated Sites for nature conservation within or immediately adjacent to the Site. The Site and adjacent land is not identified as a Priority Habitat.

3.42 The Site lies within 6 km to Rochdale Canal Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI), the Hollinwood Branch Canal SSSI and Huddersfield Narrow Canal SSSI. The Site lies within the SSSI Impact Risk Zones for the above Sites. The development proposals do not meet SSSI Impact Risk Zone criteria for which the LPA must consult with Natural England.

3.43 The Site boundary is adjacent to the Rochdale Canal; however, the section of the canal that is designated as a Special Area of Conservation (SAC) is located 6km from the Site. Due to this designation the canal is an offsite ecological receptor along with two Sites of Biological Interest (SBI) – Rochdale Canal: Stott's Lane – Ducie Street Basin adjacent on the northern boundary of the Site and Ashton Canal (West) located 0.34km south east.

3.44 Eleven individual trees and eight groups of trees were surveyed to inform the Arboricultural Impact Assessment prepared by Bowland. Two groups were categorised as moderate quality (Category B), ten trees and four groups were categorised as low quality (Category C), and one tree and two groups were categorised as unsuitable for long term retention regardless of the proposals (Category U).

### Heritage

3.45 The Site is not located within a Conservation Area but is adjacent to the southern boundary of the Ancoats Conservation Area c. 50m to the north, separated by the Rochdale Canal. There are several Listed Buildings or Structures within a 250m radius of the Site boundary as follows:

- Beehive Mill – Grade II* (List Entry Number: 1270855)
- Doubling Mill Fireproof Mill – Grade II* (List Entry Number: 1270855)
- Little Mill – Grade II (List Entry: 1282961)
- Union Street Bridge – Grade II (List Entry: 1247550)

## Ground Conditions

3.46 A Phase II Geoenvironmental Site Assessment was undertaken in January 2021 by Carley Daines and Partners Ltd and is submitted with this application. Alongside this, Carley Daines have prepared a Ground Gas Assessment and Remediation Statement.

3.47 Chemical testing has been undertaken on soil samples, which revealed moderately elevated levels of metals and polycyclic aromatic hydrocarbons (PAH) contamination, together with asbestos traces. Therefore, a design capping layer to soft landscaping is recommended in the few areas which this has been identified.

3.48 A review of the preliminary risk assessment (PRA) information has concluded that due to previous site usage, the potential for a significant pollution linkage should be considered Moderate to High. Further to this, no visual or olfactory evidence of significant ground contamination was recorded during the ground investigation. However, it has been considered prudent to adopt a precautionary principle and undertake chemical analysis on the sub-surface soils to confirm the human health risk status of the site.

3.49 The elevated levels of contamination are considered to arise due to the nature of the infilled Made Ground on site and the previous industrial use. Where the site is to be covered by hard surfacing & buildings, there will be no mechanism for a direct contact pollutant linkage. Therefore, the risk to end-users of the site will be negligible in these areas.

# 4. Development Proposals

4.1 This section of the Statement provides a summary description of the application proposals and should be read in conjunction with the application drawings and Design and Access Statement prepared by Buttress.

## Design Principles

4.2 The current proposals are the product of an iterative design process. The design team has engaged closely with the LPA and other key stakeholders throughout this period to develop what the Applicant considers to best address the key principles of the Ancoats and New Islington NDF (2016) and deliver an optimised design solution for the Site.

4.3 The following principles have guided the design of the Proposed Development, against the backdrop of the approved NDF:

- Provide for a range and mix of residential accommodation in a high quality and well managed environment that will ensure the emergence of a vibrant new neighbourhood of choice. This supports the overall ambition for the Framework Area to be residential led.

- New development should exploit the area's locational advantage and contribute towards the creation of a neighbourhood that is spatially integrated. There should be a coherent experience across the neighbourhood with character areas, streets and spaces feeling intuitively part of a wider whole, supporting a high quality of life.

- New development should also promote connectivity to the Ashton and Rochdale Canals. These routes should be treated as key linkages as well as a leisure and amenity resource. They should be viewed as a character feature presenting the opportunity to create a special setting for new buildings.

- More generally, new development should contribute towards a walkable, pedestrian and cycle -friendly environment. It should also support active streets and be 'sustainable development', maximising its locational advantages and proximity to public transport nodes and through building design.

- New development proposals should be accompanied by an appropriate car parking strategy which allows the potential demand generated by future residents to be met whilst considering the promotion of alternative sustainable forms of transport.

- To ensure that the area is fully accessible to all and create a safe and secure environment using the principles of "Secured by Design."

4.4 A summary of the design development and options testing from the brief to the Proposed Development, as described in the remainder of this Section, is provided in the Design and Access Statement.

## Proposed Development

4.5 The Proposed Development is for the redevelopment of a vacant, brownfield Site to deliver a high-quality affordable housing development in the form of terraced housing and an apartment building.

4.6 The description of development as stated in the Planning Application Form is as follows:

"Application for Full Planning Permission for the erection of new homes (Class C3) with car and cycle parking provision, hard and soft landscaping, access, servicing, and other associated works."

## Use and Amount

4.7 The Proposed Development will provide 68 affordable dwelling units across 23 terraced houses and 45 apartments within a four-storey building. The proposed floorspace figures and associated use classes are set out in detail in Table 2.

Table 2 - Proposed Development Parameters

| Proposed Development | Anticipated Development Parameters |
|---|---|
| Proposed Site Area | Approximately 0.69 hectares |
| Proposed Development | The Proposed Development will deliver sixty-eight Affordable Homes, comprising twenty-three houses and forty-five apartments within a four-storey building, alongside associated landscaping, boundary treatment, car parking, and cycle parking. |
| Proposed Apartment Building Footprint | 875.96 sq. m (GIA) |
| Proposed Residential (Use Class C3) | 68 total residential dwellings, comprising:<br><br>23 no. terrace housing (20 three bedroom homes, 3 two bedroom homes)<br><br>45 no. Apartments (22 one bedroom apartments, 23 two bedroom apartments) |
| Parking Strategy | Apartments – 21 shared car spaces of which 2 disabled, 1 bike space per apartment in communal store room.<br><br>Terrace housing – 1 car space per house (23), 1 bike shed per house in rear garden. |
| Maximum Heights | 10.4 m AOD and 3 storeys for terrace housing<br><br>13.45 m AOD and 4 storeys for apartment building |

4.8 The development is in accordance with the Manchester Residential Quality Guidance, including in terms of the proportion of units with 1, 2 and 3 beds, size of units.

## Site Layout

4.9 The proposed site layout has been developed through numerous iterations which have responded to the emerging brief and site constraints.

4.10 The layout mix provides houses and apartments which offer a range of tenures for the ongoing residential demand. The layouts orientate the housing parallel to St Vincent Street so that the roadways sit above the sewer easement zones, thereby maximising the un-constrained land to be built on.

4.11 Access into the apartment block is located off St. Vincent street for a better connectivity to the Canal. The car park entrance gate is pushed further into the site to accommodate emergency and service vehicles manoeuvring space. An extension to the end property on Vincent Street has caused the boundary to recede at the footpath on

the South of the site. This allows the footpath to be a pleasant route with good visibility and space for ample street lighting.

4.12 The houses are arranged to front streets with a clear demarcation of public and private spaces. Each new house has a front door onto the street and secure private garden to the rear. The front of each house accommodates a car parking space which will be provided with the infrastructure to allow for an electric charging point. The space will also contain a bin storage area for four resident waste bins. This will be enclosed in a timber enclosure to keep the bins secure and tidy.

4.13 The apartment building bounds the Rochdale Canal to the north of the site. It continues the principles established by Engels House and associated development to form a higher edge to the canal. The transformer room is located at the front of the building due to access requirements. The resident's entrance to the apartment building is marked by the entrance portal which creates a sense of arrival and recognition of place.

## Scale and Massing

The scale and massing of the Proposed Development has been informed by the surrounding existing and proposed development context. The Miles Platting PFI has also indicated that a building height of up to four storeys is suitable for the Site (as outlined on Figure 6 earlier in this Statement).

4.14 An Outline application (ref: 079633/OO/2006/N1) was granted planning permission on the 5th September 2006 for the Miles Platting PFI, including the Miles Platting PFI Masterplan. This noted that the Site would be suitable for a residential apartment building of up to 4 storeys (as outlined on Figure 6 earlier in this Statement).

4.15 The Applicant's brief was for a range of affordable housing typologies and tenures to include housing and apartments in response to the areas housing demands. The housing element is sited within the core site area to integrate into the existing housing and offer a natural extension of the existing terrace typology as the scale shifts away from the taller buildings edging the canal and beyond into Ancoats.

4.16 The placement of the apartments in a single four-storey building to the northern edge of the site forms the transition between the housing and the larger buildings fronting the canal, such as Engels House (at 7 storeys), the Lovell development along the canal front (at 5-7 storeys) and also high rise buildings within the PFI zone.

4.17 The site arrangement follows the established principle set by existing developments on St Vincent Street (The Point by McCauls) and the emerging Platting Village development being delivered by Lovell on the adjacent Site. This promotes the provision of taller buildings along the canal edge. It is noted that the Ancoats and New Islington NDF (2020) which sets development and urban design principles for future schemes within the Framework Area on the other side of the Rochdale Canal from the Site recommends that development should be no higher than 8 storeys.

4.18 At four storeys, the apartment building is sized to reduce its impact on existing residential properties on Kingham Drive and Downley Drive and the input from the sunlight/daylight consultant has confirmed that there will be no significant impact on sunlight or daylight provision. In addition, these pass the BRE's 'Time in the Sun' test. See the Daylight & Sunlight Impact assessment by Gray Scanlan Hill submitted as part of the application.

4.19 The houses are designed to fit their context, noting that their scale and massing is comparable the existing context surrounding the Site.

## Materiality and Appearance

### Use of colour

4.20 The area around the site contains buildings with a range of visual appearances. These are predominantly brick but with occasional elements of render and panel materials. Analysis of the existing materiality in the area demonstrated a mixture of red brick hues prevailing from the Ancoats Conservation Area, lighter tones that are prevalent in New Islington and a variation of hues and tones within Miles Platting. Engels House (a residential

apartment block) is located adjacent to the Site on the northern boundary and already acts as a transition piece by utilising brown brick on its façade to tie the surrounding areas together.

4.21 The Applicant and Buttress have considered a range of options for the overall colour for the façade of the Proposed Development, including an 'all red', 'all buff', and different colours for the apartment and houses. The preferred option was to have a consistent all buff option for both the apartments and the houses. This identifies the whole development as a new coherent and integrated neighbourhood. The buff colour choice is promoted as a brick that can mediate between the Ancoats red brick and the more varied colours in the Miles Platting and New Islington areas.

4.22 The Design and Access Statement prepared by Buttress includes commentary and rationale for discounting the other options.

## Housing Façade Design

4.23 The houses are defined as rows of street facing terraces, across two and three stories. Asymmetric roof forms define a contemporary form that efficiently encloses the three storey properties which have a reduced floor plate.

4.24 The third storey is characterised as a room within the roof space with a dormer bay arrangement. The dormers are paired to offer a string street dynamic. Individual properties are demarcated with downpipe and vertical recess brick channels.

4.25 Windows are framed with a vertical emphasis.

4.26 The primary boundary walls are of a matching brick to provide a robust and integrated element, working together with the terrace arrangement

## Apartment Façade Design

4.27 The design has evolved to maintain privacy and enhanced thermal performances of the envelope, as explained within the Environmental Standards and Energy Statement prepared by Watt. Verticality is expressed through full height window recesses.

4.28 Windows are sized as an honest expression of the internal room function, with large living spaces having a full height window with integrated juliet balcony. Bedroom spaces also have full height windows which are internally reduced to half-height via the integration of opaque spandrel panels which allow privacy to the bedrooms and a degree of functionality to the internal arrangement.

4.29 The apartment building uses the same buff brick used on the houses; however, the the block will have a subtly defined 'base' by using a darker mortar colour at the ground floor.

4.30 The recessed window arrangement is set out to provides a consistent punctuation of the facades, expressing the verticality which continues around all elevations.

4.31 The cranked plan form opens up an entrance space onto St Vincent street which is extensively glazed to allow generous natural light to penetrate into the internal spaces and provide natural surveillance to the entrance area. Additional full height windows are also positioned on the gable to St. Vincent Street.

4.32 The ground floor apartments facing the canal create an active frontage with views out over the canal and a planted area in front of the apartments. The boundary treatment and ground floor brick detailing influence is also return around the building to the gable end closest to St. Vincent Street.

## Access and Parking

4.33 The Proposed Development will provide a total 44 car parking spaces comprised of 23 front drive car parking spaces for the terraced housing and 21 secure car parking spaces for residents of the apartment building (of which 2 are disability spaces).

4.34 20% of the apartment car parking spaces (4) will incorporate 7 kW electric vehicle charging points with the infrastructure in place to extend provision up to 100% in line with demand.

4.35 The terraced housing will be provided with 100% provision car parking with 7 kW EV charging points designed into the base build.

4.36 Across the Proposed Development, 100% cycle parking provision will be provided for each dwelling unit. The residents of the terraced housing will be provided with a secure bike shed within the rear private garden and a secure cycle parking store will be provided within the apartment building for its residents.

4.37 Residents of the terraced housing will be able to access their homes via their front entrances on either St Vincent Street or Downley Drive. Residents of the apartment building may access the car park via the front gate and the building entrance via the end of St Vincent Street. Cyclists may access the apartment building through a separate front entrance on the end of St Vincent Street.

4.38 The Proposed Development has been designed with inclusive assess in mind, noting that priority has been given to consider the proposals against Building Regulations although Design for Access 2 has been used as a key reference. From both the front-door to the houses and car park entrance to the apartments, along with the communal areas at ground floor of the apartment block, level access is provided. Every floor can be accessed via one of the passenger lifts in each of the cores. Step free level access is also provided to each of the ancillary spaces.

4.39 Of the 68 homes being provided 45 of them are single storey dwellings and have step free access via the passenger lifts; 9 of these apartments are ground floor and have been designed with accessible wet rooms. Upper floor apartments can be adapted where standard bathrooms can be altered to wet rooms.

4.40 The remaining 23 houses have level entry front doors and rear gardens. The stairs are designed in accordance with Approved Document K and can be adapted with the use of stair lifts, alongside accessible bathrooms to fully enable disabled residents. Additionally, in line with the requirements of Approved Document M4(1) the entrance storey of all 68 homes will provide step free access to and use of habitable rooms and a water closet. An example apartment complies with Approved Document M4(2) and can be adapted over time to meet the changing needs of occupants.

## Landscaping

4.41 A high-quality landscaping design has been prepared by Steve Martlew Landscape Architects. This includes providing appropriate design for the frontages of the houses, allowing for positive interaction with the street, and a private garden for all homes. Considerable thought has been given to the entrance sequence for the apartment with the hard landscaping approach with a pathway of precast concrete setts guiding pedestrians to the main entrance to the apartments.

4.42 The precast setts are 80mm thick to facilitate occasional vehicular access, matching the colour and texture of the larger slabs within the curtilage of the apartments. A more functional surface of macadam allows access to the cycle store and binstore from the turning area on St. Vincent Street. This area is more likely to be used by vehicles requiring access to the substation.

4.43 A resident garden for the apartment building will be provided and treated with turf or amenity seed mix to verges with bulb planting or fine lawn hard wearing grass seed mix to garden areas. The remaining green spaces will be treated with low medium groundcover and aromatic herbaceous planting. Defensive shrub planting will be provided to the rear of Woodward Place and the Canalside frontage. Moisture tolerant planting (shrubs and grasses) will be planted to form a potential rain garden in the areas alongside the car park.

4.44 The tree strategy involves the removal of 20 low to moderate quality trees and retaining 5, while planting 63 new trees of a higher quality at a ratio of 3:1. These will be planted within the front gardens, rear gardens, apartment car park and along the boundaries of the Site.

4.45 Appropriate boundary treatment has been provided around the Site, balancing the need to present an attractive treatment that responds well to the streetscape with the need to create a secured perimeter that needs the requirements of Greater Manchester Police.

## Servicing and Waste

4.46 Each individual household will be provided with 4 x 240L bins in line with MCC requirements. The bins will be stored externally in the front driveway of each property within open brick screens. On collection day each household will be responsible to move the bins to kerb line for collection. Collections will be every two weeks for general waste, paper/card and glass/plastic. Organic waste will be collected every week.

4.47 The apartment block communal bin store is located on the Ground Floor accessed both from the main entrance corridor through a fire sterile lobby and from the outside through a secure lockable door.

4.48 The bin store has been dimensioned to accommodate the standard number of bins for high rise domestic developments i.e. 0.43m² of space per apartment.

4.49 There are 45no. apartments and on this basis the bin store area will require 19.35m² plus space required to manoeuvre and access all the containers individually. The actual bin store area is 20.86 m² plus space to manoeuvre.

4.50 The bin store will be mechanically ventilated.

4.51 Residents are required to deposit their waste and recycling in the correct containers in the bin store, accessed via lift or stair core. On collection days the building manager will be responsible to move the bins to the designated zone at the top of St. Vincent Street immediately prior to collection and returned immediately after and to ensure areas are kept clean.

4.52 The route will be step free and will have a minimum width of 1.54m, ensuring adequate space for a bin to pass.

4.53 Collections will be every week for general/organic, paper/card and glass/plastic waste.

## Operation and Management

4.54 A Residential Management Strategy has been prepared by Great Places to provide a summary of how the development will operate once the works have been completed.

4.55 The Proposed Development will be managed by the registered provider and the Applicant, Great Places who will deliver a mixture of affordable rented, social rented and shared ownership units at Downley Drive. Great Places will be responsible for the future lettings and maintenance of these residential properties.

4.56 The shared ownership units will be marketed for sale and will be part owned by the Registered Provider until the point at which any future occupier decides to ‘staircase’ out of the property and own it outright.

4.57 The social rent apartment building will also benefit from a part-time caretaking service provided by Great Places who will manage the communal areas of the development, both internally and externally, including bin management. An in-house repairs team will be provided by Great Places to oversee the repair and maintenance of the rented properties following the expiration of the contractor’s 12-month defect liability period post-handover.

# 5. Development Plan and Material Considerations

5.1 This Section details the relevant documents that make up the Development Plan and makes reference to other material considerations in the determination of the application. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

5.2 A detailed assessment of the Proposed Development against the Development Plan and material considerations is provided in Section 6 of this Statement. Details of all relevant Planning Policies are set out in full within Appendix A to this Statement.

## Development Plan

5.3 The Local Plan is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. Within this context, the adopted Local Plan comprises:

- Manchester Core Strategy 2012 ("the Core Strategy");
- Manchester Proposals Map 2012;
- Saved Policies of the Manchester Unitary Development Plan 2005 ("the UDP");
- Greater Manchester Joint Waste Development Plan Document 2012; and,
- Greater Manchester Joint Minerals Plan 2013.

5.4 The Core Strategy was adopted in 2012 and is the key overarching DPD within the Local Plan. The Core has replaced significant elements of the Borough of the UDP as the document that sets out the long-term strategic policies for the Manchester's future development and forms the primary framework that planning applications will be assessed against.

5.5 Despite being largely superseded by the Core Strategy, a number of policies from the UDP have been "saved" and remain part of the adopted Local Plan.

## Material Considerations

5.6 In addition to the summary of economic, regeneration and strategic documents set out in Section 2 of this Statement, the following documents comprise further material considerations in the determination of the application:

- National Policy and Guidance:
    - National Planning Policy Framework (NPPF) (2019), which is additionally informed by National Planning Practice Guidance (NPPG)
- Draft Sub-Regional Policy:

    - Draft Greater Manchester Spatial Planning Framework (2019)

- Manchester City Council's Supplementary Planning Guidance (SPD):
    - Guide to Development in Manchester SPD (2007) and Technical Guidance (2015)
    - Providing Housing Choice SPD and Planning Guidance (2008)
- Other Guidance:
    - Our Manchester Strategy – Forward to 2025 (2021)
    - Ancoats and New Islington NDF (2016)
    - Eastland Regeneration Framework (2017)
    - Manchester's Green and Blue Infrastructure Strategy (2015)
    - Climate Change Emergency and Playing Our Full Part on Climate Change (2018)
    - Manchester Climate Change Framework: 2020-2025 (2020)
    - City Centre Transport Strategy to 2040 (2021)
    - Design for Access 2 (2003)
    - Providing for Housing Choice SPD and Guidance (2008)

## National Planning Policy and Guidance

### National Planning Policy Framework (2019)

5.7 National planning policy is contained within the National Planning Policy Framework ('NPPF'). The document sets out the Government's planning policies for England and how these are applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.

5.8 A consultation on draft revisions to the National Planning Policy Framework and a new draft National Model Design Code between 30 January 2021 and 27 March 2021.

5.9 At the heart of the NPPF is a presumption in favour of sustainable development; the golden thread running through plan-making and decision taking. The NPPF notes that there are three dimensions to sustainable development:

- Economic – the NPPF outlines the Government's commitment to building a strong, responsive and competitive economy. Significant weight should be placed on the need to support economic growth through the planning system by ensuring that suitable development is available at the right time and location and identify and co-ordinate development requirements.
- Social – the NPPF aims to support strong and healthy communities by creating a high-quality built environment with accessible local services that reflect the community's needs and support its health, social and cultural well-being
- Environmental – the NPPF outlines how the planning system will protect and enhance our natural, built and historic environment.

5.10 These dimensions are considered to be mutually dependent within the NPPF, in its entirety, defining what is understood by the term sustainable development.

5.11 The NPPF establishes a set of core planning principles, which underpin both plan-making and decision-taking. These set out that planning should:

a) be prepared with the objective of contributing to the achievement of sustainable development;
b) be prepared positively, in a way that is aspirational but deliverable;
c) be shaped by early, proportionate and effective engagement between plan makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;
d) contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;
e) be accessible through the use of digital tools to assist public involvement and policy presentation; and
f) serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant).

5.12 Paragraphs 80 and 81 state that the Government is seeking to ensure that the planning system does everything possible to support sustainable economic growth, and Local Planning Authorities should plan proactively.

5.13 Section 6 (Paragraphs 80 to 84) is titled 'Building a strong, competitive economy'. It emphasises that planning decisions should help to create the conditions in which businesses can invest, expand and adapt, and significant weight should be placed on the need to support economic growth and productivity.

5.14 Section 8 (Paragraphs 91 to 95) is titled 'Promoting healthy and safe communities. It sets out a series of aims for planning policies and decisions to encourage healthy, inclusive and safe communities, including those which:

- Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong Neighbourhood Centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

- Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and,

- Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

5.15 Section 9 (Paragraphs 102 to 111) titled 'Promoting sustainable transport' states that transport related issues should be addressed early on in the design development process in order to ensure that:

- The potential impacts of development on transport networks can be addressed;

- Opportunities from existing and proposed transport infrastructure, and changing transport technology and usage, are realised;

- Opportunities to promote walking, cycling and public transport use are identified and pursued;

- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account; and,

- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

5.16 Paragraph 103 goes on to note that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

5.17 Within this context, Paragraph 110 states that applications for development should:

- Given priority first to pedestrian and cycle movements, and second to facilitating access to high quality public transport;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive, which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and,
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

5.18 Section 11 (Paragraphs 117 to 123) titled 'Making effective use of land' states that substantial weight should be given to the value of using suitable brownfield land.

5.19 More specifically, Paragraph 121 emphasises the need for Local Planning Authorities to take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help meet identified development needs.

5.20 Section 12 (Paragraphs 124 to 132) titled 'Achieving well-designed places' sets out that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

## National Planning Practice Guidance

5.21 The National Planning Practice Guidance (NPPG) was introduced in March 2014 and sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource. The principle behind the NPPG fits in the wider objectives of the government's attempt to make the planning system simpler, clearer and easier for people to use.

5.22 The NPPG stresses the importance of good design and that planning should drive up standards across all forms of development. As a core planning principle, plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or space that work well for everyone, looks good, lasts well and will adapt to the need of future generations.

5.23 The NPPG references pre-application discussions, Design and Access Statements and Design Reviews as some of the methods that can be used to achieve good design. The NPPG also sets out processes and expectations on pre-application discussions. The NPPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success.

5.24 This is achieved through providing:

- An understanding of the relevant planning policies;
- Working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a Proposed Development;

- Discussion of possible mitigation methods against impacts of Proposed Development; and,
- Identifying the information required to accompany a formal planning application

5.25 The NPPF, as informed by the NPPG provides a component of the framework against which the planning assessment in Section 6 of this Statement has been undertaken, in terms of understanding whether the Proposed Development comprises sustainable development.

## National Design Guide (2019)

5.26 The National Design Guide was published by the Ministry of Housing, Communities and Local Government in 2019. This document forms part of the governments planning practice guidance and was created to outline key characteristics that make well-designed places.

5.27 There are 10 characteristics of well-designed places within the National Design Guide and these are listed below:

- Context – enhances the surroundings
- Identity – attractive and distinctive
- Built form – a coherent pattern of development
- Movement – accessible and easy to move around
- Nature – enhanced and optimised
- Public Spaces – safe, social and inclusive
- Uses – mixed and integrated
- Homes and buildings – functional, healthy and sustainable
- Resources – efficient and resilient
- Lifespan – made to last

5.28 An assessment of how the Proposed Development responds to the characteristics has been presented within the Design and Access Statement prepared by Buttress.

## Regional Policy

### Draft Greater Manchester Spatial Framework – Places for Everyone

5.29 Substantial work is required to the Greater Manchester Spatial Framework (GMSF) following a decision made by Stockport MBC on 4 December 2020 to withdraw its support. The remaining nine boroughs will proceed with a new joint plan called Places for Everyone. The new Plan will utilise much of the former evidence base and a new Joint Committee is being set up which will meet following the May 2021 local elections.

5.30 Whilst it is clear that only very limited, if any, weight can be currently placed on the GMSF for decision-making it is expected that the plan will continue to support development within the Regional Centre and on previously developed land.

## Supplementary Planning Guidance

### Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)

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

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

5.33 The documents reflect and provide guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

### Providing for Housing Choice SPD and Guidance (2008)

5.34 The Providing for Housing Choice SPD was adopted by MCC in 2008. The supplementary planning document provides guidance that supports 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. This provides information regarding the thresholds, targets and tenure, design and other development considerations in which need to be complied with.

## Other Guidance

### Our Manchester Strategy – Forward to 2025

5.35 The Our Manchester Strategy 2016-25 was published by MCC in January 2016 and set the ambitions for the City for the next decade. The Strategy set out a vision for Manchester to be in the topflight of world-class cities by 2025, when the City will:

- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
- Possess highly skilled, enterprising and industrious people;
- Be connected, internationally and within the UK;
- Play its full part in limiting the impacts of climate change;
- Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
- Be clean, attractive, culturally rich, outward-looking and welcoming.

5.36 On 18 March 2021 the Our Manchester Strategy – Forward to 2025 was launched by MCC as it was acknowledged that the city has come a long way since the original strategy was first launched in 2015.

5.37 The vision within the new strategy has remained the same, however the strategy outlines a renewed focus on:

- Providing investment, support and opportunity for the young people if the city.
- Fulfilling opportunities for residents to create and attract a talented, globally competitive and diverse workforce.
- Tackling physical and mental inequalities and ensuring fair access to integrated services.

- Creating a choice of housing in liveable neighbourhoods across all the city.
- Pioneering zero-carbon solutions and improving green spaces.
- Creating active, integrated, affordable and green transport, as well as better digital connections.

## Ancoats and New Islington Neighbourhood Development Framework (2014, 2016)[14]

5.38 The Neighbourhood Development Framework (NDF) was originally adopted by Manchester City Council's Executive in October 2014 and an updated version was adopted in December 2016. The 2016 NDF highlights Ancoats and New Islington's excellent location within the City Centre and sets out that the area will play a critical role in terms of meeting the city's housing needs.

5.39 The substantial amount of investment over time within the Framework area has provided a legacy of infrastructure provision, assembled sites primed for development and a supportive planning policy framework. This includes wholesale landscaping and public realm work throughout the neighbourhood which was firstly delivered through the creation of the Marina, Cutting Room Square and Cotton Fields Park. These community assets are completed by the transformational impact that development activity has had on the neighbourhood, delivering new homes, offices, and an associated ecosystem of food and beverage operators.

5.40 These factors place Ancoats and New Islington not just as one of the key opportunity areas in Manchester, but one of the relatively limited number of places in Manchester where there is an opportunity to plan and deliver high density development in a sustainable manner. However, to date much of this sustainable development has been focused within the areas of the neighbourhood that are closest to Manchester City Centre.

5.41 According to the 2016 NDF, the Site lies within the Poland Street Character Area which will prioritise a mixture of residential and commercial land uses paired with active frontages to create a vibrant atmosphere and foster a collective sense of community. Residential uses will be predominantly apartment-led with a limited amount of retail uses at ground level and will focus on enhancing the neighbourhood through high-quality development.

## Eastland Regeneration Framework

5.42 As alluded to within Paragraphs 2.79 to 2.85, the most recent versions of the ERF do not provide specific guidance or principles to support development on Site. However, it is noted that the ERF has over the years sought to promote residential development – in particular of Affordable Housing – within Miles Platting.

## Manchester's Green and Blue Infrastructure Strategy

5.43 Manchester City Council recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.

5.44 The vision for green and blue infrastructure in Manchester over the next five years is that 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 green spaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

5.45 Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue

[14] For clarification, the NDF and ERF (see Paragraphs 2.79 – 2.85 and 5.42) sets out environmental, social, design and economic objectives which are relevant to the attainment of the regeneration of the New Islington which is supported by existing planning policy. It is not a planning policy document and it is not a site allocations document. As such this document has the status of a "Local Development Document" but not a "Development Plan Document" and should not be considered or viewed as formal planning policy and does not set out a series of tests to be passed. The role of the NDF and he ERF has been to seek to guide the content of planning applications so that they have in mind the objectives for New Islington. It should be afforded some weight accordingly in the determination of the applications.

infrastructure is a key component of shaping and delivering the quality of life people expect and enhancing the City's global image as a place in which to live, work and invest. A detailed summary of how the Proposed Development responds to the strategy is provided in Appendix B to this Statement.

### Design for Access 2

5.46 The Design for Access Manual was published in January 2000, it provides a practical guidance to inclusive design. It requires developments to be fully inclusive and accessible and the Council's vision is for Manchester to be recognised as the most accessible City in Europe. MCC recognises that inclusive design needs to take account of cross-impairment and community-based issues.

5.47 Design principles that will help to achieve accessible development that are relevant to the Proposed Development include:

- MCC has agreed a hierarchy of road users, which prioritises the needs of pedestrians and disabled people, cyclists, public transport and finally other users. This hierarchy should be respected in the design and layout of all new developments.

- Streets should be designed for local people to use. They should be attractive, accessible social spaces, which encourage use by all sections of the local community. Street furniture must be well designed, with clear function and positioned to avoid the creation of obstacles, clutter or confusion.

- Whatever form of car parking takes, adequate provision is required for disabled people with clear, safe, accessible footways leading to the main door.

5.48 The Design for Access Manual provides further details and design standards for external areas and for within buildings. These have been considered and incorporated into the development, alongside more up to date statutory accessibility requirements.

### Manchester Residential Quality Guide (2017)

5.49 The Manchester Residential Quality Guide was published in 2017. The Guide requires proposals for residential development to demonstrate the highest quality of design in accordance with its recommended approach. If a Proposed Development does not comply with the design principles the developer is required to provide robust justification, evidence and options analysis.

## Summary

5.50 A full appraisal of how the Proposed Development addresses the specific planning policy considerations and other material considerations, is set out within the following section of this statement. In addition, Appendix A provides a response to each specific Local Development Plan Policy that relates to the Site.

5.51 Taking all of this into account, it is demonstrated that the Proposed Development is supported by the aims and objectives of the Development Plan taken as a whole. It is further supported by the assessment of other material considerations including the NPPF and it has been demonstrated that the proposed development will deliver the overarching economic, social and overarching objectives of sustainable development as a whole. In addition to this the development accords with the strategic guidance set out within Chapter 2 of this Statement. As such, it is demonstrated that the proposed development therefore merits of the support of the local planning authority.

# 6. Planning Assessment

6.1 This section of the Planning Statement sets out the assessment of the scheme, as described in Section 4, against the key requirements of Planning Policy and Material Considerations, as set out in Section 5 of this Statement and provided in full within Appendix A to this Statement.

6.2 The assessment is broken down into key planning issues to summarise the Proposed Development's contribution to Planning Policy at all levels. In summary, the following planning issues are considered most relevant to the Application:

- Contribution to Manchester's Vision and Spatial Objectives;
- Principle of development;
- Aligning with the definition of sustainable development;
- Scale and density;
- Design;
- Employment;
- Operational management;
- Environmental considerations and sustainability;
- Heritage;
- Archaeology;
- Amenity;
- Traffic and Transport;
- Microclimate conditions such as sunlight and daylight;
- Residential amenity considerations including acoustics, air quality and TV Reception; and,
- Green and Blue Infrastructure.

6.3 Full details of all relevant national and local planning policies referenced below are provided in Appendix A to this Statement.

## Contribution to Manchester's Vision and Spatial Objectives

6.4 The Core Strategy sets out Manchester's 15-year vision for the City 2012 - 2027, which sees Manchester at the front rank of cities in Europe and the rest of the world, with a growing economy driven by the strength of the Regional Centre. The vision states that Manchester's knowledge-based economy will flourish within an entrepreneurial community, characterised by a fully skilled, inclusive working population.

6.5 To achieve this vision, the Core Strategy sets out a number of Strategic Objectives (SO) for the City. These include:

- SO1: Provide a framework within which the sustainable development of the City can contribute to halting climate change.

- SO2: Support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

- SO3: Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.

- SO4: Provide a network of distinctive, attractive and high-quality centres, strengthening local identity, providing essential services close to homes and local access to healthy food.

- SO5: Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.

- SO6: Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors.

6.6 These objectives have been translated into individual policies within the Core Strategy, against which the Proposed Development has been assessed within this Statement.

6.7 Core Strategy Policy SP1 sets out that the Regional Centre will be the focus for economic and commercial development, leisure and cultural activity in relation to the Greater Manchester economy. Additionally, Core Strategy Policy SP1 states that all development should have regard to the issues and strategy for each regeneration area as described in the Strategic Regeneration Frameworks.

6.8 A commitment to good design which takes full cognisance of the Sites' setting and character runs through national and local planning policy and guidance. Core Strategy Policy SP1 requires that all development make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character.

6.9 The Proposed Development is located within East Manchester, on the edge of the City Centre and the Regional Centre. The development will provide high-quality affordable residential affordable housing in an area of choice – Ancoats and New Islington and Miles Platting.

6.10 The remainder of this Section assesses the Proposed Development in relation to the relevant policies of the Core Strategy. These policies have been formulated based on the vision and strategic objectives for the City and should be reviewed in turn to determine their compliance. Overall, the Proposed Development is considered to be in line with the Core Strategy's vision and spatial objectives.

## Principle of Development

### Policy and Guidance

6.11 Core Strategy *Policy EC5 East Manchester* states that the Council will support development in this area that takes advantage of key transport infrastructure such as arterial roads Great Jackson Street and Oldham Road as well as public transport networks and ensures major employment opportunities are connected via non-car modes to residential neighbourhoods within East Manchester. Development will also be supported that has regard to Listed Buildings and Conservation Areas and creates links to the Rochdale and Ashton Canals using through opportunities for walking and cycling.

6.12 Core Strategy *Policy H1 Overall Housing Provision* states that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. New housing will be predominantly in the North, East, City Centre and Central Manchester. Within the Inner Areas in North, East and Central Manchester densities around 40 units per hectare will be supported. The type, size and tenure of the housing mix will be assessed on a Site by Site basis and be influenced by local housing need and economic viability. 90% of residential development will be on previously development land.

6.13 Core Strategy *Policy H2 Strategic Housing Location* states that the identified area to the east and north of Manchester City Centre will accommodate a significant amount of new residential development with a particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. Locations close to the City Centre will expect higher densities as appropriate.

6.14 Core Strategy *Policy H8 Affordable Housing* states that new development will contribute to the City-wide target for 20% of new housing provision to be affordable. Affordable units will be inclusively designed to reflect the character of development on Site.

6.15 The *Ancoats and New Islington NDF* identifies the Site as a future development opportunity. In particular, the NDF states that the Site has the potential to integrate the low-density residential neighbourhood of Miles Platting into the denser Ancoats and New Islington and into the City Centre. Development should also respect past historic form and character and be a welcoming residential area with a range and mix of accommodation befitting a neighbourhood of choice, complemented by active and dynamic street spaces.

6.16 The *Eastlands Regeneration Framework* states that the Site will continue to function as a primarily residential neighbourhood while continuing to provide a greater range of housing types and tenures suitable to the new and existing residents of East Manchester. Development will be promoted on vacant Sites that have resulted from housing and other demolitions and that will reinforce the Rochdale Canal. Affordable housing will be promoted in areas within East Manchester including Miles Platting.

### Compliance of the Proposed Development

6.17 The Proposed Development will contribute to the regeneration of Ancoats and New Islington and East Manchester. It will provide 68 affordable homes at a density of 98.5 dwellings per hectare (above the requirement outlined within Policy H1 and H2) in the form of family housing and an apartment building on vacant and previously developed land.

6.18 A mixture of accommodation types and tenures will be provided to create neighbourhoods of choice within a fully affordable housing development. This will include shared ownership (12) and affordable rented dwellings (11) across a 2-3 bed range in the form of terraced housing and an apartment building for social rented dwellings (45) across a 1-2 bed range. This will help to support the delivery of the identified 438 new affordable homes needed annually and is addressing the shortfall identified within the Central region of the city.

6.19 The Proposed Development is situated within a highly sustainable location on the edge of the City Centre. The Site is easily accessible to arterial roads such as Great Ancoats Street and Oldham Road and public transport options such as the New Islington Metrolink stop and bus stops. Walking and cycling will be promoted on Site by providing secure bicycle storage and improved landscaping. A Travel Plan Framework will accompany the Planning Application outlines measures to encourage sustainable modes of transport.

6.20 The delivery of Affordable Housing on the Site meets the overarching aspirations of the Ancoats and New Islington NDF and the Eastlands Regeneration Framework.

## Design

6.21 Core Strategy *Policy EN1 Design Principles and Strategic Character Areas* states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located.

6.22 Core Strategy Policy CC9 Design and Heritage requires the design of new buildings to be of the highest standard whilst preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

6.23 Core Strategy Policy DM1 states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detail; and to impact on the surrounding area in terms of the design, scale and appearance.

6.24 Core Strategy Policy CC10 states that development will be supported where they promote high standards of accessibility to buildings and across spaces in the City Centre. Core Strategy Policy DM1 states that buildings and neighbourhoods should be fully accessible to people with disabilities.

6.25 Saved UDP *Policy DC7.1 New Housing Development* states that all development should be made accessible to all wherever practicable at ground level and family housing should provide areas for children to play.

6.26 The NPPF advises that good design is a key aspect of sustainable development. At Paragraph 127 it is advised that planning policies and decisions should ensure that developments:

- Will function well and add to the overall quality of the area, over the lifetime of the development;
- Are visually attractive;
- Are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change;
- Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and,
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users' and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

6.27 In addition, Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015) provides design guidance for developers. The Residential Quality Guide to Development in Manchester sets a number of design criteria that should be followed within the scheme.

6.28 As detailed in Chapters 3, 4 and 5, throughout the design process the Residential Quality Guidance and principles in the Neighbourhood Development Framework have been considered.

6.29 The NDF highlights that the Ancoats grid breaks down beyond Poland Street and has resulted in an inward-looking built form at this point which inhibits the sense of connection to the wider community. The NDF encourages development to repair and reinvent the urban fabric and street grid.

6.30 The Residential Quality Guide to Development in Manchester SPD sets a number of design criteria that should be followed within the scheme.

6.31 Design for Access 2 is also relevant. The document provides guidance on measures that should be incorporated into schemes to increase their accessibility.

## Compliance of the Proposed Development

6.32 The Proposed Development has been prepared by the Applicant and Buttress Architects who have extensive experience in designing residential developments in City Centre locations. In addition, landscape design has been developed by Steve Martlew Landscaping.

6.33 The design justification and explanation of the proposed architectural quality are set out in detail within the Design and Access. Comments received from Manchester City Council and the wider consultation process have informed the Proposed Development where appropriate to ensure a high-quality design is achieved. The design is well considered and responds to the surrounding area and maintains the high-quality benchmark that is required to deliver the Ancoats and New Islington Neighbourhood Development Framework. This comprehensive approach to design evolution and engagement with stakeholder, as noted in detail within the Design and Access Statement, helps demonstrate how the proposals meet Policies EN1 and DM1.

~~6.33~~6.34 As detailed in Chapters 3, 4 and 5, throughout the design process the Residential Quality Guidance and principles in the Neighbourhood Development Framework have been considered. A specific response to the requirements of the Residential Quality Guidance and the National Design Guide have been provided within the Design and Access Statement prepared by Buttress.

~~6.34~~6.35 Details relating to how the Proposed Development has been designed with inclusivity in mind, noting the requirements of DFA 2 and Core Strategy Policies CC10 and DM1 and Saved UDP Policy DC7.1, are summarised within Paragraphs 4.38 – 4.40 of this Statement and explained in fuller detail within the Design and Access Statement prepared by Buttress.

## Scale and Density

~~6.35~~6.36 The scale and form of the Proposed Development responds to the surrounding areas both with regard to height and massing. The Miles Platting PFI Masterplan identifies the Site as being suitable for development of an apartment block up to four storeys in height.

~~6.36~~6.37 The proposed apartment building will be four storeys while the terraced housing will be a mixture of two and three storeys. This would help to create a transition in scale and density to integrate Miles Platting and New Islington as outlined within the Ancoats and New Islington NDF, whilst also noting the requirements under Policy CC9.

~~6.37~~6.38 Through design development, the layout, massing, Site position and façade have been tested and refined so that the building reaches its potential and provides a high-quality addition to Manchester's built environment.

## Architectural Design Quality

~~6.38~~6.39 The Proposed Development has been designed by a highly experienced design team through a process of close consultation with the Local Planning Authority and key stakeholders including statutory and non-statutory consultees, Ward Councillors and the general public.

~~6.39~~6.40 The proposed design is a considered response which provides a high-quality development on a site that is currently underutilised and fails to make a positive contribution to the local streetscape or wider built environment.

~~6.40~~6.41 A palette of high-quality materials is used to articulate the volume surfaces and to emphasis orientation, scale, massing and context.

## Placemaking

~~6.41~~6.42 The Site is currently not fully utilised in its current form. It does not make a positive contribution to the streetscape, nor does it reinforce or complement the surrounding and emerging area.

~~6.42~~6.43 The scheme has been designed to significantly enhance the neighbourhood and wider area whilst also complementing the emerging developments also located within the Ancoats and New Islington Neighbourhood Development Framework.

~~6.43~~6.44 Placemaking has been improved within the Proposed Development by improving the setting of the Rochdale Canal on its northern boundary by creating a high-quality development with soft and hard landscaping that faces onto the canal.

~~6.44~~6.45 TROs paired with adequate level of parking will help to create more balanced streets that are not obstructed by a high number of parked cars.

~~6.45~~6.46 In conjunction with a high-quality built form, tree planting and new landscaping across the Proposed Development will increase the visual attractiveness of the immediate area to create a deeply interesting experience at street level.

~~6.46~~6.47 The Design and Access Statement fully explains the architectural evolution that has led to the proposed design.

## Housing

~~6.47~~6.48 Core Strategy *Policy H1 Overall Housing Provision* states that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. New housing will be predominantly in the North, East, City Centre and Central Manchester. Within the Inner Areas in North, East and Central Manchester densities around 40 units per hectare will be supported. The type, size and tenure of the housing mix will be assessed on a Site by Site basis and be influenced by local housing need and economic viability. 90% of residential development will be on previously development land.

~~6.48~~6.49 Core Strategy *Policy H2 Strategic Housing Location* states that the identified area to the east and north of Manchester City Centre will accommodate a significant amount of new residential development with a particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. Locations close to the City Centre will expect higher densities as appropriate.

~~6.49~~6.50 Core Strategy *Policy H4 East Manchester* states that East Manchester will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development with high density housing permitted within Ancoats and New Islington.

~~6.50~~6.51 Core Strategy *Policy H8 Affordable Housing* states that new development will contribute to the City-wide target for 20% of new housing provision to be affordable. Affordable units will be inclusively designed to reflect the character of development on Site.

~~6.51~~6.52 The *Ancoats and New Islington NDF* identifies the Site as a future development opportunity. In particular, the NDF states that the Site has the potential to integrate the low-density residential neighbourhood of Miles Platting into the denser Ancoats and New Islington and into the City Centre. Development should also respect past historic form and character and be a welcoming residential area with a range and mix of accommodation befitting a neighbourhood of choice, complemented by active and dynamic street spaces.

~~6.52~~6.53 The *Eastlands Regeneration Framework* states that the Site will continue to function as a primarily residential neighbourhood while continuing to provide a greater range of housing types and tenures suitable to the new and existing residents of East Manchester. Development will be promoted on vacant Sites that have resulted from housing and other demolitions and that will reinforce the Rochdale Canal. Affordable housing will be promoted in areas within East Manchester including Miles Platting.

~~6.53~~6.54 The Manchester *Providing for Housing Choice SPD* states that affordable housing should be designed to a high level that is tenure-neutral, indistinguishable from market units, integrated and contributes to the City-wide target of 20% affordable housing provision focusing on primarily family housing.

### Compliance of the Proposed Development

~~6.54~~6.55 The Proposed Development will contribute to the overall housing requirement within East Manchester and Manchester as a whole. It will provide affordable housing at a density of 98.5 dwellings per hectare (above the requirement outlined within Policy H1 and H2) in the form of family housing and an apartment building on vacant and previously developed land within the Strategic Housing Location identified within the Core Strategy, noting the requirements of Policy H4.

~~6.55~~6.56 A mixture of accommodation types and tenures will be provided to create neighbourhoods of choice within a fully affordable housing development comprising 68 units. As all units are affordable then it can be considered the scheme is designed inclusively and meets the requirements of Policy H8.

~~6.56~~6.57 This will include Shared Ownership (12) and Affordable Rented dwellings (11) across a 2-3 bed range in the form of terraced housing and an apartment building for Social Rented dwellings (45) across a 1-2 bed range. These affordable housing tenures are in line with definitions within the NPPF and PPG.

~~6.57~~6.58 The Proposed Development will help to support the delivery of the identified 438 new affordable homes needed annually and is addressing the shortfall identified within the Central region of the city.

## Operational Management

### Policy and Guidance

~~6.58~~6.59 Core Strategy *Policy CC10 A Place for Everyone* states that the City Centre should be A Place for Everyone, which can only realistically be achieved if the design is inclusive and through the on-going management and maintenance of spaces.

### Compliance of the Proposed Development

~~6.59~~6.60 To this effect, a Residential Management Strategy has been provided in support of the Application by Great Places, noting the requirements of Policy CC10.

~~6.60~~6.61 In addition, the proposals have been reviewed in detail by Greater Manchester Police. A Crime Impact Statement has been prepared by GMP which includes recommendations on measures that could be implemented to enhance security within the Proposed Development and will be submitted as part of the application. A Secured by Design Accreditation will need to be sought by the Applicant from GMP prior to the occupation of the building.

## Environmental Considerations

### Ecology

### Policy and Guidance

~~6.61~~6.62 Core Strategy *Policy EN15 Biodiversity and Geological Conservation* outlines that the Council will seek to maintain and enhance Sites of ecological value throughout the City. Developers are required to demonstrate that they have assessed and taken account of the potential effect of the Proposed Development on biodiversity including national and locally priority species such as the great crested newt, pipistrelle bats and certain bird species.

~~6.62~~6.63 UDP Saved *Policy E3.4 Environment* states that the Council will create a network of safe and attractive major linear recreational spaces by linking and making better use of river valleys, canals, disused railways and other appropriate areas of open space. Within these areas, measures will be taken to achieve widespread environmental improvements; protect the natural environment; improve water quality; improve access for pedestrians, disabled people, cyclists and, where appropriate, horse riders; protect and enhance wildlife corridors

~~6.63~~6.64 *Chapter 15 of the NPPF Conserving and enhancing the natural environment (paragraphs 170 to 183*), identifies numerous ways in which planning policies and decisions can contribute to and enhance the natural and local environment. It states that new development should minimise impacts on ecology, and developments should be encouraged to incorporate biodiversity improvements in and around developments.

## Compliance of the Proposed Development

~~6.64~~6.65 An Ecological Impact Assessment has been prepared by ERAP in support of this Application. The assessment presents the results of a desktop study and an updated extended Phase 1 Habitat Survey carried out in March 2021 which responds to the requirements of Policy EN15. The scope of the survey undertaken is appropriate to identify potential ecological constraints, the remit of mitigation required and opportunities for biodiversity associated with the Proposed Development.

~~6.65~~6.66 The Site comprises a fenced area at its south-western end which supports compacted stone with colonising ruderal herbs, coarse unmanaged grassland and boundary shrubs (this area has previously been used as a Site compound circa 2016) and an area of amenity grassland, scattered parkland trees and hard standing footpaths at its north-eastern end.

~~6.66~~6.67 The Site boundary is adjacent to the Rochdale Canal; however, the section of the canal that is designated as a Special Area of Conservation (SAC) is located 5.66km from the Site. Due to this designation the canal is an off-Site ecological receptor along with two Sites of Biological Interest (SBI) – Rochdale Canal: Stott's Lane – Ducie Street Basin adjacent on the northern boundary of the Site and Ashton Canal (West) located 0.34km south east. Off-Site ecological receptor adverse impacts on the SAC and two SBIs can be prevented through the implementation of a CMP resulting in no significant adverse impacts to the receptors.

~~6.67~~6.68 It was concluded that the Proposed Development will have no adverse effect on statutory or non-statutory designated Sites for nature conservation. None of the habitats within the Site are of significant interest in terms of their plant species composition and the amenity grassland, hard standing and colonising ruderal herbs are assessed to be of 'negligible' importance.

~~6.68~~6.69 It was concluded by the Phase I Habitat Survey that the presence of roosting bats, badgers, reptiles, water vole and otters or other wildlife was not detected and that the existing conditions of the Site would not provide a suitable habitat for these animals. However, eight bird species were detected, of which one (House Sparrow) is regarded as priority species. Habitats within and adjacent to the site, notably the section of Rochdale Canal located adjacent to the site's north-western boundary, are suitable for foraging and commuting bats. The trees, shrubs and buildings provide favourable foraging and nesting habitat for the species of birds detected within the site and the wider area.

~~6.69~~6.70 The Ecology Report also identifies a need to consider the impact that shading as a result of the Proposed Development may have on a section of the aforementioned Rochdale Canal Stott's Lane to Ducie Street Basin SBI which may, in turn, have an impact on floating water-plantain which are a 'protected and notable species'. The report presents an assessment of the shading impact from the development but also notes that no aquatic plants were detected by the surveys completed in March 2021. However, it is recognised that this is early in the season and any basal rosettes of Floating Water-plantain may not have been evident due to the turbidity of the canal.

~~6.70~~6.71 Therefore, additional surveys will need to be completed at the section of the Rochdale Canal which lies adjacent to the site (and at least 20 metres either side) for aquatic and emergent plant species to determine any impacts to these as a consequence of increased shading at the canal due to the Proposed Development. Surveys will be undertaken at a favourable time of year for permanent water bodies (between late June and mid-September) using a double-sided rake or grapnel at regular intervals and in accordance with Monitoring the Floating Water-plantain Luronium natans, Conserving Natura 2000 Rivers: Monitoring Series No. 9.

~~6.71~~6.72 Development at the Site will provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats that will be accommodated through the provision of bird and bat boxes at the recommended standard, addressing the requirements of the NPPF and UDP Saved Policy E3.4.

## Arboriculture

## Policy and Guidance

~~6.72~~6.73 Core Strategy *Policy EN9 Green Infrastructure* highlights that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. It continues by stating that the Council will work to protect existing street trees and promote new planting.

~~6.73~~6.74 The *Manchester Residential Quality Guide* is also relevant. The guide highlights that trees and woodlands form an important part of Manchester's green infrastructure and Manchester's green infrastructure should be enhanced, reinforced and well managed to become an integral part of the city's neighbourhoods, making healthier more sustainable and better-quality places to live.

## Compliance of the Proposed Development

~~6.74~~6.75 An Arboricultural Impact Assessment and Method Statement (AIA) has been prepared by Bowland, in support of this Application.

~~6.75~~6.76 Manchester City Council confirmed via their EIA Screening Opinion that no trees within the Site are covered by a Tree Preservation Order. In addition, the Arboriculturist notes that no ancient or veteran trees or woodlands are present on nor in the vicinity of the Site.

~~6.76~~6.77 There are a number of existing trees on Site, however none of these are formally considered as Grade A (High Quality). In total, the AIA identifies thirty-two existing trees were identified within the Arboricultural Report.

~~6.77~~6.78 One tree and two groups, equating to 5 trees in total, were categorised as moderate quality (i.e. 'B' category); nine trees and four groups, equating to 22 trees in total, were categorised as low quality (i.e. 'C' category); and one tree and two groups, equating to 5 trees, were categorised as unsuitable for long term retention (i.e. 'U' category) due poor physiological condition and/or displacement of built structures.

~~6.78~~6.79 In total, 23 trees (equating nine trees, seven groups of trees, and one part group of trees) require removal to facilitate the development. Two groups of trees, equating to four trees, that require removal (G5 and G6) are Category B (moderate quality) with the remaining falling within Category C (low quality). These are identified within the Tree Impact which is included as an appendix to the AIA.

~~6.79~~6.80 However, the Proposed Development will increase the existing number of trees on Site with a replacement ratio of above 3:1, delivering 69 new high-quality and well managed trees as part of a wider landscaping scheme. These will be planted at various locations across the Site to increase the overall level of biodiversity. This will be supported by a mixture of soft landscaping including rain gardens and aromatic herbaceous planting.

## Sustainability

## Policy and Guidance

~~6.80~~6.81 Core Strategy *Policy EN4 Reducing Emissions by Enabling Low and Zero Carbon Development requires* that all development must follow the principle of the Energy Hierarchy, being designed to: reduce the need for energy through design features that provide passive heating, natural lighting and cooling; to reduce the need for energy through energy efficient features such as improved insulation and cooling; and to meet residual energy requirements through the use of low or zero carbon energy generating techniques.

~~6.81~~6.82 Core Strategy *Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy* outlines that all applications for residential development of 10 or more units will be expected to meet minimum targets for CO2 reductions from low or zero carbon energy supplies, unless this can be shown not to be viable. The target framework relates to three broad development locations and their potential for low and zero carbo, decentralised energy. An energy statement is required to be submitted at the outset if any Proposed Development. 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.

~~6.82~~6.83 In addition to this, Core Strategy *Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy* supplies defines Target 3 Micro-generation areas as locations where lower densities and a fragmented mix of uses tend to mean that only building scale solutions are practical. For this target it is necessary to reach a minimum increase of 15% on Part L 2010. As such, the building is exceeding the requirements.

~~6.83~~6.84 NPPF *Chapter 14 Meeting the challenge of climate change, flooding and coastal* change states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

~~6.84~~6.85 The impact of the pending *Building Regulation Part L revision* released by the Ministry of Housing, Communities and Local Government in autumn 2019 has been assessed. The update to Part L is designed to provide more stringent requirements to meet the Future Homes Standard in 2025 and focuses on a combined approach of improving fabric thermal performance and mitigating the carbon emissions using fossil-fuel. Due to the decarbonisation of the grid, the new Part L will lead to heat electrification solutions in the UK.

## Compliance of the Proposed Development

~~6.85~~6.86 To address the requirements of the above Core Strategy Policies, this application is supported by an Environmental Standards and Energy Statement prepared by Watt in April 2021.

~~6.86~~6.87 The ESES highlights that the dwellings of the Proposed Development can achieve against a range of energy efficiency targets set by Manchester City Council, as identified below:

- An improvement of 61.1% across the Proposed Development over Part L 2013 standards, exceeding the requirements within the Core Strategy for a 9% improvement over Part L 2013 / 15% improvement of Part L 2010. This substantially exceeds the requirements within Policy EN6.

- When utilising the SAP 2012 carbon factors (as required by emerging Building Regulations and reflected in the Part L 2020 consultation paper and Government response published in January 2021, anticipated to take effect in later 2021) the Proposed Development can achieve an 82.6% improvement over the emerging Future Homes Standards.

~~6.87~~6.88 The Proposed Development has been designed with a forward-thinking energy strategy, including the following measures which also demonstrate the scheme's comprehensive response to Policy EN4:

- Highly efficient MVHR unit for mechanical ventilation and efficient LED lighting the design performance.

- The development adopts "fabric first" approach to developing an efficient, low carbon, comfortable and healthy homes, with heat loss due to building fabric.

- The development benefits from air source heat pumps (ASHPs) supplying hot water only to flats and both heating and water to houses.

- 100% efficient non-fossil fuel Electric Heating to apartments.

- Assumes targeting an Air Permeability rate of $1m^3/(h.m^2)$ which will improve the performance of the building in terms of heat loss.

- The Proposed Development proposes roof mounted PV arrays on the apartment building, further reducing the carbon emissions.

- Total on-Site energy will be provided by a 100% renewable energy electricity provider.

~~6.88~~6.89 In addition, it is considered that the Proposed Development is less likely to be impacted by the effects of Climate Change. For example, having reviewed the Environment Agency's Flood Risk Map, the Site is located within Flood Zone 1 (land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding). In accordance with the National Planning Policy Framework, new development should be steered towards area with the lowest risk of flooding. Land within Zone 1 is considered to be suitable for a range of development, including residential.

~~6.89~~6.90 In addition, SuDs will be incorporated into the design where possible in order to minimise surface water run-off. The Flood Risk and Drainage Strategy noted that the surface water discharge will be further reduced to greenfield run-off rates and attenuation provided on Site to accommodate all storm events up to and including the 1 in 100yr + 40% cc event.

~~6.90~~6.91 The Proposed Development also performs strongly against the aspirations of Manchester City Council's Climate Change Framework 2025-2025, further details are provided within the Climate Emergency Response (Appendix C).

## Heritage

## Policy and Guidance

~~6.91~~6.92 The Planning (Listed Building and Conservation Areas) Act 1990 sets out the general duty on decision makers in exercising their planning functions with respect to heritage assets.

~~6.92~~6.93 Section 66 requires:

> "In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses..."

~~6.93~~6.94 Section 72 sets out the corresponding duty in relation to conservation areas, it requires:

> "In the exercise, with respect to any building or other land in a conservation area, of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area...."

~~6.94~~6.95 Paragraph 8 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment.

~~6.95~~6.96 Paragraph 193 requires that when considering the impact of the Proposed Development on the significance of the asset, great weight should be given to the asset's conservation, the more important the asset the greater the weight should be. Any harm or loss requires clear and convincing justification.

~~6.96~~6.97 Paragraph 195 states that:

> "Where a Proposed Development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss..."

~~6.97~~6.98 Paragraph 196 of the NPPF states that:

> "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."

~~6.98~~6.99 The Planning Practice Guidance (PPG) defines 'public benefits' as follows:

"Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit."

~~6.99~~6.100 Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting.
- Reducing or removing risks to a heritage asset.
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

~~6.100~~6.101 Core Strategy *Policy EN3 Heritage* highlights that throughout the City, MCC will encourage development that complements and takes advantage of the distinct heritage and heritage features of its districts and neighbourhoods. New developments must be designed so as to support MCC in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance. Proposals which enable the re-use of heritage assets are encouraged where they are considered consistent with the significance of the heritage asset.

~~6.101~~6.102 UDP Saved Policy DC18.1 (e) states that Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

## Compliance of the Proposed Development

~~6.102~~6.103 The Site is not located within a Conservation Area but is adjacent to the southern boundary of the Ancoats Conservation Area c. 50m to the north, separated by the Rochdale Canal. There are several Grade II and Grade II* Listed Buildings or structures within the wider area, however none are within close proximity to the Site. The nearest Listed Building is the Grade II Union Street Bridge that is situated along the Rochdale Canal to the west, located c. 200m away from the Site. The nearest Grade II* Listed Building is Waulk Mill c. 240m from the Site.

~~6.103~~6.104 There are no World Heritage Sites within the immediate vicinity.

~~6.104~~6.105 It was agreed by MCC on 8 March 2021 that a Heritage Statement will be scoped out of the planning application for the Proposed Development and this was confirmed by the EIA Screening Response issued 28 April 2021.

~~6.105~~6.106 Similarly, Historic England were consulted on the Proposed Development and concluded on 19 March 2021 that no further involvement was required as the scale, location of the Site outside the Conservation Area, and separation between the Site and the Grade II* listed mills would not constitute an impact on the historic environment. Historic England also acknowledged and appreciated that the final design of the scheme was shaped by the context of the Site within the wider historic environment. As the development is within an appropriate scale and height and set back from the Conservation Area, no views into and out of would be significantly impacted.

~~6.106~~6.107 The Proposed Development has been designed to respond sensitively to its context. The building massing and height has been designed to present an improved setting on the Rochdale Canal and represent a transition between higher density development in Ancoats and the lower rise development in Miles Platting and will therefore not appear out of place.

~~6.107~~6.108 A series of photos taken from the Site in May 2021 are included within Appendix D of this Statement to demonstrate the views 'out' towards the nearest heritage assets. It is clear that there is no Listed Buildings visible as these are obscured by existing development. Certain views out of the Site would take in parts of the Ancoats Conservation Area, however this is much devolved from the 'core' of the Conservation Area where there are numerous Listed Buildings.

~~6.108~~6.109 Instead, this part of the Conservation Area is characterised by low-rise industrial units, surface car parks, and vacant plots of land. Equally, views towards the Site from this part of the Conservation Area are not considered particularly significant, especially when compared to 'north-south' views down key radial routes such as Jersey Street towards the core of the Conservation Area. Finally, it is noted that the topography on site further reduces the opportunity for views in or out of the Site towards the Ancoats Conservation Area or nearby listed buildings.

~~6.109~~6.110 It is considered that there will not be any harm to identified heritage assets as a result of the Proposed Development. Nevertheless, should it be considered by the LPA or another party that there is a degree of "less than substantial harm" then, in line with the tests in Paragraph 196 of the NPPF, the significant public benefits accrued by the Proposed Development would outweigh that harm. These public benefits include:

- Redevelopment of an underutilised, brownfield site;
- Delivery of high-quality affordable housing to the residents of Manchester in the form of shared ownership, affordable rented and social rented dwellings;
- A highly sustainable and energy efficient development that vastly exceeds MCC's adopted planning policy and emerging guidance;
- Council Tax receipts for Manchester City Council in perpetuity;
- Direct and indirect employment opportunities during the construction stage; and
- Improve the setting of the Rochdale Canal to reinforce the blue infrastructure asset and establish improved connections between East Manchester and the City Centre.

## Archaeology

## Policy and Guidance

~~6.110~~6.111 Core Strategy *Policy DM1 Development Management* sets out that all development should have regard to effects relating to archaeological heritage.

~~6.111~~6.112 Core Strategy *Policy EN3 Heritage* states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed to support the Council in preserving or, where possible, enhancing the historic environment.

~~6.112~~6.113 UDP Saved *Policy DC20.1 Archaeology* states that particular careful consideration will be given to development proposals which affect scheduled Ancient Monuments and sites of archaeological interests, to ensure their preservation in place. This should include an archaeological evaluation and assessment of the implications of the proposal.

~~6.113~~6.114 NPPF *Chapter 16 Conserving and enhancing the historic environment (paragraphs 184 to 202)* states that heritage assets, including those with archaeological interest, are an irreplaceable resource and should be conserved in a manner appropriate to their significance. When determining a planning application, the local planning authority should take account of the desirability of sustaining and enhancing the significance of heritage assets and consider if a new development makes a positive contribution to the local character and distinctiveness.

## Compliance of the Proposed Development

~~6.114~~6.115 Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects relating to archaeological heritage.

~~6.115~~6.116 The Site was developed in the late 19th century, when a small number of workers housing was erected in the corner of St Vincent Street and Woodward Street. Any surviving foundations of these buildings would be of local archaeological interest. There is limited potential for the Site to contain any archaeological remains earlier than the 18th Century, and the Site does not contain any designated heritage assets.

~~6.116~~6.117 The scope and extent of any such further investigation will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS). It may be anticipated, however, that further archaeological investigation via an archaeological strip, map and record evaluation may be required to establish the presence or absence of buried archaeological remains and, if present, their extent and significance. Should significant archaeological remains be encountered during the strip, map and record, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the NPPF.

## Transport

## Policy and Guidance

~~6.117~~6.118 Core Strategy Policy SP1 Spatial Principles states that, “new development will maximise the potential of the City’s transport infrastructure, in particular promoting walking, cycling and the use of public transport.”

~~6.118~~6.119 Core Strategy Policy T1 Sustainable Transport states that the Council will support proposals that improve choice by alternative means than cars; reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties; and take accounts road users’ needs according to a broad hierarchy consisting of, in order of priority: pedestrians and disabled people; cyclists; public transport; commercial access; general off peak traffic; and lastly, general peak time traffic.

~~6.119~~6.120 Core Strategy Policy T2 Accessible Areas of opportunity and need states that the Council will actively manage the pattern of development to ensure that new development, “is located to ensure good access to the City’s main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections; and is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.”

~~6.120~~6.121 NPPF Chapter 9 Promoting sustainable transport (paragraphs 102 to 111) requires proposals to promote walking, cycling and public transport, and states that patterns of movement, streets, parking and other considerations should be integral to the design of schemes. Proposals should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

~~6.121~~6.122 The PPG sets out the overarching principles behind Travel Plans, Transport Assessments and Statements which are methods of assessing and helping mitigate the negative transport impacts of development in order to promote sustainable development. LPAs must make a judgement as to whether a development proposal would generate significant amounts of movement on a case-by-case basis.

~~6.122~~6.123 As outlined in Paragraph 5.47 the City Centre Transport Strategy sets out seven ambitions which focus on areas that will help to achieve the vision:

- Walking will be the main way of getting around the City Centre.
- The City Centre will be cleaner, greener and less congested.
- More people will choose to cycle to destinations within the City Centre.

- The City Centre will benefit from better public transport connections.
- Parking in the City Centre will be smarter and integrated within other modes.
- Good will be moved and delivered sustainably and efficiently into and within the City Centre.
- Innovation will be embraced where it benefits the City Centre and its users.

## Compliance of the Proposed Development

~~6.123~~6.124 The Transport Statement identifies that the Proposed Development is located in a highly accessible location on the edge of the City Centre and is therefore well located to make use of the existing and proposed public transport links and pedestrian/cycle routes.

~~6.124~~6.125 The total provision for car parking on the Site is 23 front drive parking spaces (100% provision) for the terraced housing and 21 parking spaces (47% provision) including 2 disabled spaces for the residents of the apartment building. Both disabled bays meet the requirements of Manchester City Council's Design for Access 2 Guidance Document.

~~6.125~~6.126 EV charging points will be provided for each of the terraced houses and the apartment building will be provided with 4 EV charging points (20% provision), with infrastructure provided at the remaining spaces to allow additional charging points to be easily installed as demand increases.

~~6.126~~6.127 Due to the relatively low car parking proposed in the scheme (44 spaces including disabled) the anticipated trip generation of the Proposed Development is considered to be negligible. The development is estimated to generate a total of around 25 two-way vehicular trips in the AM peak hour and 27 two-way vehicular trips in the PM peak hour. This does not represent a material traffic impact on the local highway network.

~~6.127~~6.128 Consistent with recommendations from Manchester City Council, 68 cycle parking spaces are proposed at the Site representing a 100% provision to each dwelling. This includes a secured cycle store in the apartment and a secured bike shed within each garden to the houses.

~~6.128~~6.129 A Framework Travel Plan has been prepared for the Site and submitted as a standalone planning document. The key aim is to inform residents, employees and visitors of the alternatives to driving their cars, to increase awareness of and promote greener, cleaner modes of travel, to reduce reliance on the private car and create sustainable communities consistent with the overarching aims of the NPPF.

~~6.129~~6.130 The Proposed Development takes advantage of key transport infrastructure including arterial roads such as Great Ancoats Street a short distance to the west and Oldham Road to the north to provide quick vehicular access to other parts of Manchester and the wider region. The New Islington Metrolink stop is 0.6km from the Site and the nearest bus interchange and rail stations are within a 20-minute walk into the heart of the City Centre. There are a number of bus stops within a short walk of the Site on Great Ancoats Street to the west and Oldham Road to the north.

~~6.130~~6.131 The Proposed Development will improve the setting of the Rochdale Canal towpath on the northern boundary. Future upgrading works proposed by the Bee Lines Network and TfGM will see the installation of new pathways for cyclists and pedestrians that will extend upon existing routes near the Site and will therefore create sustainable transport links between East Manchester and the City Centre.

~~6.131~~6.132 Additionally, the Proposed Development is in line with the ambitions of the City Centre Transport Strategy. As a result of its low levels of on-Site car parking, residents within the development will be encouraged to walk to get around the City Centre and benefit from close proximity to the wide range of employment, retail, and leisure opportunities within the City Centre. Furthermore, the approach to car parking will play a part in reducing congestion in this part of New Islington and may encourage greater cycling due to the on-Site cycle-store.

~~6.132~~6.133 A number of Traffic Regulation Orders (TROs) which will be implemented to support the Proposed Development. These include double-yellow lines which will reduce impacts from on-street parking around the Site, including on St Vincent Street.

~~6.133~~6.134 It was decided that a formally designated area for servicing would not be included within the proposed turning head at the end of St Vincent Street as this may be open to misuse by random street parking. Instead, small item delivery vehicles would temporarily park where convenient for a very short duration and delivery vehicles for larger items (e.g. furniture) would unload within the apartment car park with access permitted by the relevant resident.

~~6.134~~6.135 The report concludes that comprehensive appraisal of the transport impacts of the proposed development is
undertaken. It is concluded that the proposed development is in accordance with national and local transport policies (in particular noting the requirements of Core Strategy Policies SP1, T1, and T2), and that there are no transport/highways reasons for refusal of planning permission.

## Waste and Servicing

## Policy and Guidance

~~6.135~~6.136 Core Strategy *Policy EN19 Waste* states that the Council will 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.

~~6.136~~6.137 The Council will also require waste management practices to have full regard to the environmental, social and economic impacts of such development and encourage long-term benefits in improving the environment, the regeneration of areas in need of investment and co-location with other employment uses where appropriate.

## Compliance of the Proposed Development

~~6.137~~6.138 A Site Waste Management Strategy has been prepared by Buttress and submitted with the Application, noting the requirements of Policy EN19. The proposed Site Waste Management Strategy highlights that the provision complies with waste standards, in terms of storage, recycling and management.

~~6.138~~6.139 Each individual household will be provided with 4 x 240L bins in line with MCC requirements. The bins will be stored externally in the front driveway of each property within open brick screens. On collection day each household will be responsible to move the bins to kerb line for collection. Collections will be every two weeks for general waste, paper/card and glass/plastic. Organic waste will be collected every week.

~~6.139~~6.140 The apartment block communal bin store is located on the Ground Floor accessed both from the main entrance corridor through a fire sterile lobby and from the outside through a secure lockable door.

~~6.140~~6.141 The bin store has been dimensioned to accommodate the standard number of bins for high rise domestic developments i.e. 0.43m² of space per apartment. There are 45no. apartments and on this basis the bin store area will require 19.35m² plus space required to manoeuvre and access all the containers individually. The actual bin store area is 20.86 m² plus space to manoeuvre. In total, 5 x 1,110 litre bins for general waste, 3 x 1,100 litre bins for paper, and 2 x 1,110 litre bins for glass/plastic will be provided. It is also noted that each apartment will have a 23-litre caddy to decant food waste from the apartment to the main refuse store. The bin store will be mechanically ventilated.

~~6.141~~6.142 Residents are required to deposit their waste and recycling in the correct containers in the bin store, accessed via lift or stair core. On collection days the building manager will be responsible to move the bins to the designated zone at the top of St. Vincent Street immediately prior to collection and returned immediately after and to ensure areas are kept clean.

~~6.142~~6.143 The route will be step free and will have a minimum width of 1.54m, ensuring adequate space for a bin to pass.

~~6.143~~6.144 Collections will be every week for general/organic, paper/card and glass/plastic waste.

## Flood Risk and Drainage

## Policy and Guidance

~~6.144~~6.145 Core Strategy Policies SP1 Spatial Principles, H1 Overall Housing Provision and DM1 Development Management state that new development proposals must have regard to flood risk and drainage.

~~6.145~~6.146 Core Strategy Policy EN14 Flood Risk states that an appropriate Flood Risk Assessment will be required for all development proposals on Sites greater than 0.5 ha within Critical Drainage Areas (this requirement is extended within the NPPF to all Sites greater in size than 0.5ha notwithstanding whether they are in a Critical Drainage Area). Policy EN14 also states that all new development should minimise surface water run-off, including through Sustainable Urban Drainage Systems (SuDS) and the appropriate use of Green Infrastructure. In Critical Drainage Areas, evidence to justify surface water run-offs will be required.

~~6.146~~6.147 Core Strategy Policy EN17 Water Quality states that development should avoid any adverse impact on water quality, including during construction; should minimise surface water run-off from development and associated roads; and maximise use of sustainable urban drainage systems.

~~6.147~~6.148 NPPF Chapter 14 Meeting the challenge of climate change, flooding and coastal change (paragraphs 148 to 169) sets out how the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the re-use of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

~~6.148~~6.149 Paragraphs 155 to 165 address planning and flood risk. This section of Chapter 14 provides details regarding strategic planning to manage and minimise flood risk, by avoiding inappropriate development and applying a sequential, risk-based approach when assessing plans and development proposals.

## Compliance of the Proposed Development

~~6.149~~6.150 A Flood Risk and Drainage Strategy has been prepared by Carley Daines and Partners for the Proposed Development, noting the requirements of Policies SP1, H1, DM, and EN14.

~~6.150~~6.151 The Environment Agency flood map for planning identifies that the Site is located within Flood Zone 1, which is land having a less than 1 in 1,000 annual probability of river or sea flooding. As the Site is both in Flood Zone 1 and is less than 0.23 hectare a Flood Risk Assessment is not required as part of the planning application.

~~6.151~~6.152 A separate foul system is to be provided, which will discharge, via gravity, into the local combined sewers. United Utilities have confirmed that a free discharge is acceptable into the local combined sewer.

~~6.152~~6.153 An investigation into the ground conditions has concluded that due to identified levels of ground contamination the Site is not suitable for infiltration SuDs. Previous correspondence with the Canals and Rivers Trust has also highlighted capacity issues in the Rochdale Canal network which mean that discharge into the canal is not possible. Therefore, discharge may be made into the existing sewerage system, with discharge limited to greenfield run-off rates. There are no existing dedicated public surface water sewers in the area.

~~6.153~~6.154 Noting the requirements of Policies EN14 and EN17, SuDs will be considered at detailed design stages through discussions between the landscape architect, the Applicant and the drainage engineer. These details will be confirmed through the provision of information to discharge conditions but, at this stage, on-site SuDs may take the form of a rain garden, subject to feasibility. Due to ground conditions, for these to be acceptable they

would need to be fully lined with impermeable membranes and connected to the surface water system via a perforated land drains. The Proposed Development will limit proposed hardstanding on Site through the introduction of residential gardens and peripheral soft landscaping such as rain gardens (where possible).

~~6.154~~6.155 As a result of the Site's location adjacent to the Rochdale Canal, there is a need to manage construction processes to minimise the likelihood of adverse impacts on water quality, as required under Policy EN17. A detailed Construction Management Plan will be prepared prior to the commencement of works which include measures to manage this risk.

## Green and Blue Infrastructure

## Policy and Guidance

~~6.155~~6.156 Core Strategy Policy EN 9 Green Infrastructure states that developers will be encouraged 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, where opportunities arise.

~~6.156~~6.157 In July 2015 Manchester City Council adopted 'Manchester's Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester'. The document outlines the Council's vision to create safe and attractive neighbourhoods, a major expansion of the city's sports, leisure and cultural facilities, and improvements in the city's natural environment.

~~6.157~~6.158 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. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

## Compliance of the Proposed Development

~~6.158~~6.159 Noting the requirements of Policy EN9, the Proposed Development will enhance the existing Green and Blue Infrastructure on the Site through a high-quality approach to design, soft landscaping and tree planting.

~~6.159~~6.160 The Proposed Development will increase the level of existing trees on Site. These will be planted at various locations across the development, but a majority of the proposed trees will be planted in front gardens of the houses to promote a positive streetscape. Altogether, the additional planting of new trees will enhance the overall biodiversity of the Site while making the immediate area significantly more attractive.

~~6.160~~6.161 In the near future, the Canals and River Trust will deliver the restoration of the Rochdale Canal and the towpath is proposed to be widened to accommodate cyclists and pedestrians as proposed by the Bee Network and TfGM. In line with the Manchester Green and Blue Infrastructure Strategy, the Proposed Development will deliver new housing development close to the City Centre that utilises blue corridors to create a strong sense of place and provide a high-quality environment to residents and visitors.

~~6.161~~6.162 Further details are provided within the Green and Blue Infrastructure Statement (Appendix B).

## Ground Conditions

## Policy and Guidance

~~6.162~~6.163 Core Strategy Policy EN18 Contaminated Land and Ground Stability sets out that the Council will give priority for the remediation of contaminated land to strategic locations.

~~6.163~~6.164 NPPF Paragraph 178 requires that planning policies and decisions should ensure that Sites are suitable for any proposed use by taking account of ground conditions and land instability, including from natural hazards or former activities such as mining and pollution arising from previous uses.

## Compliance of the Proposed Development

~~6.164~~6.165 A Phase II Geoenvironmental Site Assessment was undertaken in January 2021 by Carley Daines and Partners Ltd. In addition, a Gas Ground Addendum and Remediation Strategy have also been submitted.

~~6.165~~6.166 Chemical testing has been undertaken on soil samples, which revealed moderately elevated levels of metals and polycyclic aromatic hydrocarbons (PAH) contamination, together with asbestos traces. Therefore, a design capping layer to soft landscaping is recommended in the few areas which this has been identified.

~~6.166~~6.167 A review of the preliminary risk assessment (PRA) information has concluded that due to previous Site usage, the potential for a significant pollution linkage should be considered Moderate to High. Further to this, no visual or olfactory evidence of significant ground contamination was recorded during the ground investigation. However, it has been considered prudent to adopt a precautionary principle and undertake chemical analysis on the sub-surface soils to confirm the human health risk status of the Site.

~~6.167~~6.168 The elevated levels of contamination are considered to arise due to the nature of the infilled Made Ground on Site and the previous industrial use. Where the Site is to be covered by hard surfacing & buildings, there will be no mechanism for a direct contact pollutant linkage. Therefore, the risk to end-users of the Site will be negligible in these areas. Elsewhere, where Made Ground is exposed within garden & soft landscaped areas, a direct contact linkage can be envisaged. Therefore, to these areas it is recommended that a clean capping layer is provided of inert material 600mm thick. It is further recommended that these proposals be formalised within a Remediation Strategy to be agreed with the regulating authorities.

~~6.168~~6.169 The potential for higher or differing levels of contamination exists on Site away from sample positions and therefore a watching brief should be maintained to record any unexpected or obviously elevated levels of additional contamination.

~~6.169~~6.170 If any material is imported to Site for soft landscaping and gardens, then appropriate testing to verify cleanliness and suitability would need to be undertaken.

~~6.170~~6.171 The nature of the ground conditions encountered are such that they are not considered to be volatile and are not considered to be a potential risk to human health through inhalation of indoor or outdoor air. No special requirements are therefore considered in this respect.

~~6.171~~6.172 In view of the detection of asbestos traces in the Made Ground, construction operatives working in open excavations should wear appropriate PPE.

# Neighbourhood Amenity

## Noise and Vibration

## Policy and Guidance

*Core Strategy Policy DM1 Development Management* sets out that all development should have regard to effects on amenity, including noise.

In addition, UDP *Policy DC26 Development and Noise* outlines the Council intends to use the Development Control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

a. The effect of new development proposals which are likely to be generators of noise; and

b. The implications of new development being exposed to existing noise sources which are effectively outside planning control.

## Compliance of the Proposed Development

~~6.172~~6.173 A Planning Noise Report has been undertaken by Sandy Brown, noting the requirements of Policy DM1. The Report describes the methods used to assess the impacts; the baseline conditions currently existing at the Site and surroundings; the potential direct and indirect impacts of the Development; and the mitigation measures required to prevent, reduce or offset the impacts and the residual impacts.

~~6.173~~6.174 An environmental noise survey has been carried out to determine the existing sound levels in the area of the Proposed Development and setting appropriate plant noise limits in line with the requirements of Manchester City Council.

~~6.174~~6.175 The representative background sound levels measured during the survey to the west (Rochdale Canal) were LA90,15min 42 dB during the daytime and LA90,15min 36 dB at night. The representative maximum noise levels at the Site during the night-time vary between LAFmax,5min 61 dB to the south (Woodward Pl) and LAFmax,5min ≤ 52 dB to the west (St Vincent Street), to the north (Rochdale Canal), and to the east (Downley Drive).

~~6.175~~6.176 An initial assessment has been carried out to determine required acoustic performances for the facades and provide guidance on the ventilation strategy.

~~6.176~~6.177 The overall sound insulation requirements range between R'w+Ctr 9 dB and R'w+Ctr 24 dB depending on the location of the facade. Standard thermal double glazing is expected to be suitable to all windows in the terrace houses and apartment building.

~~6.177~~6.178 It is understood that background ventilation is to be provided by mechanical ventilation via MVHR units for all houses and apartments. However, openable windows may be used for purge ventilation.

~~6.178~~6.179 A Level 1 Acoustics, Ventilation and Overheating assessment has been undertaken, the development falls within negligible and low risk categories. This indicates that additional ventilative cooling can be provided via openable windows with a limited increase in the internal noise levels.

~~6.179~~6.180 An assessment of noise levels in external amenity spaces has been undertaken, the results of which indicate that generally, external noise levels are within the lower and upper guidance limits recommended by BS 8233: 2014.

## Daylight and Sunlight

## Policy and Guidance

~~6.180~~6.181 Core Strategy Policy DM1 Development Management outlines that all development should have regard to effects of amenity including privacy and light.

~~6.181~~6.182 UDP Policy H2.1 states that the Council will not permit development which will have an unacceptable impact on residential areas.

~~6.182~~6.183 NPPF Paragraph 123c states that when local planning authorities are considering applications for housing a flexible approach should be applied in policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a Site, as long as the resulting scheme would provide acceptable living standards.

~~6.183~~6.184 In encouraging developers to "appreciate scale", MCC's Residential Quality Guidance acknowledges that taller buildings can have an impact on the character and atmospheric quality of the spaces immediately around them; affecting light and shadow amongst other things and requiring developers and their design teams to demonstrate how massing and scale have been considered in terms of its impact on the neighbourhood, street and block.

## Compliance of the Proposed Development

~~6.184~~6.185 A Sunlight and Daylight Assessment has been carried out by GrayScanlanHill in line with the BRE Guidance. This promotes a number of tests for Daylight and Sunlight, including the following which are explained in more detail within the Report:

Daylight

- The BRE recommend that the Vertical Sky Component ("VSC") test is used when considering the impact that a new development will have on the daylight amenity of an existing neighbouring building.
- The BRE Guidance confirms that the daylight distribution of an existing building can be found by plotting the No Sky Line ("NSL") for each main room, which would include living rooms, dining rooms and kitchens (bedrooms are considered less important)

Sunlight

- The BRE notes that Annual Probable Sunlight Hours (APSH) is a measure of sunlight that a given window may expect to receive over the period of a year
- Garden or External Amenity Space assessment to assess whether such spaces are adequately sunlit throughout the year.

~~6.185~~6.186 The following buildings (and associated open space, including gardens, where appropriate) were considered due to their proximity to the Site and by virtue of meeting the criteria in terms of orientation relative to the Proposed Development:

- 11-25 Woodward Place;
- Burgess House & Avro House, St Vincent Street;
- Engels House, St Vincent Street;
- 11 & 12 Downley Drive;
- 13, 14, 15 &17 Kingham Drive; and
- 22 – 28 Woodward Street Development.

### 11-25 Woodward Place

Daylight

~~6.186~~6.187 In the Baseline condition 57 windows (53%) appraised achieve the 27% VSC target. 51 windows (47%) do not achieve the 27% target in the Baseline Condition. These windows are typically set within an elevational recess, either overlooking another part of the Woodward Place terrace or flanked on both sides, placing an inherent limitation on daylight amenity.

~~6.187~~6.188 Notwithstanding some small measured reductions in the extent to which the sky would continue to be seen over the Site, 107 windows (99%) would continue to either achieve the 27% VSC target in the proposed condition or experience reductions in existing VSC values of less than the 20% reduction that is accepted by the BRE, on the grounds that it would not be noticed by the room occupants.

~~6.188~~6.189 The remaining single window would achieve a VSC of 19%, being circa 0.7x Baseline value. This window serves a living room which is also served by a second window that does achieve the BRE target. The light impact to the Site facing windows is mitigated by the room being dual aspect.

~~6.189~~6.190 All of the 46 rooms (100%) appraised would also pass the BRE's NSL test, either experiencing no reduction in NSL, or very minor reductions in NSL that would not be noticeable to the room occupants.

~~6.190~~6.191 The impact that the Proposed Development will have on the daylight amenity of this neighbouring building is considered to be appropriate and non-significant.

Sunlight

~~6.191~~6.192 The Woodward Place terrace is located to the south of the Site. Its windows are either north facing or, where orientated within 90 degrees of due south, not overlooking the Site directly. On that basis, the Proposed Development will have no significant impact on the sunlight amenity of the rooms of Woodward Place.

Burgess House and Avro House

Daylight

~~6.192~~6.193 In the Baseline condition a majority of windows appraised (80%, or 28 windows in total) achieve the 27% VSC target.

~~6.193~~6.194 7 windows (20%) of the 35 appraised do not achieve the 27% target in the Baseline Condition. Within Avro House, these windows are directly overlooking the neighbouring mass of Engels House, limiting the sky visibility the windows receive. Within Burgess House the windows are positioned within the lightwell, which also places an inherent limitation on their capacity to receive daylight.

~~6.194~~6.195 Notwithstanding small, general reductions in the extent to which the sky would continue to be seen over the Site, 33 windows (94%) would continue to either achieve the 27% VSC target in the proposed condition or experience reductions in existing VSC values of less than the 20% reduction that is accepted by the BRE, on the grounds that it would not be noticed by the room occupants.

~~6.195~~6.196 1 window (3%) would achieve a VSC value of between 24%, which is considered to be within an acceptable tolerance of the BRE's daylight targets given the edge of City Centre context of the Site.

~~6.196~~6.197 The 1 remaining window (3%), located at ground floor level of Avro House, would achieve a VSC of 20%. This is considered to be appropriate, given the edge of City Centre context, for the following reasons:

- This window is positioned directly below a projecting balcony. The design feature places an inherent limitation on the capacity of this window to receive daylight.
- The room served by this window is also served by another window that would achieve the BRE criteria.

~~6.197~~6.198 24 rooms (92%) of the 26 appraised would pass the BRE's NSL test, experiencing a reduction or movement in the NSL that would not be noticeable to the room occupants.

~~6.198~~6.199 2 rooms (8%) located at ground floor level of Avro House would not pass the BRE's NSL test, experiencing reductions in Baseline NSL that would be noticeable to the rooms' occupants. Of these, one room is an LKD and the other is a bedroom which, in accordance with the BRE Guidance is a receptor of lower daylight sensitivity.

~~6.199~~6.200 Notwithstanding these less than aspirational NSL results, it is considered that the impact of the Proposed Development on daylight amenity of these rooms – and Burgess House and Avro House as a whole – is appropriate and balanced given the edge of City Centre context, for the following reasons:

- These rooms represent a small statistical minority (8%) of those rooms appraised. The impact is therefore localised rather than commonplace / widespread.
- Despite reductions in NSL that could be noticed by room occupants, these rooms will continue to receive direct daylight to the majority of their area (67% and 73%), and will therefore, remain adequately daylit.

~~6.200~~6.201 On the basis that the windows and rooms of this neighbouring building that do not achieve the BRE targets are a small statistical minority of all those appraised, Avro House and Burgess House will remain daylit to a level considered adequate and acceptable for a building at the edge of the City Centre.

~~6.201~~6.202 On the basis that residential development of higher density is considered to be appropriate within the Regional Centre as noted in Policy EC3, these impacts are considered to be appropriate and non-significant.

Sunlight

~~6.202~~6.203 26 individual rooms have been sunlight appraised, served by 35 individual windows.

~~6.203~~6.204 25 rooms (96%) achieve both the 25% Annual and 5% Winter APSH targets in the Baseline condition. 1 room would achieve the Annual PSH target but not the Winter PSH target.

~~6.204~~6.205 The Proposed Development would result in a general reduction in both Annual and Winter APSH levels. Notwithstanding, all 26 rooms (100%) would continue to achieve the BRE's Winter and Annual sunlight targets, or experience reductions that would not be noticeable to the room occupants (acceptable to the BRE on the basis that Proposed values remain at least 0.8x of Baseline values)

~~6.205~~6.206 The impact that the Proposed Development will have on the sunlight amenity of this neighbouring building is considered to be non-significant.

11 and 12 Downley Drive

Daylight

~~6.206~~6.207 In the Baseline condition a minority of windows appraised (48%, or 13 windows in total) achieve the 27% VSC target.

~~6.207~~6.208 14 windows (52%) do not achieve the 27% target in the Baseline Condition. These windows are positioned either beneath a projecting porch or, at first floor level, set directly beneath projecting eaves. In effect, the design of these dwellings places a significant inherent limitation on these windows' capacity to receive direct daylight.

~~6.208~~6.209 Notwithstanding small, general reductions in the extent to which the sky would continue to be seen over the Site, 26 windows (96%) would continue to either achieve the 27% VSC target in the proposed condition or experience reductions in existing VSC values of less than the 20% reduction that is accepted by the BRE, on the grounds that it would not be noticed by the room occupants.

~~6.209~~6.210 The remaining window (4%) is a pane within a door to 12 Downley Drive. Given the small size of the pane and very low Baseline value of 2.7% VSC, the reduction to circa 2% in the Proposed Condition is not a material or significant effect on daylight amenity of the room.

~~6.210~~6.211 All 17 rooms (100%) appraised would pass the BRE's NSL test, experiencing either no reduction in NSL or, where a measurable reduction is present, the movement in NSL would not be noticeable to the room occupants.

~~6.211~~6.212 On the basis all rooms pass the NSL test, and that all main windows to rooms achieve VSC targets (or experience reductions acceptable to the BRE), this neighbouring building will remain daylit to a level considered adequate and acceptable for the edge of City Centre location.

~~6.212~~6.213 On the basis that residential development of higher density is considered to be appropriate within the Regional Centre as noted in Policy EC3, these impacts to be appropriate and non-significant.

Sunlight

~~6.213~~6.214 17 individual rooms have been sunlight appraised, served by 27 individual windows.

~~6.214~~6.215 11 rooms (65%) achieve the 25% Annual and 5% Winter APSH targets in the Baseline condition. 6 rooms (35%) – four in 11 Downley Drive and two in 12 Downley Drive – achieve neither the Winter nor the Annual PSH targets in the Baseline Condition.

~~6.215~~6.216 The Proposed Development would result in a general reduction in APSH levels. Notwithstanding these reductions, all 17 rooms (100%) would continue to achieve both the BRE's Winter and Annual sunlight targets, or experience reductions that would not be noticeable to the room occupants (acceptable to the BRE on the basis that Proposed values remain at least 0.8x of Baseline values)

~~6.216~~6.217 The impact that the Proposed Development will have on the sunlight amenity of this neighbouring building is considered to be appropriate and non-significant.

~~6.217~~6.218 The gardens of 11 and 12 Downley Drive have been appraised as external amenity spaces.

~~6.218~~6.219 In the Baseline condition, the garden of 11 Downley Drive achieves 2 hours of direct sunlight to 64 % of its area. The garden of 12 Downley Drive achieves 2 hours of direct sunlight to 53 % of its area.

~~6.219~~6.220 In the Proposed condition the garden of 11 Downley Drive would experience no reduction in the area that receives 2 hours of direct sunlight. The garden of 12 Downley Drive would experience a small reduction in area receiving 2 hours of direct sunlight. Both gardens would pass the BRE's Time in Sun test, each continuing to achieve 2 hours of direct sunlight to at least 50% of their respective areas.

~~6.220~~6.221 Both external amenity spaces would therefore continue to appear adequately sunlit throughout the year. The impact that the Proposed Development would have on the sunlight amenity of these neighbouring external amenity spaces is considered to be appropriate and non-significant.

### 13, 14, 15 and 17 Kingham Drive

Daylight

~~6.221~~6.222 In the Baseline condition a minority of windows appraised (47%, or 21 windows in total) achieve the 27% VSC target.

~~6.222~~6.223 24 windows (53%) do not achieve the 27% target in the Baseline Condition. At ground floor level these windows are positioned overlooking a neighbouring porch, in effect placing them within an elevational recess. Where positioned at first floor level, these windows are set directly beneath projecting eaves. In effect, the design of the Kingham Drive terraces place a significant inherent limitation on these windows' capacity to receive direct daylight.

~~6.223~~6.224 Notwithstanding small, general reductions in the extent to which the sky would continue to be seen over the Site, 41 windows (91%) would continue to either achieve the 27% VSC target in the proposed condition or experience reductions in existing VSC values of less than the 20% reduction that is accepted by the BRE, on the grounds that it would not be noticed by the room occupants.

~~6.224~~6.225 Of the remaining 4 windows (9%), one achieves a VSC of 24.97%, which is considered to be within an Acceptable tolerance of the BRE target. The room served by this window is also served by a roof light achieving a very high VSC of 83%. This room would also pass the NSL test.

~~6.225~~6.226 The remaining three windows are narrow fanlights above the doors (and therefore immediately below projecting porches) of 13, 15 and 17 Kingham Drive. Given the small size of these panes and very low Baseline VSC values, the reductions of circa 2% VSC in the Proposed Condition is not a material or significant effect on daylight amenity of the room served.

~~6.226~~6.227 All 30 rooms (100%) appraised would pass the BRE's NSL test, experiencing either no reduction in NSL or, where a measurable reduction will be experienced, the movement in NSL would not be noticeable to the room occupants.

~~6.227~~6.228 On the basis that residential development of higher density is considered to be appropriate within the Regional Centre as noted in Policy EC3, these impacts to be appropriate and non-significant.

Sunlight

~~6.228~~6.229 30 individual rooms have been sunlight appraised, served by 45 individual windows.

~~6.229~~6.230 15 rooms (50%) achieve the 25% Annual and 5% Winter APSH targets in the Baseline condition. 15 rooms (50%) – across all four properties – achieve neither the winter nor the annual PSH targets in the Baseline Condition. These windows are orientated greater than 90 degrees from due south, and therefore have limited expectation of / capacity to receive direct sunlight.

~~6.230~~6.231 The Proposed Development would result in a general reduction in APSH levels. Notwithstanding these reductions, 29 rooms (97%) would continue to achieve both the BRE's Winter and Annual sunlight targets, or experience reductions that would not be noticeable to the room occupants (acceptable to the BRE on the basis that Proposed values remain at least 0.8x of Baseline values).

~~6.231~~6.232 1 room (3%) would achieve the BRE criterion for Annual APSH but would not achieve the BRE's Winter PSH target. This room is served by a north west facing window and achieves a Winter PSH of 2% in the Baseline Condition, reduced to 1% in the Proposed Condition. This impact is considered to be non-significant, given the orientation of the window and very low Baseline values.

~~6.232~~6.233 The impact that the Proposed Development will have on the sunlight amenity of this neighbouring building is considered to be appropriate and non-significant.

~~6.233~~6.234 The gardens of 13, 14, 15 and 17 Kingham Drive have been appraised as external amenity spaces.

~~6.234~~6.235 In the Baseline condition, the gardens of achieve 2 hours of direct sunlight to 76%, 43%, 76% and 79% of their respective areas.

~~6.235~~6.236 In the Proposed condition the gardens 13, 14, and 15 Kingham Drive would experience no reduction in area that receives 2 hours of direct sunlight. 17 Kingham Drive would experience a reduction amounting to <1% of the area that receives 2 hours of Time in Sun.

~~6.236~~6.237 On that basis, the external amenity spaces of 13, 14, 15 & 17 Kingham Drive would therefore continue to appear adequately sunlit throughout the year or experience no noticeable reduction in sunlit area.

~~6.237~~6.238 The impact that the Proposed Development would have on the sunlight amenity of these neighbouring external amenity spaces is considered to be non-significant.

**Engels House, St Vincent Street**

Daylight

~~6.238~~6.239 In the Baseline condition a majority of windows appraised (86%, or 48 windows in total) achieve the 27% VSC target.

~~6.239~~6.240 8 windows (14%) do not achieve the 27% target in the Baseline Condition. These windows are either set within an elevational recess, positioned beneath a balcony or directly overlooking the mass of the neighbouring Avro House. In effect, these design features of Engels House all place an inherent limitation on these windows' capacity to receive direct daylight.

~~6.240~~6.241 Notwithstanding general reductions in the extent to which the sky would continue to be seen over the Site, 53 windows (95%) would continue to either achieve the 27% VSC target in the proposed condition or experience reductions in existing VSC values of less than the 20% reduction that is accepted by the BRE, on the grounds that it would not be noticed by the room occupants.

~~6.241~~6.242 2 windows (3%) would achieve a VSC values of 22% and 26.9%, which is considered to be within an acceptable tolerance of the BRE's daylight targets given the edge of City Centre context of the Site.

~~6.242~~6.243 The remaining window (2%), serving a living room (Ground Floor, Room 4) would achieve a VSC value of circa 20.8%, which is 0.75x of the Baseline value. This window is positioned below the projecting balcony to the room above. This room will remain well daylit despite the presence of a projecting balcony above the window that limits daylight amenity. These results are only marginally outside of – and unlikely to be materially different to – the acceptable tolerance VSC target of 21.6%. Further, the room served by this window will pass the BRE's NSL test.

~~6.243~~6.244 50 rooms (93%) of the 54 appraised would pass the BRE's NSL test, experiencing either no reduction in NSL, or movement in the NSL that would not be noticeable to the room occupants.

~~6.244~~6.245 4 rooms (7%) would not pass the BRE's NSL test, experiencing reductions in Baseline NSL that would be noticeable to the rooms' occupants. Of these, 3 rooms are bedrooms (of lower daylight sensitivity) and 1 is an LKD. Notwithstanding that reductions in NSL to these rooms would be noticeable to the occupants, all 4 rooms would continue to receive direct daylight to the majority of each room's area.

~~6.245~~6.246 It is considered that the impact of the Proposed Development on daylight amenity of these rooms – and the Engels House as a whole – is appropriate and balanced given the edge of City Centre context, for the following reasons:

- The 4 rooms that do not meet the BRE's NSL test criterium and single window that does not achieve the acceptable tolerance VSC target – all located at ground floor level – represent a small statistical minority of Engels House. The impact is therefore localised rather than widespread.

- A number of the windows serving these rooms are positioned either below a projecting balcony, or directly overlooking the significant neighbouring mass of Avro House. Both of these factors place an inherent limitation on the capacity to receive direct daylight.

Sunlight

~~6.246~~6.247 54 individual rooms have been sunlight appraised, served by 56 individual windows.

~~6.247~~6.248 49 rooms (91%) achieve both the 25% Annual and 5% Winter APSH targets in the Baseline condition. 5 rooms (9%) achieve neither the Annual nor Winter sunlight target in the Baseline Condition.

~~6.248~~6.249 The Proposed Development would result in a general reduction in both Annual and Winter APSH levels. Notwithstanding these reductions, all 54 rooms (100%) would continue to achieve the BRE's Winter and Annual sunlight targets, or experience reductions in existing APSH values of less than the 20% reduction that is accepted by the BRE, on the grounds that it would not be noticed by the room occupants.

~~6.249~~6.250 The impact that the Proposed Development will have on the sunlight amenity of this neighbouring building is considered to be appropriate and non-significant.

### 22-26 Woodward Street Development

Daylight

~~6.250~~6.251 In the Baseline condition all windows appraised achieve the BRE's 27% VSC target.

~~6.251~~6.252 Notwithstanding small, general reductions in the extent to which the sky would continue to be seen over the Site, all 22 windows (100%) would continue to either achieve the 27% VSC target in the Proposed Condition or experience reductions in existing VSC values of less than the 20% reduction that is accepted by the BRE, on the grounds that it would not be noticed by the room occupants.

~~6.252~~6.253 All 16 rooms (100%) appraised would pass the BRE's NSL test, the majority experiencing no reduction in NSL or, where a measurable reduction will be experienced, the movement in NSL would not be noticeable to the room occupants.

~~6.253~~6.254 The impact that the Proposed Development will have on the daylight amenity of this neighbouring building is considered to be non-significant.

Sunlight

~~6.254~~6.255 16 individual rooms have been sunlight appraised, served by 21 individual windows.

~~6.255~~6.256 15 rooms (94%) achieve the 25% Annual and 5% Winter APSH targets in the Baseline condition. 1 room (6%) – achieves neither the winter nor the annual PSH targets in the Baseline Condition, due to being served by a north west facing window.

~~6.256~~6.257 The Proposed Development would result in some general reductions in Annual and Winter PSH levels. Notwithstanding these reductions, all 16 rooms (100%) would continue to achieve both the BRE's Winter and Annual sunlight targets, or experience reductions that would not be noticeable to the room occupants (acceptable to the BRE on the basis that Proposed values remain at least 0.8x of Baseline values).

~~6.257~~6.258 The impact that the Proposed Development will have on the sunlight amenity of this neighbouring building is considered to be non-significant.

## Air Quality

## Policy and Guidance

~~6.258~~6.259 Core Strategy Policy EN16 Air Quality states that "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.

~~6.259~~6.260 Paragraph 12.81 of the Core Strategy notes that other policies within the Core Strategy will guide the location of development in order to reduce the need for private transport and encourage the use of decentralised and renewable energy and green infrastructure to reduce both emissions and their impact still further.

~~6.260~~6.261 Developers will be expected to take measures to minimise and mitigate the local impact of emission from traffic generated by the development, as well as emissions created by the use of the development itself.

~~6.261~~6.262 NPPF Chapter 15 Conserving and enhancing the natural environment, states at paragraph 170 that planning policies and decisions should prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

~~6.262~~6.263 Paragraph 181 sets out that planning policies and decisions should sustain and contribute toward compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas or Clean Air Zones.

~~6.263~~6.264 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.

## Compliance of the Proposed Development

~~6.264~~6.265 An Air Quality Impact Assessment has been undertaken by Hilson Moran to measure the potential air quality impacts during the construction and operational stages and to outline the required mitigation measures to minimise impacts, responding to the requirements of Policy EN16.

~~6.265~~6.266 A qualitative assessment of construction phase impacts has been carried out. There is a medium risk of dust soiling and a low to negligible risk of fugitive PM10 emissions during the construction phase. However, through good Site practice, the implementation of suitable mitigation measures, the impact of dust and PM10 releases will be minimised. The residual effect of the construction phase on air quality is therefore not significant.

~~6.266~~6.267 A detailed assessment of operational road traffic has been undertaken to consider the potential impact on NO2, PM10 and PM2.5 concentrations at existing and proposed receptor locations. The findings of the assessment indicate compliance with the annual AQS objectives for NO2, PM10 and PM2.5 at all modelled receptors. Furthermore, no exceedances were predicted at any of the modelled receptors with regards to the 1-hour NO2 and 24-hour PM10 AQS objectives.

~~6.267~~6.268 Based on the findings of the assessment Site specific mitigation to protect existing receptors and future users of the Proposed Development from poor air quality are not required.

## Ventilation

## Policy and Guidance

~~6.268~~6.269 Core Strategy *Policy DM1 Development Management* sets out that all development should have regard to effects on amenity.

## Compliance of the Proposed Development

~~6.269~~6.270 A Ventilation Strategy Report has been prepared by Watt, responding to the requirement of Policy DM1.

~~6.270~~6.271 The proposed mechanical ventilation system for the apartments and houses is Mechanical Ventilation with Heat recovery (MVHR), or system 4 as defined in Building Regulations Approved Document Part F (ADF) 2013. The system consists of a central, two speed fan, extracting air from wet rooms, kitchens, and utility cupboards and supplying heat recovered air in bedrooms and living areas. The fan will boost the ventilation rate via occupant control and/or a humidity sensor. Purge ventilation for rapid clearance of odours and for summertime cooling will be achieved through opening windows.

~~6.271~~6.272 The system will provide background ventilation, meaning trickle vents will not be required in windows.

~~6.272~~6.273 For the back of house space within the apartment, both the plant room and refuse store will require ventilation. A mechanical extract system will be provided to the refuse store to extract gases/ smoke from the store. The system will consist of a central fan, with ductwork from grilles routed to the façade. The plant room will be naturally ventilated with air bricks in the façade.

## TV Reception and Broadband Connectivity

## Policy and Guidance

~~6.273~~6.274 Core Strategy *Policy DM1 Development Management* sets out that all development should have regard to effects on amenity.

## Compliance of the Proposed Development

~~6.274~~6.275 A Television and Radio Reception Impact Assessment has been undertaken by GTech Surveys Limited, responding to the requirement of Policy DM1.

~~6.275~~6.276 Due to the existing excellent coverage and the robust nature of reception conditions in any theoretical signal shadow zone, the Proposed Development is not expected to impact the reception of digital terrestrial television (DTT), also known as 'Freeview' services.

~~6.276~~6.277 Due to lack of viewers and satellite dishes in any theoretical signal shadow zone, the Proposed Development will not cause any interference to local digital satellite television reception, such as Freesat and Sky.

~~6.277~~6.278 The Proposed Development is unlikely to adversely impact the reception of VHF(FM) radio broadcasts due to the existing good coverage in the survey area and the technology used to encode and decode radio signals.

~~6.278~~6.279 A Broadband Connectivity Assessment was undertaken by Watt.

~~6.279~~6.280 External and internal fibre to the property cabling will be provided in line with the Government Guidelines for Data Ducting Infrastructure for New Homes. Following discussions with third party fibre providers and Openreach, a full fibre solution shall be provided to the development

### Crime and Security

### Policy and Guidance

~~6.280~~6.281 Core Strategy *Policy DM1 Development Management* outlines that all development should have regard to community safety and crime prevention.

~~6.281~~6.282 NPPF *Chapter 8 Promoting healthy and safe communities*, states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

### Compliance of the Proposed Development

~~6.282~~6.283 A Crime Impact Statement has been prepared by Greater Manchester Police's Secure by Design team, responding to the requirement of Policy DM1. It was concluded that subject to the recommendations outlined within the statement, the Proposed Development is supported by GMP from a crime prevention perspective as new residential development will increase the level of activity in the area and provide an increased level of natural surveillance.

~~6.283~~6.284 This Proposed Development includes an appropriate balance of types, tenures and size of properties; a suitable amount of defensible space around each property and appropriate fencing. There will be a clear distinction between public, semi-private and private space; and will be provided with secure car and cycle parking.

~~6.284~~6.285 As recommended within the statement, the Proposed Development will include TRO's to prevent anti-social parking on the surrounding streets and spaces and will install secure fencing to define and secure the front and rear boundaries to the houses and apartment building. Automated vehicle gates will be installed to secure the apartment building car park and an electronic locking system will be implemented onto the pedestrian entrance gates.

~~6.285~~6.286 CCTV will be set up at the apartment entrance and will overlook the car park and the main pedestrian entrance.

~~6.286~~6.287 All physical security elements within the building will be constructed in accordance with the standards set out within the Crime Impact Statement to demonstrate a level acceptable to obtain a Secured by Design Certificate prior to occupation.

## Summary

~~6.287~~6.288 The analysis within this section shows that the proposal complies with the relevant policies of the Development Plan and therefore with the Development Plan read as a whole, and consequently satisfies the presumption in Section 38(6). As such, planning permission should be granted unless material considerations indicate otherwise.

~~6.288~~6.289 Development Policies are provided in Appendix A with a direct policy response within the application. Policies and guidance contained within these documents are assessed in more detail within other technical reports submitted with the Application.

~~6.289~~6.290 As set out above, at the heart of the NPPF is a presumption in favour of sustainable development (NPPF Paragraph 11).

~~6.290~~6.291 For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

~~6.291~~6.292 Given the date of the Core Strategy and its current status, an assessment of the Proposed Development has also been undertaken against the policies in the NPPF within this section, to understand if there are any adverse impacts and if these significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole.

~~6.292~~6.293 This review has confirmed that on balance, there is no clear reason to refuse the Proposed Development when assessed against the NPPF as a whole.

# 7. Summary

7.1 This Planning Statement (the "Statement") accompanies an application for Full Planning Permission, submitted to Manchester City Council (MCC), in respect of land bounded by St Vincent Street and the Rochdale Canal to the north, edges of existing dwellings on Woodward Place to the west, Downley Drive to the south and Kingham Drive to the east.

7.2 The Site comprises a brownfield site of 0.69 hectares. A full description of the Site is provided in Section 3 of this Statement, summarising its history and supportive planning context.

7.3 The Proposed Development comprises the delivery of a high-quality affordable housing development in the form of terraced housing and an apartment building to provide a total of 68 residential dwellings.

7.4 The Site has been largely underutilised for many years and has been highlighted as a future development opportunity in the Ancoats and New Islington Neighbourhood Development Framework and the Eastlands Regeneration Framework. The proposed productive re-use of the Site is a positive contributor to the Ancoats and New Islington's and Eastlands regeneration as well as the Miles Platting PFI housing renewal initiative. The scale and massing of the Proposed Development is in line with the guidance provided within these regeneration frameworks and Masterplan associated with the Miles Platting PFI.

7.5 The Site is in a highly accessible location due to the proximity of a wide range of transport links. The Site is within easy reach of areas of work, leisure facilities, public transport and other social infrastructure facilities and would cater to the growing household numbers.

7.6 The Proposed Development has been designed taking into consideration a range of housing needs including families, through the provision of one and two bed apartments and two bed and three bed terraced housing. This will contribute to meeting the Manchester's annual housing need as stated in Core Strategy Policy H1, Overall Housing Provision and the Manchester Residential Growth Strategy. Core Strategy H4 East Manchester states that c. 30% of new residential development will be provided within East Manchester and priority will be given to family houses and other high value, high quality development. The increased housing provision will in turn support Manchester's future economic growth.

7.7 The Proposed Development will help to support the delivery of the identified 438 new affordable homes needed annually as set out by Policy H8 and is addressing the shortfall identified within the Central region of the city. This will be achieved by providing a mixture of accommodation types and tenures in the form of shared ownership, social rented and affordable rented dwellings.

7.8 A comprehensive design evolution process has been undertaken, the design has been continuously tested to ensure that the optimal solution for the Site is achieved and that a viable and deliverable scheme is proposed. This has included consultation with a range of stakeholders including Manchester City Council, Greater Manchester Police and the wider community.

7.9 The Proposed Development has been designed to respond to the surrounding area and context. The historic character of the area has been respected and referenced through the reintroduction of the street grid and the choice of materials.

7.10 The Core Strategy and all material considerations identified above have been considered in the preparation of the application and evolving the design of the development, alongside site-specific considerations. Policies and guidance contained within these documents are assessed in more detail within other technical reports submitted with the Application. A detailed assessment of the Proposed Development against the Development Plan and material considerations is provided in the Section 6 of this Statement.

7.11 Overall, the Proposed Development is considered to be in accordance with policies and guidance at both local – meeting the Development Plan as a whole – and are supported by material considerations. The proposals have also been assessed in detail within the following section of this document, where any deviation from the principles of the Development Plan has been fully justified.

# Appendix A: Planning Policy Summary

## Local Planning Policy

### Manchester Development Plan

The Site is situated within the administrative boundary of MCC and is subject to the provisions of the Manchester Core Strategy, which was adopted by the Council on 11 July 2012 and incorporates a number of saved policies from the 1995 Manchester Unitary Development Plan.

The Core Strategy sets the overall strategic direction for planning for Manchester over the plan period from 2012 to 2027 and is in line with national policies. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities.

New development will be subject to detailed design and development principles set out within the Guide to Development in Manchester Supplementary planning Document (SPD) that was adopted by MCC in April 2007.

Table 3: Proposed Development Response to Saved Policies of Manchester Unitary Development Plan (1995)

| Saved Policies of the Manchester UDP (1995) | Proposed Development Response |
|---|---|
| DC7.1 New Housing Development<br>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. | There is a lift that can be easily accessed on the canal side entrance or through the corridor after entering through the main entrance. There will be level access throughout the development.<br><br>The terraced houses will include private gardens that are likely to attract new families into the immediate area. It is considered that there are sufficient play facilities in the wider neighbourhood, in particular noting an existing playground and open space c.150m from the Site, off Woodward Street. In addition, Victoria Mill Park is 0.47km north east of the Proposed Development and provides additional play space within the vicinity along with other green and open spaces within the immediate area, including Ancoats Green. |
| DC18.1 Conservation Areas<br>The Council will give particularly careful consideration to development proposals within Conservation Areas.<br><br>Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas. | The Site is not located within a Conservation Area but is adjacent to the southern boundary of the Ancoats Conservation Area c. 50m to the north, separated by the Rochdale Canal. There are several Grade II and Grade II* Listed Buildings or structures within the wider area, however none are within close proximity to the Site.<br><br>Historic England were consulted on the Proposed Development and concluded that no further involvement was required as the scale, location of the Site outside the conservation area, and separation between the Site and the |

| Saved Policies of the Manchester UDP (1995) | Proposed Development Response |
|---|---|
| | Grade II* Listed Mills would not constitute an impact on the historic environment.<br><br>No key views into and out of the Conservation Area have been identified. Any existing views are not regarded to be impacted due to the Proposed Development being designed with the appropriate height and massing as well as careful selection of materials. |
| DC26.1 Development and Noise<br>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:<br><br>a. the effect of new development proposals which are likely to be generators of noise; and<br>b. the implications of new development being exposed to existing noise sources which are effectively outside planning control. | An Environmental Noise Survey was undertaken by Sandy Brown.<br><br>The overall sound insulation requirements range between R'w+Ctr 9 dB and R'w+Ctr 24 dB depending on the location of the facade. Standard thermal double glazing is expected to be suitable to all windows in the terrace houses and apartment building.<br><br>It is understood that background ventilation is to be provided by mechanical ventilation via MVHR units for all houses and apartments. However, openable windows may be used for purge ventilation.<br><br>An environmental noise survey has been carried out to determine the existing sound levels in the area of the Proposed Development and setting appropriate plant noise limits in line with the requirements of Manchester City Council.<br><br>An assessment of noise levels in external amenity spaces has been undertaken, the results of which indicate that generally, external noise levels are within the lower and upper guidance limits recommended by BS 8233: 2014. |
| E3.4 Environment<br>The Council will create a network of safe and attractive major linear recreational open spaces by linking and making better use of river valleys, canals, disused railways and other appropriate areas of open space. Within these areas' measures will be taken to:-<br><br>a) achieve widespread environmental improvements;<br>b) protect the natural environment;<br>c) improve water quality;<br>d) improve access for pedestrians, disabled people, cyclists and, where appropriate, horse riders;<br>e) protect and enhance wildlife corridors | The setting of the Rochdale Canal will be improved by the Proposed Development. This will complement future proposals by the Bee Network and TfGM to upgrade the towpath to enable new cyclist/pedestrian routes to be created as well as restoration works proposed by the Canals and Rivers Trust. This will improve links between Miles Platting, the wider Ancoats Area and the City Centre. |

Table 4: Proposed Development Response to Manchester Core Strategy (2012)

| Core Strategy Policy (2012) | Proposed Development Response |
|---|---|
| **Policy SP1 – Spatial Principles**<br>Beyond these areas [Regional Centre and Manchester Airport], the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas.<br><br>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.<br><br>Development in all parts of the City should:<br><br>• Make a positive contribution to neighbourhoods of choice including:<br>  ○ creating well designed places that enhance or create character.<br>  ○ making a positive contribution to the health, safety and wellbeing of residents<br>  ○ considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.<br>  ○ protect and enhance the built and natural environment.<br><br>• Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.<br><br>• 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. | The Site will see the redevelopment of vacant, brownfield land to create a visually attractive set of buildings that will enhance the setting of Rochdale Canal while integrating the Ancoats and New Islington and Miles Platting neighbourhoods to create a high-quality development.<br><br>A mixture of affordable housing will be provided including social rented apartments and affordable rented and shared ownership terraces across 1-bed, 2-bed and 3-bed ranges. This will introduce a mixture of new residents into the area to create a more inclusive and welcoming community.<br><br>The Proposed Development has been designed with a fabric-first approach and will be installed with an Air Source Heat Pump as well as PV arrays on the rooftop of the apartment building. Additionally, energy provided off-Site will be sourced from a 100% renewable energy provider. Altogether, this would result in the Proposed Development being low to zero carbon.<br><br>The Site is arguably within a highly sustainable area for residential development due to its close proximity to the City Centre and access to multiple sustainable transport options. The New Islington Metrolink stop is 0.6km from the Site and the nearest bus interchange and rail stations are within a 20-minute walk into the heart of the City Centre. Cycling will be promoted within the Proposed Development by providing 100% secure bicycle storage provision. |
| **Policy EC5 – East Manchester**<br>The Council will promote development which:<br><br>• ensures major employment opportunities are connected via non-car modes to residential neighbourhoods within East Manchester and North Manchester, these include the City Centre, Central Park, Eastlands and railway stations in the City Centre;<br>• takes advantage of key transport infrastructure such as the arterial roads (Oldham Road, Ashton New Road, Ashton Old Road and Hyde Road) and public transport networks, such as bus routes and the proposed extension to Metrolink including two new lines and new stops; | The Proposed Development will maximise its strategic location on the edge of the City Centre and along the Rochdale Canal to increase access to economic opportunities within East Manchester and beyond.<br><br>The Proposed Development takes advantage of key transport infrastructure including arterial roads such as Great Ancoats Street a short distance to the west, Oldham Road to the north and public transport options such as New Islington Metrolink stop to the south. The City Centre can also be easily accessed by foot within a 20-minute walk. |

| Core Strategy Policy (2012) | Proposed Development Response |
|---|---|
| • creates links to the Rochdale and Ashton Canals and links to the open space network including the Rochdale and Ashton Canals and the Medlock Valley, providing opportunities for walking and cycling to economic development opportunities;<br>• has regard to listed buildings and conservation areas including Ancoats and the industrial heritage of the area. | The Proposed Development will improve the setting of the Rochdale Canal towpath on the northern boundary. Future upgrading works proposed by the Bee Network and TfGM will see the installation of new pathways for cyclists and pedestrians that will extend upon existing routes near the Site and will therefore create sustainable transport links between East Manchester and the City Centre. Restoration works are also proposed by the Canal and River Trust.<br><br>The Proposed Development will not create an impact on the historical setting of the Ancoats Conservation Area. This is because the building is set back from the Conservation Area and separated by the Rochdale Canal. Although, the Proposed Development has been sensitively designed with a shorter height and appropriate massing and will feature an exterior comprised of brickwork. Altogether, this will be closely lined with existing buildings and developments coming forward within the immediate area. |
| Policy H1 – Housing<br>Proposals for new residential development (including accommodation for Gypsies and Travellers and Travelling Show people and purpose-built student accommodation) should take account of the need to:<br><br>• 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 Show people;<br>• 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;<br>• 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.<br>• Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on-Site provision; Prioritise Sites which are in close proximity to centres or high frequency public transport routes. | The Site will see the redevelopment of vacant, brownfield land to create a visually attractive set of buildings that will enhance the setting of Rochdale Canal while integrating the Ancoats and New Islington and Miles Platting characters together to create a high quality development.<br><br>A mixture of affordable housing will be provided including social rented apartments and affordable rented and shared ownership terraces across 1-bed, 2-bed and 3-bed ranges. This will introduce a mixture of new residents into the area to create a more inclusive and welcoming community.<br><br>The density of the Proposed Development has been carefully designed to achieve the maximum number of dwelling units on Site to provide more affordable housing whilst delivering a high-quality scheme. A mixture of densities was appropriate to help integrate the more urban neighbourhoods of Ancoats and New Islington and the low-rise residential Miles Platting. This is achieved with a 4-storey apartment building and low-rise family terraces.<br><br>All terraced housing will be provided with parking space on the driveway whilst the apartments will have a 47% parking space provision including disabled parking.<br><br>The terraced houses will be provided with their own private gardens and the residents of the apartments will be provided with private landscaping. All residents will be able to enjoy the benefits of close proximity to other green and open spaces such as Ancoats Green and New Islington Marina. |

| Core Strategy Policy (2012) | Proposed Development Response |
|---|---|
| • 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).<br>• Be designed to give privacy to both its residents and neighbours. | |
| **Policy H2 – Strategic Housing Location**<br>Land assembly will be supported in this area to encourage the creation of large development Sites or clusters of Sites providing the potential for significant regeneration benefits. Developers should take advantage of these opportunities by:-<br><br>• Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.<br>• Including environmental improvements across the area. Creating sustainable neighbourhoods which include complementary facilities and services. | The Proposed Development has been identified in the Core Strategy as a being situated within a Strategic Housing Location.<br><br>The Proposed Development will deliver a mixture of affordable housing that is required in line with Manchester's projected population growth and housing requirements. This includes social rented apartments and affordable rented and shared ownership terraces across 1-bed, 2-bed and 3-bed ranges.<br><br>Furthermore, a mixture of housing types will create a diverse community including families, single persons and couples through provision of single-family dwellings (the terraces) and apartment dwelling units. This will continue to provide the required family housing in line with this policy and the 2008 ERF whilst increasing the density to integrate the distinct neighbourhoods of Ancoats and New Islington with Miles Platting. |
| **Policy H4 – East Manchester**<br>East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development.<br><br>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 the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre. These neighbourhoods include Ancoats, New Islington, Holt Town and Chancellor's Place; to the west of Alan Turing Way, and within Eastlands, Newton Heath, Openshaw and Gorton district centres as part of mixed-use schemes. | The Proposed Development has been designed to include a mixture of appropriate densities in the form of a 4-storey apartment building and 2 or 3-storey terraces. As a result, the overall density of the Proposed Development is greater whilst maintaining a high level of family housing.<br><br>The apartment building and the terraces have been designed to a high specification, being carefully designed to complement the Rochdale Canal and create a high quality development. |
| **Policy H8 – Affordable Housing**<br>1. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.<br>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 | The Proposed Development will provide 68 affordable residential units and therefore can be regarded as an affordable housing development with no market units.<br><br>The Proposed Development is comprised of 45 social rented residential units within the apartment building, and 12 shared ownership units and 11 affordable rented units across the terraced housing.<br><br>The apartment building and the terraced housing have been designed to a high specification, being carefully designed to complement the Rochdale Canal and create a high quality development. The design of the Proposed Development is in line with the level of quality that has |

| Core Strategy Policy (2012) | Proposed Development Response |
|---|---|
| proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.<br>3. Affordable housing units will be inclusively designed to reflect the character of development on the Site. | been observed in immediate residential developments in close proximity to the Site. |
| **Policy T1 – Sustainable Transport**<br>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:<br>• Improve choice by developing alternatives to the car<br>• Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.<br>• Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.<br>• Improve pedestrian routes and the pedestrian environment.<br>• Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).<br>• Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.<br>Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.<br><br>Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:<br>1. pedestrians and disabled people<br>2. cyclists, public transport,<br>3. commercial access,<br>4. general off peak traffic,<br>5. general peak time traffic. | The Proposed Development is situated within a highly sustainable location for residential development on the edge of the City Centre and therefore can provide easy access to key services, amenities and employment opportunities within a short walk.<br><br>The New Islington Metrolink stop is 0.6km from the Site and the nearest bus interchange and rail stations are within a 20-minute walk into the heart of the City Centre. There are a number of bus stops within a short walk of the Site on Great Ancoats Street to the west and Oldham Road to the north.<br><br>EV charging points will be provided for each of the terraced houses and the apartment building will be provided with 4 EV charging points (20% provision), with infrastructure provided at the remaining spaces to allow additional charging points to be easily installed as demand increases.<br><br>The Proposed Development will improve the setting of the Rochdale Canal towpath on the northern boundary. Future upgrading works proposed by the bee Network and TfGM will see the installation of new pathways for cyclists and pedestrians that will extend upon existing routes near the Site and will therefore create sustainable transport links between East Manchester and the City Centre. Secure bicycle storage will be provided in the form of bike sheds within the terraces and within the apartment building. |
| **Policy T2 – Accessible areas of opportunity and need**<br>The Council will actively manage the pattern of development to ensure that new development: - | The Proposed Development is located on the edge of the City Centre and therefore has a high level of access to the main economic drivers. |

| Core Strategy Policy (2012) | Proposed Development Response |
|---|---|
| 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 | The New Islington Metrolink stop is 0.6km from the Site and the nearest bus interchange and rail stations are within a 20-minute walk into the heart of the City Centre. There are a number of bus stops within a short walk of the Site on Great Ancoats Street to the west and Oldham Road to the north. |
| 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:- Links within East Manchester to employment locations, Central Park and Eastlands in particular.<br><br>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. | A Transport Statement has been prepared by transport consultant Ashley Helme to determine the level of traffic impact and will outline the necessary mitigation measures for the Proposed Development. This will be submitted with this Planning Application and will be accompanied by a Travel Plan that will outline the initiatives implement by the scheme to reduce the dependency on car travel and promote the use of alternative modes of transport. |
| **Policy EN1 – Design Principles and Character Areas (City Centre Character Area)**<br>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.<br><br>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.<br><br>• Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area.<br>• While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level.<br>• 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. | The Proposed Development is located within the City Centre and is not located within but is adjacent to the Ancoats Conservation Area on its southern boundary, separated by the Rochdale Canal.<br><br>The Proposed Development has been designed to respond to its location and the character of the areas it is within or adjacent to. The existing street pattern has been maintained and the building massing and height has been sensitively designed to tie into the fabric of the adjacent areas.<br><br>In conjunction with a high-quality built form, tree planting and new landscaping across the Proposed Development will increase the visual attractiveness of the immediate area to create a deeply interesting experience at street level.<br><br>The various canal networks that span across Manchester play a large part in the historical setting and character of the city. In future, the Rochdale Canal will be subject to restoration works proposed by the Canal and River Trust. The Proposed Development will work in hand improve the setting of the canal by adding a high quality development with an interesting elevation treated with soft landscaping and new landscaping to create a visually attractive element and high quality development. |
| **Policy EN 3 – Heritage**<br>Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and | The Proposed Development is located on the edge of the City Centre and adjacent to the Ancoats Conservation Area. |

| Core Strategy Policy (2012) | Proposed Development Response |
|---|---|
| neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. | The Proposed Development has been designed to respond to its location and the character of the areas it is within or adjacent to. The existing street pattern has been maintained and the building massing and height has been sensitively designed to tie into the fabric of the adjacent areas.<br><br>The various canal networks that span across Manchester play a large part in the historical setting and character of the city. In future, the Rochdale Canal will be subject to restoration works proposed by the Canal and River Trust. The Proposed Development will work in hand to improve the setting of the canal by adding a high quality development with an interesting elevation treated with soft landscaping and new landscaping to create a visually attractive element and high quality development.<br><br>The Proposed Development has been designed to respond sensitively to its context. The building massing and height has been designed to present an improved setting on the Rochdale Canal and represent a transition between higher density development in Ancoats and the lower rise development in Miles Platting and will therefore not appear out of place. |
| **Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development**<br>All development must follow the principle of the Energy Hierarchy, being designed:<br><br>• to reduce the need for energy through design features that provide passive heating, natural lighting and cooling;<br><br>• to reduce the need for energy through energy efficient features such as improved insulation and glazing; and,<br><br>to meet residual energy requirements through the use of low or zero carbon energy generating technologies. | The Proposed Development has been designed in line with the Energy Hierarchy in mind, incorporating certain measures to reduce CO2 emissions and therefore can be considered as low or zero carbon.<br><br>This has been achieved through the implementation of low and zero carbon design principles including employing the use of renewable energy sources such as PV arrays on the roof and air source heat pumps. The building has been designed with a fabric first approach and the u-values, design air permeability and ventilation targets aspire to Passive House design standards.<br><br>In addition, 100% of the operational energy will be supplied by a renewable energy provider. |
| **Policy EN 5 - Strategic Areas for low and zero carbon decentralised energy infrastructure**<br>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:<br><br>• The Regional Centre, which also includes the Oxford Road Corridor and Eastlands<br>• District Centres and associated major development Sites | The Proposed Development is subject to a forward-thinking strategy that seeks to maximise low carbon technology, as explained in the response to EN6. |

| Core Strategy Policy (2012) | Proposed Development Response |
|---|---|
| • Strategic housing location<br>• Strategic employment locations<br><br>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. | |
| **Policy EN6 - Target Framework for CO2 reductions from low or zero carbon energy supplies**<br>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 set out in EN6, unless this can be shown not to be viable.<br><br>This should be demonstrated through an energy statement that will be expected to set out the projected regulated energy demand and associated $CO_2$ emissions for all phases of the development.<br><br>The energy statement will be required to be submitted at the outset of any Proposed Development (outline application or before). Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with $CO_2$ mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance. | A Full Energy and Environmental Standard Statement has been submitted as part of this planning application and has indicated that the Proposed Development will deliver an improvement of 61.1% across the Proposed Development over Part L 2013 standards, exceeding the requirements within the Core Strategy for a 9% improvement over Part L 2013 / 15% improvement of Part L 2010.<br><br>When utilising the SAP 2012 carbon factors (as required by emerging Building Regulations and reflected in the Part L 2020 consultation paper and Government response published in January 2021, anticipated to take effect in later 2021) the Proposed Development can achieve an 82.6% improvement over the emerging Future Homes Standards.<br><br>This has been achieved through the following measures:<br><br>• Highly efficient MVHR unit for mechanical ventilation and efficient LED lighting the design performance.<br>• The development adopts "fabric first" approach to developing an efficient, low carbon, comfortable and healthy homes, with heat loss due to building fabric.<br>• The development benefits from air source heat pumps (ASHPs) supplying hot water only to flats and both heating and water to houses.<br>• 100% efficient non-fossil fuel Electric Heating to apartments.<br>• Assumes targeting an Air Permeability rate of $1m^3/(h.m^2)$ which will improve the performance of the building in terms of heat loss.<br>• The Proposed Development proposes roof mounted PV arrays on the apartment building, further reducing the carbon emissions.<br>• Total on-Site energy will be provided by a 100% renewable energy electricity provider.<br><br>There will be an increase in the existing levels of trees on Site which will contribute to CO2 mitigation across the Proposed Development. |

| Core Strategy Policy (2012) | Proposed Development Response |
|---|---|
| **Policy EN8 – Adaptation to Climate Change:**<br>All new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and 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:<br><br>• Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability<br>• Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways<br>• The need to control overheating of buildings through passive design<br>• The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation<br><br>Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with $CO_2$ mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance. | The Proposed Development has been designed with adaptation to climate change within mind.<br><br>The Proposed Development is adjacent to the Rochdale Canal to the north but is identified as Flood Zone 1. Therefore, the design has been developed to reduce the risk of flooding through multiple initiatives including limiting proposed hardstanding on Site through the introduction of residential gardens and peripheral soft landscaping.<br><br>An increase in the existing levels of trees across the Proposed Development will contribute towards a reduction in the urban heat island effect through canopy cover. An increase in the number of trees will add more biodiversity to the immediate area and strengthen the connection between the green corridors of East Manchester with those of the City Centre while increasing the visual attractiveness of these environments.<br><br>The building has been designed with a fabric first approach and the u-values, design air permeability and ventilation targets aspire to Passive House design standards. |
| **Policy EN9 – Green Infrastructure**<br>New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. 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.<br><br>Where the benefits of a Proposed Development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.<br><br>Key features of Manchester's green infrastructure will include:<br><br>• 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.<br>• The provision of new, and improvements to the quality and accessibility of existing green infrastructure assets, to mitigate for any loss of | The Proposed Development will enhance the existing Green and Blue Infrastructure on the Site through a high-quality approach to design, soft landscaping and tree planting.<br><br>The Proposed Development will increase the level of existing trees on Site. These will be planted at various locations across the development, but a majority of the proposed trees will be planted in front gardens of the houses to promote a positive streetscape. Altogether, the additional planting of new trees will enhance the overall biodiversity of the Site while making the immediate area significantly more attractive.<br><br>Future proposals made by the Bee Lines Network and TfGM have been made to upgrade the Rochdale Canal to enable new cyclist/pedestrian routes to be created as well as restoration works proposed by the Canals and Rivers Trust. This will improve links between Miles Platting, the wider Ancoats Area and the City Centre. In line with the Manchester Green and Blue Infrastructure Strategy, the Proposed Development will deliver new housing development close to the City Centre that utilises blue corridors to create a strong sense of place and provide a high-quality environment to residents and visitors. |

| Core Strategy Policy (2012) | Proposed Development Response |
|---|---|
| green infrastructure as a result of development such as the Metrolink extension programme.<br><br>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. | |
| **Policy EN14 – Flood Risk**<br>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).<br><br>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.<br><br>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. | The Proposed Development is adjacent to the Rochdale Canal to the north but is identified as Flood Zone 1 and is situated within Manchester and Salford Critical Drainage Area.<br><br>An investigation into the ground conditions has concluded that due to identified levels of ground contamination the Site is not suitable for infiltration SuDs. Previous correspondence with the Canals and Rivers Trust has also highlighted capacity issues in the Rochdale Canal network which mean that discharge into the canal was not possible.<br><br>Therefore, discharge may be made into the existing sewerage system, with discharge limited to greenfield run-off rates.<br><br>Noting the adverse ground conditions on Site, SuDs will be considered at detailed design stages through discussions between the landscape architect, the Applicant and the drainage engineer. |
| **Policy EN15 – Biodiversity and Geological Conservation**<br>The Council will seek to maintain or enhance Sites of biodiversity and geological value throughout the City. Particular consideration will be given to:<br><br>• 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.<br><br>• Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-Site or adjacent to the Site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate, with reference to: the Manchester Biodiversity Strategy, which provides further details of priority habitats within Manchester and opportunities for biodiversity enhancement including corridors such as the Mersey, Medlock and Irk river valleys, the canals and disused railway lines and areas of managed greenspace particularly in parks;<br><br>• the Green Infrastructure Framework for Greater Manchester, which encompasses an ecological | The Proposed Development will enhance the biodiversity level of the existing Site through a number of initiatives.<br><br>The Proposed Development will increase the level of existing trees on Site. These will be planted at various locations across the development, but a majority of the proposed trees will be planted in front gardens of the houses to promote a positive streetscape. Altogether, the additional planting of new trees will enhance the overall biodiversity of the Site while making the immediate area significantly more attractive. |

| Core Strategy Policy (2012) | Proposed Development Response |
|---|---|
| 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;<br><br>• 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;<br><br>• Manchester's Climate Change Action Plan;<br><br>• the Strategic Flood Risk Assessment (SFRA) for Manchester;<br><br>• 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;<br><br>• the Manchester Tree Strategy. | |
| Policy EN16 – Air Quality<br>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.<br><br>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. | The Proposed Development is not anticipated to cause significant impacts to the local air quality during the operational phase given the limited quantum of car parking to be provided (and therefore reduced number of vehicle trips) and the uses, which are not of a nature to generate air quality impacts. |
| Policy EN17 – Water Quality<br>With reference to the Manchester-Salford-Trafford SFRA and other relevant documents:<br><br>• 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;<br>• 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; | A Framework Construction Management Plan will be submitted as part of this application which will outline the management strategy in regard to construction impacts on the canal. Working methods will be planned carefully at the Canalside boundary with liaison as necessary with Canals and Rivers Trust to mitigate any impact to the water body.<br><br>An investigation into the ground conditions has concluded that due to identified levels of ground contamination the Site is not suitable for infiltration SuDs. Previous correspondence with the Canals and Rivers Trust has also highlighted capacity issues in the Rochdale Canal network. Therefore, discharge may be made into the existing |

| Core Strategy Policy (2012) | Proposed Development Response |
|---|---|
| • Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the Site;<br>• 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. | sewerage system, with discharge limited to greenfield run-off rates. |
| Policy EN19 Waste<br>The Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy.<br><br>Require all developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.<br><br>Encourage communities to take responsibility for the waste they create through the provision of accessible facilities. | The Application is supported by a Waste Management Strategy prepared by Buttress.<br><br>Each individual household will be provided with 4 x 240L bins in line with MCC requirements. The bins will be stored externally in the front driveway of each property within open brick screens. On collection day each household will be responsible to move the bins to kerb line for collection. Collections will be every two weeks for general waste, paper/card and glass/plastic. Organic waste will be collected every week.<br><br>The apartment block communal bin store is located on the Ground Floor accessed both from the main entrance corridor through a fire sterile lobby and from the outside through a secure lockable door. |
| Policy DM1 - Development Management<br>All development should have regard to the specific issues including: effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and, green infrastructure. | The application is supported by reports in relation to Noise, Transport, Waste Management and Servicing. The application is also supported by a Crime Impact Statement.<br><br>These reports assess the impact of the Proposed Development upon the local environment, recommends mitigation measures where necessary and conclude that the Proposals will not have an adverse impact on the amenity of surrounding users. |

Table 5: Proposed Development Response to Providing for Housing Choice SPD (2008)

| Providing for Housing Choice SPD (2008) | Proposed Development Response |
|---|---|
| Thresholds<br>In order to address affordable housing requirements across the City, it is important that all medium or larger sites should consider the contribution they could make to increasing affordable housing options.<br><br>Our guideline is the national indicative minimum in PPS3 of developments of 15 or more dwellings. Based on an average assumed density of 50 dwellings per hectare, this will also apply to sites of 0.3 hectares and larger. | The Proposed Development is a fully affordable housing development that will deliver 68 affordable dwelling units on 0.68 ha previously developed and vacant land that has been actively promoted for residential use. |

| Providing for Housing Choice SPD (2008) | Proposed Development Response |
|---|---|
| **Targets and Tenure**<br>This guidance proposes a City-wide target for 20% of new housing provision to be affordable housing (the number of units will be rounded to the nearest whole number).<br><br>It is envisaged that 5% of new housing provision will be social rented. This will be addressed on a site-by-site basis.<br><br>A further 15% of the new housing provision is envisaged to be intermediate housing, delivering affordable home ownership options. | The Proposed Development is a fully affordable housing development that will deliver 68 affordable dwelling units.<br><br>The Proposed Development is comprised of 45 social rented units within an apartment building across a 1-bed and 2-bed range. Twenty-three shared ownership and affordable rented units will be provided within terraced housing across a 2-bed and 3-bed range. |
| **Property Type**<br>In general, the need for family size and other larger housing should be reflected in the mix of affordable housing provision. A benchmark is that 43% of new social rented housing should be three bedroom or larger homes, and in areas where the need exists, this should include suitable provision of four bedroom or larger dwellings. | The Proposed Development will deliver high quality affordable housing across a mixture of tenures and types.<br><br>The Proposed Development is comprised of terraced housing (23 units) in the form of shared ownership and affordable rent across a 2-bed and 3-bed range. An apartment block will provide social rented (45 units) across a 1-bed or 2-bed range.<br><br>The larger units will provide the required housing that is required to accommodate more family housing into the area as required by this policy. |
| **Location of the affordable homes**<br>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" | The Proposed Development is a fully affordable housing development. Therefore, all of the residential units are affordable and are fully integrated onto the Site.<br><br>The Proposed Development has been designed to a high-specification that is similar to the new developments close the Site and therefore can be regarded as tenure-neutral. |
| **Integration**<br>Development and designs should be 'tenure- neutral', in that the type of tenure could not be deduced from the design, quality, location within the site, timing of development or by significant difference in the access to services and amenities.<br><br>The Council encourages mixed-tenure development and mixed income communities to achieve better social cohesion and sustainability.<br><br>Typically, no more than six social units should be grouped together in any development. Large apartment blocks of only social housing units are not acceptable. | The Proposed Development has been designed with a high level of detail and specification to create a high-quality affordable development. The terraced housing and the apartment building have been designed using the same construction methods, materials and overall building specification.<br><br>The tenure mix may be varied from time to time throughout the lifetime of the development subject to submission of a revised affordable housing statement for provision of the affordable units to be submitted for the written approval of the Council. |
| **Design**<br>As with all other forms of residential accommodation, the Council expects affordable housing to be built to a high standard of design and amenity. Affordable housing units provided within a new residential development should be of | The Proposed Development has been designed to a high-specification that is similar to the new developments close the Site and therefore can be regarded as tenure-neutral. |

| Providing for Housing Choice SPD (2008) | Proposed Development Response |
|---|---|
| at least similar size and quality to the open market housing and should be visually indistinguishable. All homes should comply with requirements set out within the Council's Guide to Development SPD and Planning Guidance and take account of the relevant provisions of Design for Access 2 | An assessment of the Proposed Development against the Guide to Development SPD and Manchester residential Quality Design Guidance SPD's are provided in the tables above.<br><br>A Design and Access Statement has been prepared by Buttress and will be submitted with this planning application. |

Table 6: Proposed Development Response to Ancoats and New Islington Neighbourhood Development Framework (November 2016)

| Ancoats and New Islington NDF (November 2016) Core Principles | Proposed Development Response |
|---|---|
| To provide for a range and mix of residential accommodation in a high quality and well managed environment that will ensure the emergence of a vibrant new neighbourhood of choice. This should take into account Manchester's Residential Growth Strategy and the emerging housing affordability strategy referenced in section 3 of this document. | The Proposed Development will deliver a high-quality affordable housing development within a highly sustainable location on the edge of the City Centre.<br><br>A mixture of accommodation types and tenures will be provided to create neighbourhoods of choice. This will include shared ownership and affordable rented dwellings across a 2-3 bed range and an apartment building for social rented dwellings across a 1-2 bed range. |
| Whilst regeneration of the framework area will be residential led, opportunities for a wider mix of uses including office, workspace, retail, leisure and community uses should be sought that combine to create a distinctive sense of place and neighbourhood, ensuring life and vitality on weekdays and evenings. | The Site has been identified within the 2008 ERF as being situated within a Neighbourhood Improvement Area (Miles Platting PFI and a Family Residential Neighbourhood. It is also stated that new housing development will be promoted on sites that have resulted from housing or other demolitions.<br><br>The Miles Platting PFI Masterplan identifies the Site as a new housing block of up to 4 storeys.<br><br>The proposed use of the Site for high-quality affordable housing can be regarded as a suitable use that follows uses outlined within frameworks under the Manchester Core Strategy. |
| Given that the Ancoats and New Islington neighbourhoods will be predominantly residential in character, late night uses including bars (Class A4) and nightclubs (Sui Generis) will generally not be appropriate or supported where there would be a potential conflict with residential amenity. No licences will be granted after 11pm. | The Proposed Development is residential use and will not include any late-night uses. |
| New development should exploit the area's locational advantages in terms of its proximity to the city centre, public transport nodes and the inner relief route and take maximum advantage of the area's key assets – its heritage, canal side settings, public spaces and infrastructure | The Proposed Development is within a highly sustainable location on the edge of the City Centre. Therefore, key services and amenities can be easily accessed with a short walk to the City Centre. |

| Ancoats and New Islington NDF (November 2016) Core Principles | Proposed Development Response |
|---|---|
| including public transport nodes, schools, cultural facilities, public spaces and retailing. | The Proposed Development will maximise its location on the edge of the Rochdale Canal to create an attractive and interesting development that will improve the setting of the canal and create a high-quality development. |
| New development should contribute towards the creation of a neighbourhood that is spatially integrated. This should be: across the neighbourhood as a whole; with the city core, the Northern Quarter and Piccadilly; and, with existing and emerging communities that adjoin the site including Miles Platting and the emerging Northern Gateway communities. | The Proposed Development has been identified within the 2016 NDF and the Miles Platting PFI as an area that is able to act as a transition zone between Miles Platting and Ancoats and New Islington and into the City Centre.<br><br>This has been achieved by incorporating a mixture of densities and the appropriate height scale and massing to seamlessly merge the two distinct characters together. |
| New development should not be considered in isolation but contribute towards a coherent experience across the neighbourhood with character areas, streets and spaces feeling intuitively part of a wider whole, supporting a high quality of life. | By incorporating a mixture of densities and carefully selecting the appropriate height, scale and massing, the Proposed Development helps to integrate East Manchester and Miles Platting into Ancoats and New Islington and into the City Centre.<br><br>The Proposed Development will complement the future upgrades to the Rochdale Canal to create new pedestrian/cycle linkages between East Manchester and the City Centre. This will bring a breath of activity and a high degree of visual attractiveness to the immediate area.<br><br>Trees will be planted in front gardens of the houses to promote a positive streetscape and will connect to the existing green characters the surrounding area. |
| Creating a spatially integrated neighbourhood will require enhanced north south connections back to the city centre core and improved inter-radial (east-west) connectivity for pedestrians and cyclists. | The Proposed Development will maximise its highly sustainable location on the edge of the City Centre. North south connections are already easily accessible to the Site by Great Jackson Street and Oldham Road.<br><br>The Rochdale Canal towpath will be widened in the near future to accommodate cyclists and pedestrians while also being subject to restoration works to the canal by the Canals and Rivers Trust. Together, the Proposed Development will also help to enhance the overall attractiveness and safety of this inter-radial connection through a high-quality design and hard and soft landscaping. |
| A specific objective in this regard will be to recognise key neighbourhood connectors which intuitively influence movement patterns through the area, and in so doing, to assist in defining those key connections via well considered, high quality and consistent public realm works that create attractive and free flowing pedestrian and cyclist orientated routes. Options to address the current issues of rat running should also be considered. | The Proposed Development is situated within a highly sustainable location for residential development on the edge of the City Centre and therefore can provide easy access to key services, amenities and employment opportunities within a short walk.<br><br>The New Islington Metrolink stop is 0.6km from the Site and the nearest bus interchange and rail stations are within a 20-minute walk into the heart of the City Centre. There are |

| Ancoats and New Islington NDF (November 2016) Core Principles | Proposed Development Response |
|---|---|
| | a number of bus stops within a short walk of the Site on Great Ancoats Street to the west and Oldham Road to the north.<br><br>EV charging points will be provided for each of the terraced houses and the apartment building will be provided with 4 EV charging points (20% provision), with infrastructure provided at the remaining spaces to allow additional charging points to be easily installed as demand increases.<br><br>The Proposed Development will improve the setting of the Rochdale Canal towpath on the northern boundary. Future upgrading works proposed by the Bee Network and TfGM will see the installation of new pathways for cyclists and pedestrians that will extend upon existing routes near the Site and will therefore create sustainable transport links between East Manchester and the City Centre. Secure bicycle storage will be provided in the form of bike sheds within the terraces and within the apartment building. |
| New development should also promote connectivity to the Ashton and Rochdale Canals. These routes should be treated as key linkages as well as a leisure and amenity resource. They should be viewed as a character feature presenting the opportunity to create a special setting for new buildings.<br>New development adjacent to the canals should provide activity and surveillance creating human scaled streets and spaces. Better quality canal crossing points should be considered in appropriate locations reflecting principal desire lines. | The Proposed Development will help to improve the setting of the Rochdale Canal on its northern boundary by creating a high-quality development with soft and hard landscaping that faces onto the canal.<br><br>This will complement the future upgrading works that will restore the canal and widen the towpath to accommodate cyclists and pedestrians. Altogether, this creates an attractive and high-quality development for residents and visitors to enjoy the Rochdale Canal. |
| Opportunities to retain and enhance both shorter and longer range views across the 3 areas should be carefully considered, in contributing to a more connected and cohesive neighbourhood. | The Proposed Development will not be of a scale, height or massing that will obstruct any significant views. There are no key views into the Ancoats Conservation Area to the north of the Site.<br><br>The Proposed Development maintains the existing street 'grid' system that will enable long views down each street and into and out of New Islington and the Site.<br><br>The Proposed Development will create an interesting and attractive visual element into and out of Ancoats and the Site and onto the Rochdale Canal. |
| More generally, new development should contribute towards a walkable, pedestrian and cycle -friendly environment. To protect and enhance the character of the Conservation Area and build upon the unique heritage assets which define the special character of Ancoats, new buildings should offer a well-considered, contemporary and distinctive design which is contextually responsive to the area's heritage in terms of form and materiality. In moving | The Proposed Development will improve the setting of the Rochdale Canal towpath on the northern boundary. Future upgrading works proposed by the Bee Network and TfGM will see the installation of new pathways for cyclists and pedestrians that will extend upon existing routes near the Site and will therefore create sustainable transport links between East Manchester and the City Centre. Secure |

| Ancoats and New Islington NDF (November 2016) Core Principles | Proposed Development Response |
|---|---|
| forward, it will be important to ensure that design responses are based on a thorough understanding of the significance of heritage assets and their settings as well as the character of the Conservation Area as a whole. | bicycle storage will be provided in the form of bike sheds within the terraces and within the apartment building.<br><br>The Proposed Development has been designed to respond to its location and the character of the areas it is within or adjacent to. The existing street pattern has been maintained and the building massing and height has been sensitively designed to tie into the fabric of the adjacent areas.<br><br>The various canal networks that span across Manchester play a large part in the historical setting and character of the city. In future, the Rochdale Canal will be subject to restoration works proposed by the Canal and River Trust. The Proposed Development will work in hand to improve the setting of the canal by adding a high-quality development with an interesting elevation treated with soft landscaping and new landscaping to create a visually attractive element and high-quality development.<br><br>The Proposed Development has been designed to respond sensitively to its context. The building massing and height has been designed to present an improved setting on the Rochdale Canal and represent a transition between higher density development in Ancoats and the lower rise development in Miles Platting and will therefore not appear out of place. |
| New buildings should be designed to support active streets particularly around key public spaces and pedestrian desire lines. This may be in the form of ground floor active commercial uses – ensuring that such uses are compatible with the primary residential character of the area and will not create conflict with residential amenity – or where commercial uses are not appropriate or indeed there are concerns regarding viability, through appropriate design, e.g. the position of residential front doors and windows, which will provide enhanced animation to the street scene. | The Proposed Development will help to improve the setting of the Rochdale Canal on its northern boundary by creating a high-quality development with soft and hard landscaping that faces onto the canal.<br><br>TRO's paired with adequate level of parking will help to create more balanced streets that are not obstructed by a high number of parked cars. New trees will be planted in front gardens of the houses to promote a positive streetscape. |
| New development proposals should be accompanied by an appropriate car parking strategy which allows the potential demand generated by future residents to be met whilst considering the promotion of alternative sustainable forms of transport. This may include on-site solutions or off-site solutions where site constraints and viability considerations dictate (e.g. listed buildings). On-site car parking solutions should be incorporated into development proposals in a manner that does not detract from the character or animation of the street. | Front drive parking spaces are provided to each household within the terraced housing (100% provision) which will help to reduce the number of cars parked on street to create a more accessible and pleasant experience at street level. All homes will be provided with EV charging points.<br><br>The residents of the apartment building will be provided with 21 parking spaces (47% provision) including 2 disabled spaces which satisfies the parking requirements set out by MCC and is appropriate for the type of residential product and resident. Four EV charging parking spaces are provided with the possibility to increase this amount if required if the demand grows. |

| Ancoats and New Islington NDF (November 2016) Core Principles | Proposed Development Response |
|---|---|
| | A Transport Plan has been prepared by Ashley Helme and is submitted with this planning application. |
| A sustainable development, both by maximising its locational advantages and proximity to public transport nodes and through building design. | The Proposed Development is located within a highly sustainable location on the edge of the City Centre. Key amenities, services and public transport are easily accessible by a short walk into the City Centre. The New Islington Metrolink Stop is 0.6km from the Site that connects to various parts of the Great Manchester region.<br><br>There are existing cycle/pedestrian routes close to the Site. The Proposed Development will complement the future upgrades to the Rochdale Canal to create new pedestrian/cycle linkages between East Manchester and the City Centre. |

Table 7: Proposed Development Response to key requirements within the Eastlands Regeneration Framework (2019 Update)

| Eastlands Regeneration Framework (2019 Update) | Proposed Development Response |
|---|---|
| Wherever possible restoring, reusing and thereby realising the huge potential of the remaining historic buildings, canals and river, streets, and parks in order to create a future urban environment that is distinctive and characterful and will underpin a sense of place and community longevity. Proposals should work with these assets in order to increase their visibility and accessibility. | The Proposed Development will improve the setting of the Rochdale Canal through new built form and associated soft and hard landscaping.<br><br>In the near future, the Canals and Rivers Trust will restore the Rochdale Canal and the towpath will be widened to allow pedestrian and cycle access as proposed by the Bee Network and TfGM.<br><br>Together, the Proposed Development will complement the above upgrading works to create a striking, safe and high quality development along the canal and within East Manchester. |
| Responding to place, with particular regard to East Manchester's iconic assets and places including its historic mills, Ashton and Rochdale Canals, the River Medlock, Etihad Stadium, Philips Park, Clayton Hall as well as numerous local streets, places, industrial structures and other features that will help to define distinctive neighbourhoods and local relevance. | Please refer to the response above. |
| Deliver high quality contemporary buildings and places to enable the best of urban living and ensure the potential of local communities is realised. The use of contemporary design and construction techniques will also allow flexible buildings and high performance with regard to energy and operation. | The Proposed Development has been developed to a high standard and specification.<br><br>The Proposed Development can be regarded as a low or zero carbon project. The buildings have been designed using a fabric-first approach and in line with Passive House standards to conserve energy and reduce consumption. PV arrays will be installed on the rooftop of the apartment |

| Eastlands Regeneration Framework (2019 Update) | Proposed Development Response |
|---|---|
| | building to generate zero-carbon, renewable energy. 100% of the energy will be sourced from a 100% renewable electricity provider.<br><br>The Proposed Development has responded to the increased demand for electric vehicles by installing EV charging points in 100% of the housing and 4 EV charging spaces (20% provision) for the residents of the apartment building. These residents will have the opportunity to install further charging points as requested when the demand increases. |
| Design solutions are necessary for creating an enhanced street image and for establishing an efficient and attractive network between facilities for vehicles, cyclists and pedestrians. | The Proposed Development will help to improve the setting of the Rochdale Canal on its northern boundary by creating a high-quality development with soft and hard landscaping that faces onto the canal.<br><br>TRO's paired with adequate level of parking will help to create more balanced streets that are not obstructed by a high number of parked cars.<br><br>In conjunction with a high-quality built form, tree planting and new landscaping across the Proposed Development will increase the visual attractiveness of the immediate area to create a deeply interesting experience at street level. |
| Create spaces for all that are safe and secure, that encourage community interaction, but also provide retreat and quiet from busy urban life. | The Proposed Development will deliver a high-quality affordable housing development in a highly active and sustainable area on the edge of the City Centre.<br><br>A mixture of housing types and tenures will attract multiple residents from different backgrounds, ages and household mixes to create a more diverse, mixed and vibrant community.<br><br>Bringing new residents into an area that was previously inactive can deliver a higher level of natural surveillance to create a safer space for people to interact with, including a safer pedestrian/cycle route between East Manchester and the City Centre. |
| Varied massing and density responding to the local context:<br>a) The dominant mill buildings will set the tonal height and massing for structures in Holt Town;<br>b) The city centre fringe's scale of development with a density and massing that facilitates vibrant activity and a multiplicity of uses; and<br>c) The tram system as an enabler of density and permeability and reducer of car usage. | The Proposed Development has been carefully designed with the appropriate scale and massing to match the context of its location and immediate surroundings.<br><br>The Proposed Development is adjacent to the Ancoats Conservation Area on its southern boundary, separated by the Rochdale Canal. Therefore, the height and massing has responded sensitively by having a shorter height than buildings located within the Conservation Area to not impact on the historical setting and any key views.<br><br>A mixture of densities is implemented across the Proposed Development purposely so that the denser Ancoats and |

| Eastlands Regeneration Framework (2019 Update) | Proposed Development Response |
|---|---|
| | New Islington can integrate into the more low-density neighbourhood of Miles Platting.<br><br>The New Islington Metrolink stop is located 0.6km from the Site as well as other public transport options within the City Centre provide a strong justification to encourage a higher level of density included within the Proposed Development. |
| There is an opportunity to create a diverse, balanced mix of housing across the ERF area. This will include broadening the values of new housing to include both higher value housing and also affordable housing, including provision that is accessible to those on low or lower incomes. New housing should meet the needs of both existing and future residents, support economic growth and support the delivery of sustainable neighbourhoods where people want to live, work and spend leisure time. | The Proposed Development will deliver a high-quality affordable housing development within a highly sustainable location on the edge of the City Centre.<br><br>A mixture of accommodation types and tenures will be provided to create neighbourhoods of choice. This will include shared ownership and affordable rented dwellings across a 2-3 bed range and an apartment building for social rented dwellings across a 1-2 bed range. |
| Impact on the Community – a fundamental principle of the ERF is to ensure that new development areas are fully integrated with existing communities. This is both in terms of physical connections and the creation of inclusive and accessible buildings and places, as well as functional connections including employment and training initiatives, all as part of an overall requirement to maximise benefits for local communities. As part of planning applications, the potential impacts of new development on existing communities will need to be fully assessed and commitments to requisite levels of mitigation identified. | The Proposed Development has been regarded in multiple regeneration frameworks (including ERF and Ancoats and New Islington NDF) to act as a conduit between the denser Ancoats and New Islington and the lower density neighbourhood of Miles Platting. This has been achieved by delivering a mixture of housing types and tenures to create balanced community and a scale and massing that can help integrate the distinct urban forms. |

# Appendix B: Green and Blue Infrastructure Statement

## Green and Blue Infrastructure

The table below outlines how the Proposed Development responds to the vision and objectives set out in the Manchester Green and Blue Infrastructure Strategy (GBIS) 2015 (and in turn Core Strategy Policies EN9 Green Infrastructure and EN15 Biodiversity and Geological Conservation). It should be read in conjunction with the Design and Access Statement.

Table 8: Assessment of Proposed Green and Blue Infrastructure – Vision

| Vision: | Response: |
|---|---|
| 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. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow. | The Proposed Development will enhance the existing Green and Blue Infrastructure on the Site through a high-quality approach to design, soft landscaping and tree planting.<br><br>The Proposed Development will increase the level of existing trees on Site. These will be planted at various locations across the development, but a majority of the proposed trees will be planted in front gardens of the houses to promote a positive streetscape. Altogether, the additional planting of new trees will enhance the overall biodiversity of the Site while making the immediate area significantly more attractive.<br><br>Future investment that is proposed by the Bee Network and TfGM to upgrade the Rochdale Canal to enable new cyclist/pedestrian routes to be created as well as restoration works proposed by the Canal and River Trust. This will improve links between Miles Platting, the wider Ancoats Area and the City Centre. |

Table 9: Assessment of Proposed Green and Blue Infrastructure - Objectives

| Objectives established to enable the vision to be achieved: | Response: |
|---|---|
| Improve the quality and function of existing Green and Blue Infrastructure, to maximise the benefits it delivers. | The Proposed Development will involve the redevelopment of a vacant brownfield Site and will unlock access to green and blue infrastructure through high quality development and asscoiated hard and soft landscaping.<br><br>New development along the Rochdale Canal can increase the amount of users of a blue infrastructure asset. A high-quality design paired with hard and soft landscaping can provide an attractive space for residents and visitors to enjoy the canal.<br><br>There will be an increase in the exisiting number of trees on Site that will enhance the overall biodiversity of the immediate area. |
| Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth. | The Proposed Development will support the regeneration of East Manchester by maximising the location of the Site along the Rochdale Canal.<br><br>New development in this location will reinforce the Rochdale Canal as a blue infrastructure asset. The apartment block is a high-quality development that faces onto the canal and is complemented by new hard and soft landscaping. This new built form will create an attractive public space for residents and vistors to enjoy the canal while forming a high quality development.<br><br>Through this, new residents and visitors will be attracted into the immediate area as a result of the amenity created from enhancement of the canal. This will help capture new opportunities for economic and population growth as envisisioned in the strategies produced for East Manchester. |
| Improve connectivity and accessibility to green and blue infrastructure within the City and beyond. | The increase in the number of trees will add more biodiversity to the immediate area. Great Ancoats Street and Oldham Road have been allocated for tree canopy cover in Manchester's Green and Blue Infrastructure Strategy which therefore provides a clear opportunity for the Proposed develooment to connect onto these highways.<br><br>In close proximity to the Site, the New Islington Marina is an extremely valued part of Manchester's Blue Infrastructure. Within under a minutes walk to the east, the Site is almost adjacent to this asset and therefore has the opportunity to connect to the Rochdale Canal.<br><br>The Proposed Development will increase the amount of natural surveillance of the canal topwth creating a more safe and enjoyable route bewtween East Manchester along the Rochdale Canal to the marina and into the City Centre. |

| Objectives established to enable the vision to be achieved: | Response: |
|---|---|
| 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. | The benefits derived through the Proposed Development will help to create a level of understanding and respect for Manchester's Green and Blue Infrastructure assets.<br><br>Many residents and visitors of Manchester highly value the New Islington Marina that is a short distance from the Site. This is due to a number of reasons including increased footfall, public realm improvements and its connection to the City Centre that have occurred primarily as a result of new development.<br><br>Much like the New Islington Marina, the Rochdale Canal can reap the same benefits. The canal network plays a key part of Manchester's rich history and therefore needs to be protected. In future, the canal will be subject to its own public realm and other associated improvements.<br><br>As people grow increasingly concerned with the need to take responsive action to Climate Change, new development needs to be more innovate and sensitively designed to reduce its impact. The Proposed Development will increase people's awareness of the importance of Green Infrastructure with the proposed tree line streets. |

# Appendix C: Climate Emergency Response

In March 2020, MCC published its Climate Change Framework 2025-2025 ("the Framework"). This Framework is a high-level strategy for meeting the Council's commitment to 'play their full part' on climate change. It will need to develop over the next five years, in line with changes in policy, climate science, the Council's rate of progress on this issue, and other factors.

The Framework sets four overarching objectives as described below:

- Objective 1 – Staying within our carbon budgets.
- Objective 2 – Climate adaptation and resilience.
- Objective 3 – Health and wellbeing.
- Objective 4 – Inclusive, zero carbon and climate resilient economy.

In addition, there are a six Priority Actions that will focus efforts to achieve these overarching objectives. These are described below alongside consideration of how the Proposed Development supports their aspirations.

## Priority actions

### Priority Action 1 – Buildings

*New buildings*

*We need to ensure that new developments in the city don't eat into our limited carbon budgets and add to the already significant retrofit challenge. This means that we need them to be built and operated to zero carbon standards as soon as possible.*

*The ideal way to do this is through UK Government establishing a national zero carbon definition and methodology for its implementation, and for Manchester City Council to implement this standard as quickly as possible through the local planning system.*

*This should include applying zero carbon standards to all developments where the Council has additional influence, for example as a client / end-user, landowner or development partner, with a view to all new development needing to be zero carbon from 2023 at the latest, when the new Manchester Local Plan is expected to become operational*

MCC highlights that the "ideal way" to achieve zero carbon standards is through the UK government to establish a national zero carbon definition and methodology for its implementation. MCC would then be able to implement this through their local planning system, creating certainty for developers on what is expected to achieve "zero carbon standard". In absence of this certainty, the most appropriate way forward for development is to be cognisant of the aspiration to reduce the city's impact on Climate Change and design proposals to support this as far as practical.

Full details on the measures that have been considered and incorporated are set out the Environmental Standards and Energy Statement, submitted as part of this application, but in summary they include:

By incorporating passive and low energy design measures and renewable energy sources, it is considered that the Proposed Development's annual CO2 baseline emissions will deliver a reduction of 61.1% over Part L2A 2013. The Proposed surpasses all of Manchester City Council's planning targets by more than 50%.

- A 'Fabric First' approach which follows the stages of the Energy Hierarchy.
- Incorporation of Mechanical Ventilation Heat Recovery systems.
- Use of low carbon technology in the form of Air Source Heat Pumps.
- Electric panel heaters and water heaters with 100% delivery efficiency.
- 100% low energy lighting throughout the buildings.
- Reducing mains/potable water via water efficient devices and equipment.

Construction environmental impacts will be monitored and minimised through contractor compliance with a Construction Environmental Management Plan, including through responsible construction management practices; implementation of pollution prevention policies; monitoring construction Site energy and water consumption; and implementation of a sustainable procurement plan to ensure key materials are as responsibly sourced as possible.

Priority Action 2 – Renewable Energy

*We need a combination of two, possibly three, sources of renewable electricity:*

*Our own renewable energy generated inside the city: this includes significant increases in the amount generated from solar photovoltaic (PV) panels. In 2019, only 1% of Manchester's electricity demand was met by local renewable generation.*

*Decarbonised National Grid: driven by UK Government, the National Grid has been decarbonising in recent years; we need this to continue but at an accelerated rate, with a view to being fully decarbonised as soon as possible.*

*Our own renewable energy generated outside the city: this could include through 'power purchase agreements' with renewable energy generators, and/or investing in our own renewable energy generation through, for example, wind warms, solar farms, and others. This option is particularly important if the National Grid doesn't decarbonise at the rate we need it to.*

*We will also become more compatible with intermittent generation by developing smart grids and dynamic demand within Manchester.*

The proposed energy strategy will provide a number of benefits in terms of energy efficiency, deliverability and viability of the scheme as a whole. The Proposed Development will source the required energy demand for its operational use from a 100% renewable energy electricity supplier as well as introducing on Site renewable energy technologies.

Through a low and zero carbon technology study it was discovered that there is a potential to incorporate renewable sources for the generation of electrical energy on Site.

Roof-mounted PV panels are to be provided in this project on suitable roof-top areas of the apartment blocks and contribute to the emissions performance of the development.

Air source heat pumps are to be provided individually to the houses and on a communal format providing only the hot water within the apartment block.

Further details on the above can be found within Environmental Standards and Energy Statement prepared by Watt, however in summary this includes reducing the energy demand of the Proposed Development via the use of on-Site renewable technologies to improve energy security for occupants of the Site and export of surplus energy back to the grid.

Priority Action 3 – Transport and Flying

The five headline actions the Framework promotes taking are:

- Increase walking and cycling
- Increase public transport use
- Private vehicles – where travel by private vehicle is necessary, we need these to be electric vehicles, supported by easily accessible charging points, and with the right incentives to accelerate their uptake.
- Rail connections to other cities
- Flying

The Proposed Development is located in a highly sustainable location within walking distance of Manchester City Centre and its wide range of employment, residential, leisure, and retail opportunities. It also within walking distance of Manchester Piccadilly (a key regional mainline rail station).

The Framework Travel Plan sets out a package of measures to reduce the transport and traffic impact of the Proposed Development, including:

- Measures to encourage walking – The Proposed Development of the Site will increase the attractivness of pedestrian routes along the Rochdale Canal towpath by increasing its amenity, aesthetic and safety (through natural surveillance). The location of the Site being close to the City Centre provides a key opportunity for residents of the Site as well as East Manchester to access key services and amenities by foot.
- Measures to encourage cycling – While there is existing cycling infrastructure and routes in close proximity to the Site, further routes are to be created in the near future through the proposed upgrading works along the Rochdale Canal as proposed by the Bee Network and TfGM. These will be immediately accessible by the new residents on the northern boundary and onto St Vincent Street. Each house will be provided with a secure bike shed as well a secure bike stroage facility within the apartments block, resulting in 100% cycle parking provision. This provides the neccesary provisions in place to encourage the take up of cycling.
- Measures to ecnourage public transport - It has been determined by the Travel Plan that the Site is highly accessible by public transport and that there are further opportunities for wider public transport travel throughout Manchester City Centre. Up to date bus details will be provided including timetables/contact information within the Travel Pack provided to the residents when they occupy the building.
- Car Sharing, Car Clubs and Electric Vehicles: The Proposed Development will include the proovosion of electric vehicle charging (EVC) for all of the housing (100% provision) and 4 EVC parking spaces (20%) provision for the residents of the apartment building. Future installation of new charging points can be made within the development if the demand increases. Car Sharing (Car Share GM) and Car Clubs (Enterprise Car Club) is to be promoted through the Travel Plan by providing information to residients through information within the Travel Pack.

A full Travel Plan will be required through the inclusion of a planning condition on any decision notice. This would encourage individuals to choose alternative modes over single occupancy car use as outlined above.

### Priority Action 4 – Food

*The capacity exists for the food system to transform from a carbon source into a sink; capturing carbon as a means to increase fertility, soil health, water availability and ultimately, food security. Changes to agricultural production, food preparation, consumption and waste are needed at a global level, combined with positive action at an individual, family, community and city-level. We need to grow, buy/sell, cook and eat in a way that supports our local economy, in a healthy and environmentally sustainable way.*

The Proposed Development is located in a highly sustainable location and within walking distance of Manchester City Centre. As a highly connected Site, it is considered that users will be able to access food sustainably without the need for car travel.

### Priority Action 5 – The things we buy and throw away

Whilst this priority action is aimed more at influencing individual choices rather than development activities it is understood that the Proposed Development still contributes to the following headline action:

*"Recycle: when a product or material finally reaches the end of its current life, we need to ensure it is recycled".*

The Proposed Development includes appropriate waste recycling facilities. The proposed Site Waste Management Strategy highlights that the provision complies with waste standards, in terms of storage, recycling and management. This will support recycling within the development.

### Priority Action 6 – Green infrastructure and nature-based solutions

*Our parks, gardens, woodlands, street trees and other elements of the city's green infrastructure have an essential role to play in helping Manchester to meet its climate change objectives. This is in terms of both adapting Manchester to the changing climate (by helping to manage flood risk and heat stress) and helping to reduce our CO2 emissions (to stay within our carbon budget we need our land to become a net remover of carbon). And at the same time also delivering myriad other benefits such as improved health, increased biodiversity, supporting jobs, creating attractive neighbourhoods, and many others.*

The Framework is clear that the headline action for this priority action is *to "ensure that the city's climate change objectives are fully embedded into the development and implementation of a refreshed Green & Blue Infrastructure Strategy".* The Framework also cites an aspiration from the GM IGNITION project to *"increase urban green infrastructure by 10% by 2038, from 2018 levels".*

Ecosystems play an important role in regulating climate. They currently absorb roughly half of manmade carbon emissions. Biodiversity and ecosystem services help to adapt to and mitigate climate change. They are therefore a crucial part of the effort to combat climate change. Healthy ecosystems are more resilient to climate change and so more able to maintain the supply of ecosystem services on which our prosperity and wellbeing depend. The underlying principle of green infrastructure is that the same area of land can frequently offer multiple benefits if its ecosystems are healthy.

As described earlier in this Statement, a number of landscaping and public realm measures incorporated into the proposals will enhance the ecological value of the Site, including:

- Trees will be planted in front gardens of the houses to promote a positive streetscape . This increase in the number of trees will increase the level of biodiversity across the Site whilst increasing the attractiveness of the immediate area.

- Redevelopment of a vacant and previously devloped Site that will increase the existing number of trees and overall vegetation across the Proposed Development.

- The Proposed Development will limit proposed hardstanding on Site through the introduction of residential gardens andperipheral soft landscaping..

- These measures are designed into the scheme and installation of these measures would be committed to through the Planning Application.

### Conclusion

In summary, it is considered that the Proposed Development supports Manchester City Council's aspirations on Climate Change and, specifically, the Council's Climate Change Framework 2020-2025.

# Appendix D: Site Photography

# Appendix D - Site Photos

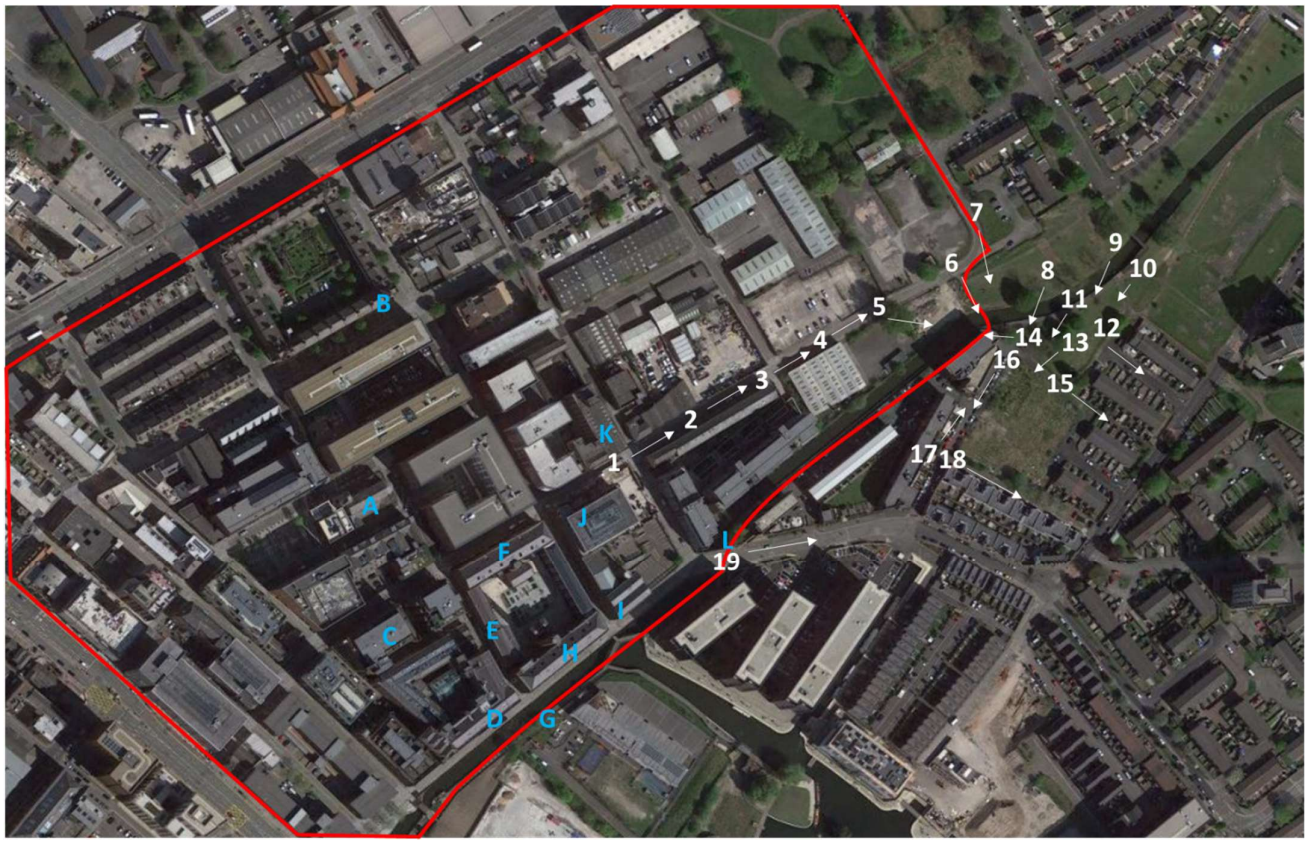



*Figure 1 - Map showing location of Listed Buildings, the Ancoats Conservation Area Boundary, and Photography from Site*

**<u>Viewpoint 1</u>**

**Viewpoint 2**

**Viewpoint 3**

**Viewpoint 4**

**Viewpoint 5**

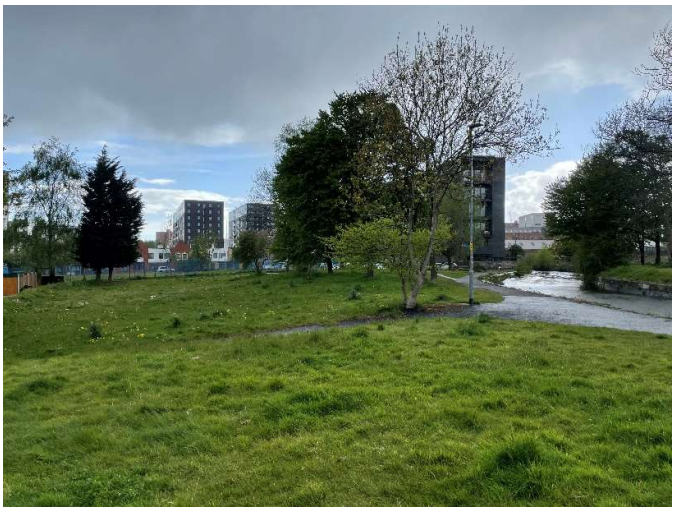
**Viewpoint 6**

**Viewpoint 7**

**Viewpoint 8**

**Viewpoint 9**

**Viewpoint 10**



**Viewpoint 11**

**Viewpoint 12**

**Viewpoint 13**

**Viewpoint 14**

**Viewpoint 15**

**Viewpoint 16**

**Viewpoint 17**

**Viewpoint 18**

**Viewpoint 19**

*Table 1 - Listed Buildings corresponding to Figure 1*

| Item on Map | Listed Building or Structure |
|---|---|
| A | **Name:** FORMER CHURCH OF ST PETER<br>**Designation Type:** Listing<br>**Grade:** II<br>**List UID:** 1197806 |
| B | **Name:** VICTORIA SQUARE<br>**Designation Type:** Listing<br>**Grade:** II<br>**List UID:** 1246277 |
| C | **Name:** PARAGON MILL<br>**Designation Type:** Listing<br>**Grade:** II*<br>**List UID:** 1219048 |
| D | **Name:** SEDGWICK MILL (TO WEST OF JUNCTION WITH MURRAY STREET)<br>**Designation Type:** Listing<br>**Grade:** II<br>**List UID:** 1270856 |
| E | **Name:** FORMER WAREHOUSE AND OFFICES OF OLD MILL, DECKER MILL, AND NEW MILL<br>**Designation Type:** Listing<br>**Grade:** II<br>**List UID:** 1220282 |
| F | **Name:** NEW MILL<br>**Designation Type:** Listing<br>**Grade:** II*<br>**List UID:** 1200821 |
| G | **Name:** ROCHDALE CANAL RETAINING WALL ON SOUTH SIDE OF REDHILL STREET, WEST OF UNION STREET BRIDGE<br>**Designation Type:** Listing<br>**Grade:** II<br>**List UID:** 1270860 |
| H | **Name:** DECKER MILL OLD MILL<br>**Designation Type:** Listing<br>**Grade:** II*<br>**List UID:** 1247473 |
| I | **Name:** DOUBLING MILL FIREPROOF MILL<br>**Designation Type:** Listing<br>**Grade:** II*<br>**List UID:** 1270855 |
| J | **Name:** LITTLE MILL<br>**Designation Type:** Listing<br>**Grade:** II<br>**List UID:** 1282961 |
| K | **Name:** BEEHIVE MILL<br>**Designation Type:** Listing<br>**Grade:** II*<br>**List UID:** 1291735 |
| L | **Name:** UNION STREET BRIDGE<br>**Designation Type:** Listing<br>**Grade:** II<br>**List UID:** 1247550 |

Deloitte.
Real Estate

This report has been prepared for Great Places Housing Association and on the understanding that it will be made publicly available.

All copyright and other propriety rights in the report remain the property of Deloitte LLP and any rights not expressly granted in these terms or in the Contract are reserved.

No party other than Great Places Housing Association is entitled to rely on the report for any purpose whatsoever and thus we accept no liability to any other party who is shown or gains access to this document.

Deloitte LLP is a limited liability partnership registered in England and Wales with registered number OC303675 and its registered office at 1 New Street Square, London, EC4A 3HQ, United Kingdom.

Deloitte LLP is the United Kingdom affiliate of Deloitte NSE LLP, a member firm of Deloitte Touche Tohmatsu Limited, a UK private company limited by guarantee ("DTTL"). DTTL and each of its member firms are legally separate and independent entities. DTTL and Deloitte NSE LLP do not provide services to clients. Please see www.deloitte.com/about to learn more about our global network of member firms. Real Estate Services regulated by RICS.

© 2021 Deloitte LLP. All rights reserved.

Deloitte.

This Planning Statement Addendum has been prepared for Great Places Housing Association [the Applicant] and on the understanding that it will be made publicly available.

All copyright and other proprietary rights in the report remain the property of Deloitte LLP and any rights not expressly granted in these terms or in the Contract are reserved.

No party other than the Applicant is entitled to rely on the report for any purpose whatsoever and thus we accept no liability to any other party who is shown or gains access to this document.

The information contained within this report is provided to assist the Applicant with this Planning Application. The report makes use of a range of third party data sources. Whilst every reasonable care has been taken in compiling this report, Deloitte LLP cannot guarantee its accuracy.

If this document contains details of an arrangement that could result in a tax or National Insurance saving, no such conditions of confidentiality apply to the details of that arrangement (for example, for the purpose of discussion with tax authorities).

Deloitte LLP is a limited liability partnership registered in England and Wales with registered number OC303675 and its registered office at 1 New Street Square, London, EC4A 3HQ, United Kingdom.

Deloitte LLP is the United Kingdom affiliate of Deloitte NSE LLP, a member firm of Deloitte Touche Tohmatsu Limited, a UK private company limited by guarantee ("DTTL"). DTTL and each of its member firms are legally separate and independent entities. DTTL and Deloitte NSE LLP do not provide services to clients. Please see www.deloitte.com/about to learn more about our global network of member firms. Real Estate Services regulated by RICS.

© 2023 Deloitte LLP. All rights reserved.